Southwest®

The Planet Report

2025

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Introduction

At Southwest Airlines®, we take pride in being the airline with Heart, and that includes respecting our Planet for future generations to come. Unless otherwise noted, the 2025 Southwest Airlines® Planet Report covers the period of January 1 to December 31, 2025, and includes relevant data tables and disclosures informed by the Task Force on Climate-related Financial Disclosures (TCFD).

In this report, we share how we manage topics related to the Planet Report, who is responsible for the highest level of oversight of such topics, and the actions we are taking to identify, assess, and manage associated potential risks and opportunities. We also discuss how these efforts support our Nonstop to Net Zero by 2050[1] strategy and our broader environmental sustainability objectives. The report covers only those business activities for which Southwest generally has complete control or ownership. It does not include facilities primarily controlled by others, such as airport terminal space or outsourced or subcontracted facilities.

Our 2025 greenhouse gas (GHG) inventory was assessed by a third party at the reasonable assurance level and completed in accordance with the International Organization for Standardization (ISO) 14064-3 Standard. This assurance engagement included our Scope 1, Scope 2, and certain Scope 3 GHG emissions. The statement can be found here. Southwest has obtained third-party assurance of its GHG inventory since 2017.

Learn more about Southwest on our Citizenship page.

Year in Review

Fuel saving initiatives resulted in approximately **24.2 million gallons** of fuel savings[2]

Reduced single-use plastics in inflight service by **64%** by weight[3]

Donated **35,000 pounds** of leather to our partners for upcycling through the Repurpose with Purpose program

Reached **40%** of eligible ground support equipment (GSE) electrified across our network[4]

Increased the use of sustainable aviation fuel (SAF), with more than **10 million gallons** of SAF uplifted

Sustainability at Southwest

In the Air

- **Winglets** reduce drag and increase fuel efficiency.
- **Flightkeys technology** enhances flight planning and saves fuel.
- **Real-time wind updates** help reduce fuel consumption per flight.
- **Aircraft weight reduction**, including retrofitting interiors, lowers fuel burn.
- **Required navigation performance (RNP)** procedures enable shorter, more efficient routes; our fleet is fully equipped to use them.
- Onboard items such as cold cups **made with bamboo** and **100% Forest Stewardship Council (FSC)[5]-certified birch wood stir sticks** help reduce inflight single-use plastics.
- SAF has been in use since 2022, with a goal for **SAF to replace 10% of total jet fuel consumption by 2030**.[6]

On the Ground

- **Single-engine taxi procedures** save about two gallons of fuel every minute.
- **Regular engine washing** improves engine performance and efficiency.
- A **digitized turn process** increases operational efficiency and reduces paper waste.
- **Electric ground power and preconditioned (PC) air** at the gate reduce auxiliary power unit (APU) use and helps avoid additional emissions.
- **Electrifying GSE** addresses emissions and air quality by replacing fuel combustion equipment during ground operations.

At Our Facilities

- We support airports on **airport carbon accreditations**, **more sustainable buildings**, and **other initiatives**.
- Our **aircraft retirement strategy** leverages reuse, for example, by selling aircraft, returning them to lessors, or disassembling and recycling components when possible.
- Items no longer needed as a result of our fleet transformation may be **recycled or donated**, to the extent practicable.

Planet Strategy

Our Nonstop to Net Zero by 2050[1] strategy continued to advance in 2025 through initiatives both on the ground and in the air. Highlights included reducing single-use plastics in inflight service by 64%,[3] driven by our cold cups made with bamboo and FSC[5]-certified stir sticks, and increasing SAF use with more than 10 million gallons uplifted. 2025 also marked our first full year using the global flight-planning software Flightkeys, providing clearer fuel-optimization insights and helping advance our sustainability goals.

Our sustainability strategy is built on three pillars:

Carbon

Addressing our carbon emissions through fleet renewal, fuel and operational efficiency initiatives, SAF, electrification of GSE, energy conservation, and other initiatives.

Circularity

Working toward 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.

Planet Goals and 2025 Progress

In 2025, we continued to make progress toward our sustainability goals, while recognizing the broader industry headwinds that continue to shape the pace and direction of our efforts. Progress is not linear, and our ability to meet these goals depends on a range of factors, risks, and uncertainties, many of which are outside our direct control.[6, 8] Meaningful progress requires collaboration with numerous Stakeholders, including aircraft and engine manufacturers, federal and state governments, and SAF producers. The importance of this collaboration became more evident in 2025, as external factors impacted climate progress across the industry.

Goal	Goal	Goal
Achieve net zero carbon emissions by 2050[1]	**Reduce our carbon emissions intensity by 50% by 2035, as compared with 2019[7]**	**Replace 10% of our total jet fuel consumption with SAF by 2030[6]**
Status	**Status**	**Status**
25,268,947 Metric Tons of Carbon Dioxide Equivalent (MT of CO_2e) including Scope 1, Scope 2, and Scope 3 Category 3 emissions	8.5% reduction in emissions intensity from our 2019 baseline	See the Sustainable Aviation Fuel section for more information on our actions toward this goal[6]

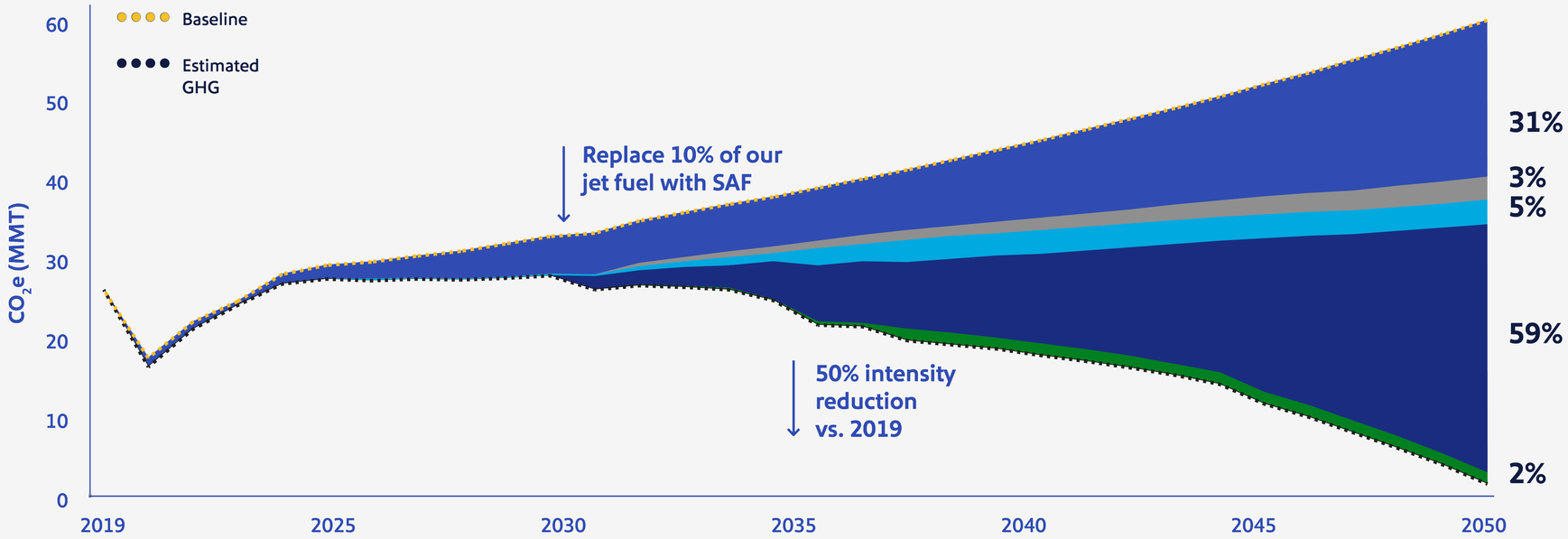
Nonstop to NET ZERO

Our Path to Net Zero

Achieving our goal of net zero carbon emissions by 2050[1] requires a strategic mix of long-term planning and near-term action. We have set mid-term (e.g., 2035 carbon emissions intensity)[7] and long-term (i.e., net zero by 2050[1] goal) science-based targets aligned 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. In late 2025, the Transition Pathway Initiative (TPI) conducted an independent assessment of Southwest and determined these 2035 and 2050 targets to be 1.5°C-aligned based on an industry-wide science-based pathway modeled by the International Energy Agency (IEA).

We have outlined a comprehensive pathway that integrates key initiatives across several focus areas. The Path to Net Zero[1] graphic represents one potential scenario for achieving these targets and is subject to assumptions, dependencies, and external uncertainties.[8] We review our model annually to incorporate new insights and adjust our approach as needed.

Path to Net Zero[1]



Fleet Renewal[8]

Innovative technologies continue to create potential improvements to the fuel efficiency and emissions intensity of our aircraft. We plan to continue replacing older, less efficient aircraft, and our projected path relies on our fleet modernization plans. We are dependent on manufacturers to timely deliver new aircraft and future technologies to achieve these reductions.

Operational Efficiency[8]

Operational efficiency includes continued investment in internal fuel saving measures such as route optimization, single-engine taxiing, engine washing, weight savings, and other initiatives.

Federal Aviation Administration (FAA) Modernization Initiatives[8]

Fuel efficiency improvements are anticipated over time due to air traffic control (ATC) and other initiatives implemented by the FAA.

SAF[8]

SAF is the most critical lever in achieving our net zero goal.[1] We assume, among other things, that the SAF market will scale in alignment with the U.S. government's SAF Grand Challenge, which aims at making 3 billion gallons of SAF available by 2030 and 35 billion gallons (100% of projected U.S. aviation jet fuel use) available by 2050.[29] Additionally, we assume that SAF will reach an average CI of 15 gCO_2e/MJ by 2050 given policy incentives favoring lower carbon intensity SAF.

Carbon Removals[8]

Carbon removals captures carbon negative SAF (any SAF with reductions below a carbon intensity (CI) of 0, such as through the use of carbon capture and sequestration in the production process) that we may utilize. Additionally, this includes potential removals through, for example, direct air capture (DAC) and other technologies that could become available or utilized by Southwest in the future.

Verified Offsets[8,9]

While offsets are not part of our depicted Path to Net Zero,[1] they may play a role in contributing toward our 2050 net zero goal if any of the aforementioned levers are unable to provide currently anticipated reductions.

Alternative Propulsion[8]

We have engaged with companies working on novel aircraft and propulsion designs. We have found that most solutions are unlikely to replace large-scale commercial aviation by 2050. We have not included these technologies in our depicted net zero transition plan.

Carbon

Sustainable Aviation Fuel

SAF is jet fuel made from non-fossil sources that can deliver lower GHG emissions than conventional jet fuel on a lifecycle basis. When blended with conventional jet fuel under established industry standards, SAF works with today's fuel infrastructure and aircraft as a fully certified drop-in fuel—no changes to engines or aircraft required—making it an important part of Southwest's path toward net zero carbon emissions by 2050.[1]

How SAF Works

SAF can be made from a variety of feedstocks using different technologies, known as pathways.

Step 1
Feedstock Collection

Biomass
Wood trimmings, agricultural residues, and municipal solid waste

Fats, oils, and greases
Vegetable oils, waste oils (like beef tallow), or used cooking oil

Carbon dioxide (CO_2) from DAC or point sources
CO_2 in the atmosphere or industrial waste gas

Step 2
Feedstock Processing

Feedstocks are aggregated, cleaned, and processed at high temperatures with chemical catalysts to make energy-dense liquid hydrocarbons, the building blocks of SAF.

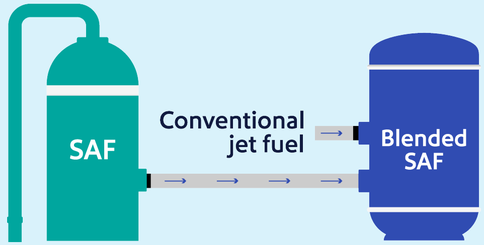
There are several certified technology pathways that can turn different types of feedstocks into SAF, each with its own limits on how much can be blended into jet fuel. Some facilities can add carbon capture systems that capture CO_2 from the process, which can then be used in other industries or stored underground instead of going into the atmosphere.

ATJ/HEFA/FT/PtL

ATJ: Alcohol-to-Jet
HEFA: Hydroprocessed Esters and Fatty Acids
FT: Fischer-Tropsch
PtL: Power-to-Liquid

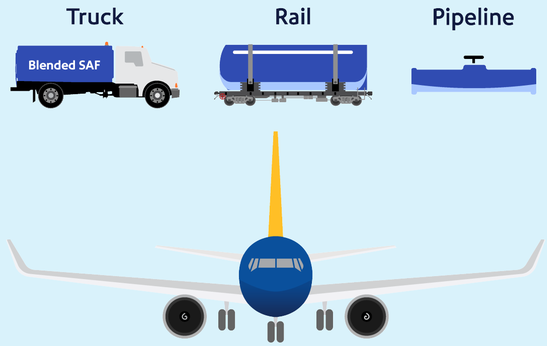
Step 3
Blending

Next, synthesized SAF is blended with conventional jet fuel in specific ratios set by global fuel standards (e.g., ASTM D7566 and ASTM D1655). These standards make sure the blended fuel meets the same safety and performance requirements as traditional jet fuel, so airlines can use it as a drop-in fuel without changing engines or airport equipment.



Step 4
Distribution

Once blended, SAF moves through the same fuel infrastructure we use today—truck, rail, pipeline—so it can be delivered and loaded just like conventional jet fuel. Using existing supply chains helps manage costs and lets airports and airlines plug SAF into operations without building a whole new fueling system.



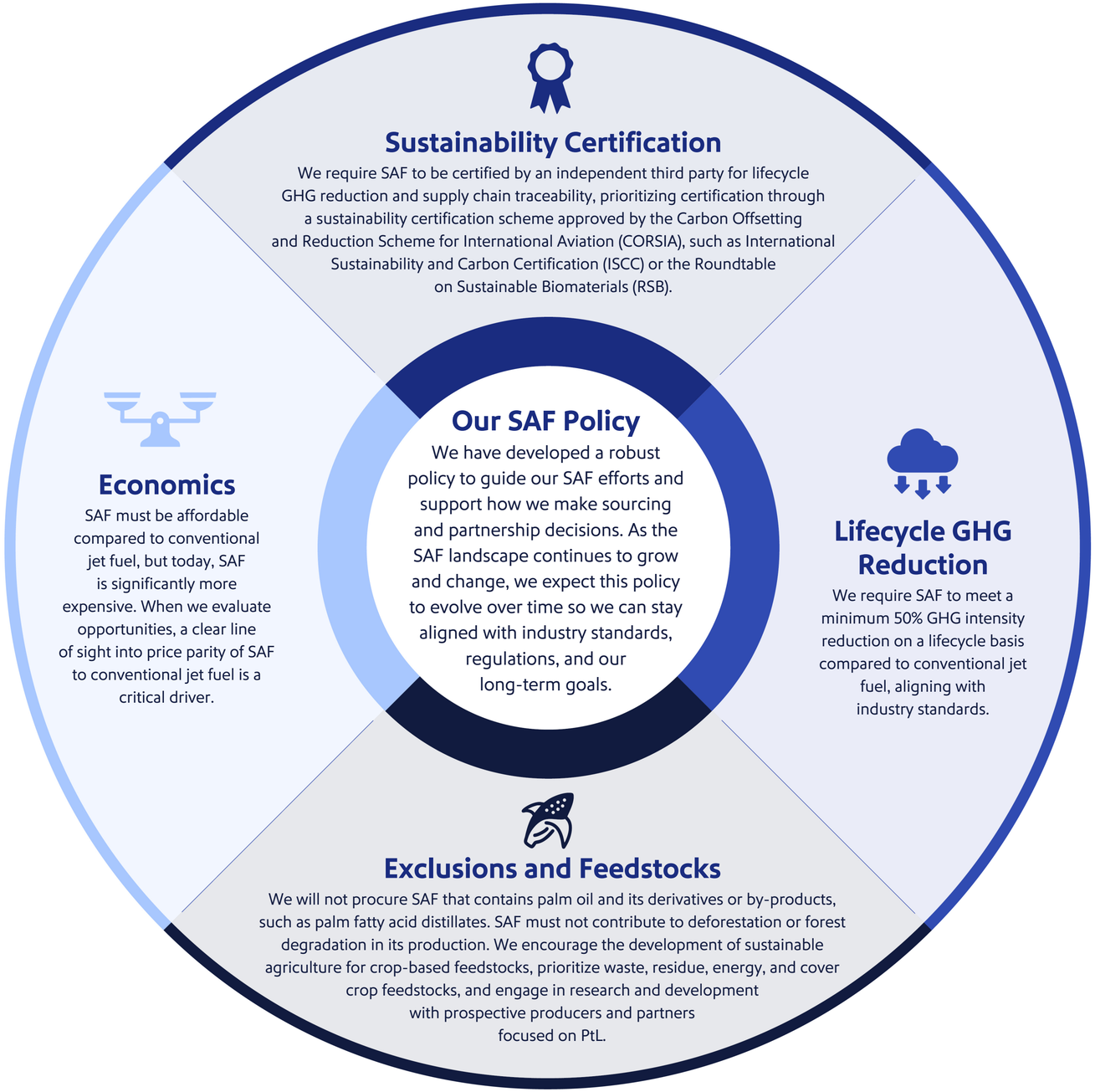
Scaling SAF

SAF remains one of the most critical levers of our Path to Net Zero by 2050.[1] However, scaling SAF faces persistent headwinds, including tight feedstock supply, limited capacity, significant price premium, and policy and regulatory uncertainty.[6,8] According to the International Air Transport Association (IATA), SAF production accounted for approximately 0.6% of global jet fuel demand in 2025, demonstrating the current constraints of available supply. As a result of these constraints, Southwest may be unable to procure SAF in volumes necessary to achieve our sustainability goals.[6,8]

Scaling SAF and reducing its cost is a shared challenge that requires collaboration across airlines, fuel producers, policymakers, and other supply chain partners. The availability of SAF is subject to factors beyond any single carrier's control, such as: durable policy incentives, proven commercial-scale technologies, and reliable transport and blending infrastructure. Today, many production technologies remain in the development or early commercial stage, policy incentives differ by region, government support is subject to change, and supply networks are not yet fully developed.[6]

The price gap between SAF and conventional jet fuel is significant, driven by limited production capacity and the absence of consistent policy mechanisms to narrow it. New production pathways may involve technical and project execution challenges, creating uncertainty around long-term supply. Additionally, current SAF distribution systems remain limited relative to conventional jet fuel, with dedicated infrastructure and transportation logistics still under development, which may introduce additional operational complexity. Another key factor for enabling SAF market growth is the formal recognition of "Book and Claim" accounting for SAF by applicable industry groups and regulatory bodies (see graphic) or other parties. It is uncertain whether these factors will be resolved in a manner that allows for consistent availability or lower cost of SAF in the future to meet our demands.

Despite these challenges, we continue to take action. We actively engage with corporate Customers, policymakers, and industry partners to advocate for forward-looking frameworks that may improve availability and affordability over time. We support industry adoption of Book and Claim accounting to enable broader participation in SAF use, and we participate in partnerships and coalitions, including the Commercial Aviation Alternative Fuels Initiative, SAF Coalition, and other key Stakeholder groups, to help develop this emerging market.



Book and Claim

Why are we talking about Book and Claim?

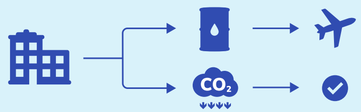
SAF Book and Claim systems, including mass balance, can help the SAF market scale efficiently and enable broader participation across the aviation value chain.

What is it?

Under the Book and Claim model, the environmental attributes of SAF are separated from the physical product, and organizations are able to claim the environmental attributes of SAF without receiving physical delivery of the product. This model is commonly used today in the renewable energy market.

How does it work?

After blending SAF with fossil jet fuel, the environmental benefits of SAF are separated from the physical jet fuel molecules. Companies can purchase the SAF attributes or certificates associated with the environmental attributes without needing to keep track of the fuel and which flights the fuel ends up on.



Why do we need Book and Claim?

Book and Claim can enable more market participants to utilize the environmental benefits of SAF, which can help increase the demand and market for SAF. Supplying physical deliveries of SAF to every airport will take time. Until that happens, organizations can still support SAF through purchasing the environmental attributes of SAF.

How does Book and Claim show up in our business?

Book and Claim is a feature of our corporate Customer SAF program, where eligible corporate Customers help support the use of SAF in our operations. Through this program, we enter into agreements with corporate Customers who help cover the premium for SAF deliveries above the cost of conventional jet fuel, which has helped us increase our SAF volumes in recent years.

Our SAF Use and Partnerships

Consistent with domestic U.S. airlines' industry goals, we have set a goal to replace 10% of our total jet fuel consumption with SAF by 2030. In 2025, we continued to take action toward our SAF goals and utilized SAF in our operations.[6]

- **Prime:** In early 2025, we entered into a five-year offtake agreement with Prime Energy for 1.7 million gallons of SAF per year. Based on the contract volumes and expected CI score, this SAF could avoid more than 89,000 metric tons of CO_2 over the term of the agreement.
- **Valero:** In late 2024, we entered into a SAF supply agreement with Valero Marketing and Supply Company to enable delivery of SAF to Chicago Midway International Airport (MDW). The SAF, produced from waste and agricultural residue-based feedstocks and certified under recognized sustainability standards, is supplied by Diamond Green Diesel, blended with conventional jet fuel, and delivered through existing pipeline infrastructure. In 2025, this agreement enabled us to uplift more than 10 million gallons of SAF in Illinois. This was made possible through collaboration across the SAF value chain, including support from the Illinois Sustainable Aviation Fuel Purchase Credit and participation from corporate partners in our corporate Customer SAF program.
- **LanzaJet:** In early 2024, we announced a $30 million investment in LanzaJet, a SAF technology provider and producer known for its patented ethanol-to-SAF technology and the world's first commercial ethanol-to-SAF plant.
- **Phillips 66:** We continue to work with Phillips 66 through our memoranda of understanding, with the intention to facilitate the development and production of commercialized SAF.

Operational Efficiency

Operational fuel saving measures remain a core element of our sustainability strategy and daily operations. Improving fuel efficiency allows us to manage operational costs more effectively while also addressing carbon emissions from jet fuel, supporting our long-term sustainability goals. In 2025, our fuel efficiency initiatives saved approximately 24.2 million gallons of fuel, resulting in an estimated $58.4 million in cost savings.[2]

In the Air

Since jet fuel accounts for more than 99% of our Scope 1 and 2 GHG emissions and represents our second-highest operating cost, increasing fuel efficiency remains one of the most effective ways for Southwest to address both emissions and costs. The launch of Flightkeys in 2024 marked an important step in modernizing our operations, and in 2025 we built on that foundation by strengthening how we manage, measure, and track fuel savings.

Throughout the year, we enhanced governance around fuel efficiency initiatives, established weekly operational meetings focused on identifying challenges and implementing solutions, and increased accountability across Teams. We also developed new, industry-leading tracking tools for measuring fuel savings against planned assumptions. Together, these efforts have improved visibility and decision-making across the operation.

After a full year of using the Flightkeys system in 2025, we saw clear improvements in our fuel management. The platform enables us to better assess tradeoffs between performance and fuel consumption, helping ensure we make more informed choices. In 2026, we will focus on further optimizing the system and driving the behavioral changes needed to capture additional savings.

Other areas of the business are also contributing to our fuel efficiency efforts. We continue to focus on operating our aircraft as efficiently as possible, including initiatives to increase single-engine taxi rates. We are exploring future capabilities that could create additional opportunities to reduce fuel burn through enhanced flight deck operations. We anticipate meaningful fuel saving opportunities in 2026 through continued improvements to aircraft loading practices.

Our focus remains on translating opportunity into measurable results. This includes reinforcing accountability, strengthening alignment across the organization, and ensuring our Employees understand how their work contributes to our fuel efficiency initiatives. While we made meaningful progress in 2025, we recognize there is more work ahead, and continued improvement remains important to managing costs and advancing our long-term sustainability goals.

On the Ground

At Southwest, improving the efficiency of our ground operations remains a key operational focus. As part of this effort, we continue to transition our GSE fleet to electric, helping address GSE emissions across our network. As of December 31, 2025, we've electrified 40% of eligible GSE (bag tugs, beltloaders, and pushbacks) across our network, and at 24 airports, more than 70% of eligible GSE is now electric. We've achieved 99% or greater electrification at Albuquerque International Sunport (ABQ), Austin-Bergstrom International Airport (AUS), Harry Reid International Airport (LAS), San Jose Mineta International Airport (SJC), and Salt Lake City International Airport (SLC).

We also continue to target efficiency in other areas of our ground operations. Connecting aircraft to ground power and using PC air are two significant ways we reduce fuel consumption and associated emissions while aircraft are at the gate. As of December 2025, 93% of our gates were connected to ground power and 93% were connected to PC air, helping us save fuel.

Facilities Energy Use

Southwest continues to identify opportunities to manage our environmental impact across the facilities we own and operate, with a focus on tracking and addressing our Scope 1 natural gas and Scope 2 electricity emissions. In 2025, we advanced modernization efforts at our Dallas Headquarters campus, including upgrades to Building Automation Systems to improve system reliability, operational consistency, and long-term energy optimization. We also expanded the use of advanced building analytics to provide real-time visibility into energy performance, helping us identify and address inefficiencies more quickly. This work is supported by a monthly building health score, which we aim to keep above 90% year-round.

In 2025, Southwest earned Dallas Green Business Certification for two key facilities: The Dallas Love Field Airport (DAL) Technical Operations Maintenance Hangar achieved Gold status, and our Dallas Headquarters achieved Platinum. These recognitions reflect our ongoing efforts towards sustainable operations.

Circularity

We recognize that our operations generate waste and use resources, which is why circularity is a part of our broader sustainability strategy. Our approach focuses on working towards reducing waste by maximizing the value of resources and keeping products and materials in circulation for as long as feasible.

We strive to promote circular practices across our operations, from sourcing materials to managing products at the end of their useful life. This includes evaluating opportunities to reuse, repurpose, or recycle materials where feasible. Our circularity efforts are guided by three focus areas: sourcing, recycling, and upcycling.

Sourcing

By the end of 2025, we reduced single-use plastics in inflight service by 64% by weight.[3] This milestone reflects a multi-year effort to integrate sustainability considerations into our sourcing processes and to evaluate material use within inflight service offerings.

Our progress builds on foundational work completed in 2023 and 2024, when we conducted a comprehensive assessment of our inflight single-use plastics footprint and evaluated sustainability, operational, and commercial considerations for potential alternatives. Those insights informed the guiding principles and strategic roadmap that positioned us for success.

During 2025, we began to see the impact of these efforts, marking the first full year our cup made with bamboo and 100% FSC[5]-certified birch wood stir stick were standard onboard. Together with earlier changes, such as a recycled paper overwrap for napkins, these updates further strengthened our efforts to address single-use plastics inflight.

Cheers to Circularity!

Our stir stick, made of **100% FSC[5]-certified birch wood**, has helped eliminate nearly **50,000 pounds** of plastic in 2025.

In 2025, our cups made with bamboo used approximately 157,000 pounds of plastic, compared to nearly 1.43 million pounds for our previous plastic cocktail cups—**reducing plastic use by nearly 1.3 million pounds** in 2025.

Bamboo is considered a **"rapidly renewable material"[10]** by the U.S. Green Building Council and reaches maturity for harvest in three to five years.

Recycling

In 2025, we continued to work on our recycling and waste diversion efforts across the system. We seek to recover and divert materials from landfills, including plastics, paper, metals, and other recyclables generated through inflight service, airport operations, and facility services. These efforts are carried out in coordination with airports, suppliers, and service providers, and support compliance with applicable environmental regulations while promoting more sustainable waste management practices across our network.

Regulated Waste:

We aim to responsibly manage materials that require special handling; comply with applicable local, state, and federal environmental, safety, and waste management regulations; and explore safer disposal and treatment options to reduce waste and conserve natural resources.

- Hazardous Waste
- Vehicles & Facilities

Recycling and Reuse:

We have dedicated programs for materials such as carbon fiber, metals, and e-waste, and we are working to expand recycling and diversion efforts across a wide range of materials. Our programs are designed to manage both traditional recyclables, like cardboard and plastics, and specialized items that are harder to handle, supporting more comprehensive waste reduction across our operations.

- E-Waste
- Uniforms
- Mixed Recycling
- Airframe Parts
- Facilities & Warehouse

Non-recyclables:

Although these materials are not recyclable, we focus on reducing waste at the source and exploring alternative sourcing options to help limit their environmental impact.

- Landfill

Upcycling

A major focus of our circularity work centers on one of our most valuable assets—our aircraft. In 2025, we continued to advance innovative end-of-service strategies that allow us to reuse, resell, recycle, and repurpose retired aircraft, helping minimize landfill waste. Through our Repurpose with Purpose program, retired leather seat covers also found new life in community projects.

In 2025, “Poolie,” Southwest’s longtime Cabin Emergency Evacuation Trainer, found a new home. After nearly 30 years of supporting Flight Attendant training in Dallas, the 737-200 fuselage was donated to the Texas A&M Engineering Extension Service’s Disaster City® in College Station, Texas, where it now helps first responders practice lifesaving skills in realistic aircraft rescue scenarios.

As part of our corporate transformation, we expanded our recycling and upcycling efforts in 2025 to include materials like signage, boarding stanchions, and other operational items. By giving these materials a new purpose, we address the amount of waste sent to landfills and found creative ways to extend the life of resources already in our system.

In 2025, we refreshed our inflight coffee offerings, partnering with Peet’s Coffee. During this transition, we donated nearly 80,000 branded coffee cups, keeping these usable items out of the waste stream while supporting local communities.

Repurpose with Purpose

Our Repurpose with Purpose program is an award-winning global sustainability initiative that upcycles aircraft seat leather and transforms it into new products. Launched in 2014 after Southwest updated its seat design, resulting in 43 acres of aircraft seat leather that was no longer needed, the program began as a practical solution to a waste challenge and has grown into a long-term commitment. Today, Repurpose with Purpose uses leather from ongoing aircraft renovations and retirements and donates it to partner organizations that turn it into new products while providing skills training, employment, and other benefits for communities across the United States and Central America.

In 2025, approximately 35,000 pounds of leather were donated to partner organizations through Repurpose with Purpose, helping keep such valuable materials out of landfills while putting the Southwest Heart to work in the communities we serve.

Learn more about Repurpose with Purpose by visiting its website.

Collaboration

Partnerships help us turn long-term sustainability goals into real action. We work side by side with nonprofit organizations, policymakers, airports, suppliers, Customers, and other industries whose efforts align with ours to advance shared environmental sustainability goals.

Contrails Education

When an airplane flies at high altitude, it can leave behind thin, white cloud-like streaks called contrails, short for “condensation trails.” These form when aircraft emissions interact with cold, moist air, but they do not appear on every flight because they form only under specific atmospheric conditions.

In certain ice-supersaturated regions, contrails can spread and persist as cirrus clouds that may reflect sunlight during the day and trap heat at night, potentially contributing to a net warming effect. While researchers have made progress in understanding these impacts, there is still significant uncertainty around how, when, and where contrails contribute most to climate effects.

Together with partners across the aviation community, Southwest is engaged in ongoing work to study contrails and explore practical ways to address their climate impact where possible. In 2025, Southwest partnered with GE Aerospace on a Department of Energy ARPA-E funded grant developing a GE Aerospace system that integrates detailed engine operational data, a hybrid physics and machine learning model, on-airplane data, and real-time and historical satellite observations. The Team achieved strong contrail persistence classification with their Hybrid Contrail Prediction (HyCoP) model, and built a Geostationary Operational Environmental Satellites (GOES)-based validation platform. The next step is to expand ground-truth labeling by incorporating additional verified observations to confirm and validate detected contrails, to further improve contrail verification.

Strengthening Supply Chain Risk Insights

In 2025, we continued using third-party assessment tools, including Interos, a comprehensive third-party risk intelligence platform that we expect to utilize in the long term to assess sustainability and other supplier-related risks. Interos provides continuous, automated visibility into multiple risk domains across our supply chain, including operational resilience, financial risk, cyber posture, geopolitical exposure, and risk indicators related to environmental, social, and governance (ESG) factors.

Interos expands visibility across our multi-tier supply chain by mapping, monitoring, and modeling networks at a depth far beyond any capability Southwest has had to date. The platform delivers insights into more than a million suppliers across our extended network. Interos also automates regulatory compliance checks to reduce audit burden and continuously monitors global events and supplier relationships, giving us real-time awareness of emerging risks.

Climate Advocacy

Policy and advocacy are critical to Southwest's progress toward its climate goals, both as an airline and as a member of the broader aviation industry. We continue to work through industry groups, such as Airlines for America (A4A), and with Stakeholders who share our climate priorities to advance policies that help us fly more efficiently and increase the availability and use of SAF. For more information on our climate advocacy efforts, please refer to our **Climate Advocacy statement**.

Compliance

Adhering to local, state, and federal environmental laws and regulations is fundamental to our Environmental Policy. We're focused on achieving our annual goal of zero recorded environmental violations. Our Environmental Services Team regularly conducts audits to review compliance. We also work to improve our performance by utilizing our Environmental Management System (EMS), following environmental guidelines and procedures, implementing corrective action, and training our Employees to meet our compliance goals. We maintain ongoing communication with airport Stakeholders, addressing any events and incidents to foster a collaborative approach to compliance.

Our standard auditing processes include assessing a location's recordkeeping, permit status, and compliance with regulatory requirements such as Stormwater Pollution Prevention (SWPPP) and Spill Prevention Control and Countermeasure Plans (SPCC). We perform visual walk-through inspections to confirm that key compliance practices are enacted while also tracking spills (if any), audit findings and corresponding corrective action, as well as permits and their expiration dates. Through goal setting and the use of our EMS and Chemical Management System (CMS), we work to maintain compliance, reduce costs and risks, and measure progress in improving our environmental compliance performance.

Waste

At Southwest, we comply with applicable local, state, and federal environmental laws and regulations related to both hazardous and non-hazardous waste. We've implemented data tracking systems that capture waste information from multiple sources, including third-party reports, with a goal of compiling an annual waste disposal summary broken out by hazardous and non-hazardous status. Material data collected includes scrap metal, batteries, e-waste, light bulbs, shredded paper, municipal waste, and maintenance and cleaning agents (e.g., oil filters, glycol, solvents, and paints).

We prioritize educating and engaging our Employees on proper and safe waste disposal practices, while also looking for opportunities to reduce waste generation when feasible. Our Technical Operations Team implements a first-in, first-out inventory management system to use materials efficiently, helping to limit waste. The paint mixing stations in our hangars are designed to mix only the specific amount of paint required for each project, rather than using pre-packaged kits. We regularly evaluate our materials and processes for compliance while optimizing performance and working to minimize waste and operational disruptions.

Water Management

We recognize the significance of water conservation and pollution prevention. While our water usage is relatively small compared to our overall environmental footprint, we collaborate with airports across our network to help manage stormwater runoff and mitigate the environmental impact on adjacent water bodies.

Airports' stormwater discharge is governed by the Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES). This program issues permits to airports or to airlines at those airports for the proper handling of stormwater runoff, such as aircraft deicing fluid, with the goal of avoiding negative environmental impacts. We partner with the airports we serve to implement measures addressing aircraft deicing runoff, including the recovery of deicing fluids and adoption of other related pollution-prevention technologies. Additionally, we contribute to stormwater management by adhering to regulatory required plans like the SWPPP and SPCC. We also incorporate stormwater pollution-protection education and best management practices into our annual environmental training for all operational Employees.

Climate Risks and Impacts

Southwest Airlines is committed to operating our business in a manner that supports long-term value creation while responsibly managing risks that may affect our People, operations, and financial performance. As discussed below, certain environmental and climate-related risks have the potential to impact airline operations, infrastructure, fuel markets, regulatory requirements, and Stakeholder expectations over time.[8] Accordingly, the Company continues to evaluate how such risks and related opportunities may influence our long-term strategy.

Scope of this Assessment

Understanding and preparing for climate-related risks are important to building long-term organizational resilience. During 2024 and 2025, Southwest completed an updated scenario analysis intended to align with the recommendations of the TCFD framework to better understand current and potential physical climate risks, as well as transition risks and opportunities. These scenarios are subject to a number of assumptions and projections, and we cannot guarantee that our risk analysis will not change or that we will not experience increased short-term risks related to our operation. For more information, please see our detailed risk factors discussed under the heading "Risk Factors" in the Company's Annual Report on Form 10-K for the fiscal year ended December 31, 2025, including those specific to climate change and extreme weather events. Given the estimates, assumptions, timelines, and nature of this analysis, at this time Southwest cannot accurately predict the impact of any potential losses or costs associated with the physical and transitional effects of climate change. The analyses, assumptions, and disclosures described herein are subject to change as data quality, methodologies, regulatory expectations, and business conditions continue to evolve. Southwest intends to update this TCFD disclosure on a biennial basis.

Governance

- Our Board of Directors oversees the Company's corporate responsibility practices, including with respect to sustainability and any material climate related risks.
- With respect to executive oversight of environmental matters, our President & CEO has ultimate responsibility for the business of Southwest, including ESG topics.
- Management-level governance and monitoring of ESG and sustainability-related risks is supported through established functions, including for example, Internal Audit, Enterprise Risk Management (ERM), Business Continuity, and Emergency Response Teams. The Environmental Sustainability Team is responsible for coordinating sustainability efforts across the Company with guidance from leadership and develops and helps implement near- and long-term action plans to address climate-related risks and opportunities and support the achievement of the Company's sustainability goals.

Metrics and Goals

- We have adopted goals to achieve net zero carbon emissions by 2050[1] and to reduce our carbon emissions intensity by 50% by 2035 compared with 2019.[7]
- Given the critical role of SAF in addressing emissions in aviation, we are also working toward replacing 10% of our total fuel consumption with SAF by 2030.[6]

Risk Management

- We have reviewed climate-related physical and transition risks and opportunities across the short-, medium-, and long-term horizons using different emissions scenarios. We're also taking certain steps to mitigate these risks as stated in this report.
- Southwest integrates risk management into everyday business operations. As of the date of this report, extreme weather event risks are part of our ERM oversight processes and managed through a tiered, cross-functional structure that includes departmental Risk Owners and an Executive Risk Steering Group, all working collectively with our ERM Team to identify, evaluate, and mitigate extreme weather risks on an ongoing basis.

Strategy

- Based on the results of the scenario analysis, we have evaluated potential climate-related physical and transition risks and opportunities across our operations in the short, medium, and long term. Risk mitigation measures are embedded in our operational practices, and we engage Teams across our organization and collaborate with key Stakeholders to refine planning processes and strengthen preparedness for responding to climate-related events.
- Preparing for future weather events is a significant part of our strategy. We have established procedures and tiered response programs based on event severity to help enhance the resilience of our operations, manage weather-related disruptions effectively, and maintain operational continuity as climate-related physical risks evolve.

Physical Risk Assessment

Our climate scenario analysis evaluated physical climate-related risks at 20 locations where Southwest operates, including our largest airports, a selection of additional airports for regional representation, and our Corporate Headquarters. Our methodology involved identifying relevant climate hazards; selecting appropriate forward-looking scenarios, time horizons, data sources, and climate indicators; assessing each location's exposure to climate hazards; and evaluating potential asset vulnerabilities.

To evaluate our potential present and future exposure to physical climate-related risks and opportunities, we selected the following scenarios based on the Shared Socioeconomic Pathways (SSPs) developed by the Intergovernmental Panel on Climate Change's (IPCC) Sixth Assessment Report – "Climate Change 2023."

To assess physical risks across these scenarios and time horizons, we assigned each climate hazard a risk rating from 1 to 25, with 25 representing the highest level of risk. For this report, we calculated the average scores across the locations assessed, as applicable, providing a comprehensive enterprise-wide risk rating for each hazard across different time horizons. We have chosen to present the results from the SSP2-4.5 scenario, as it represents a widely used, moderate emissions pathway.

The results from our physical risk assessment helped us identify the potential exposure and implications of potential climate hazards in the short (present day, 2025), mid (2035), and long (2050) term.

Scenario	SSP2-4.5 (Intermediate Emissions Scenario)	SSP5-8.5 (Very High Emissions Scenario)
Global Warming by 2100	+2.7°C	+4.4°C
Description	Social, economic, and technological trends do not shift markedly from historical patterns and the scenario represents a future with decreasing GHG emissions after mid-century and lesser physical impacts.	A very high GHG emissions future with increasing GHG emissions through 2100 and greater physical impacts from climate change.
Key Parameters and Assumptions	CO_2 emissions remain around current levels until middle of the 21st century. >50% probability of limiting global warming to 3°C by 2100.	CO_2 emissions roughly double from current levels by 2050. >50% probability of global warming exceeding 4°C by 2100.

Physical Risk Mitigation

Recognizing the importance of weather-related planning, we have expanded our meteorology staff over the past several years and invested in advanced meteorology and network impact analysis. We collaborate with key Stakeholders, including the FAA and airports, to refine capacity and planning processes, leveraging diverse knowledge bases, expanding data sources, and adopting innovative air traffic management methods. These efforts help equip us to respond more proactively to inclement weather, equipment outages, and other disruptions that could lead to flight delays and cancellations. Additionally, we evaluate and adjust flight schedules regularly throughout the year, which gives us greater flexibility to meet the needs of our Customers and adapt to changing conditions.

By engaging in hazard-specific risk reduction strategies and investing in infrastructure, Employee safety, and operational efficiency, we can strengthen our ability to navigate climate-related challenges and meet the needs of our Customers. See the Climate-Related Physical Risks table that follows for additional detail on specific mitigation measures.

Climate-Related Physical Risks

Risk	Risk Description[11]	Risk Reduction Strategies	Potential Hazard Impacts:[11]		
			Short-Term 2025[12]	Mid-Term 2035	Long-Term 2050
Extreme Heat Acute	Extreme heat may intensify over time, and significant regional differences could emerge by 2035. Under an intermediate emissions scenario, northern regions could face greater risks, whereas a very high emissions scenario could shift more risk to southern regions. Higher temperatures could result in operational slowdowns, limited passenger capacity, and increased infrastructure strain at high-traffic airports. Rising temperatures may also drive higher cooling demands for terminals, place additional stress on jet bridges and baggage systems, and increase the risk of heat exhaustion for ground crews working on the tarmac for extended periods. Prolonged heat waves may impact labor productivity, increase maintenance and cooling costs, and affect aircraft performance. Sustained exposure to high temperatures can accelerate infrastructure wear, while reduced air density may require greater thrust for takeoff, increasing fuel consumption and limiting payload capacity. In the long term, capital investments in heat-resilient aircraft and infrastructure may be necessary to maintain operational efficiency.	We closely track temperatures at airports vulnerable to acute heat risk and implement measures to mitigate the potential impacts of rising temperatures on our Employees. To mitigate risks to our Employees, we provide personal protective equipment and resources, and bring in additional staff at affected airports to account for increased work/rest periods. We have implemented health and safety procedures and policies, and we monitor compliance with such policies and evaluate them for relevance in such events. In addition, we implement operational measures to minimize loads during extreme heat conditions, including weight management practices such as fuel planning and cargo adjustments, fleet performance improvements, passenger management, and schedule timing adjustments to avoid peak-heat departure windows. Where feasible, flights may be scheduled earlier in the morning or later in the evening when temperatures are cooler and the likelihood of refueling or offloading is reduced. We also maintain Customer service policies and re-accommodation procedures to help manage any potential operational disruptions.	Med	Med	Med
Extreme Cold Acute	Winter storms can pose challenges to airline operations, including aircraft safety, deicing activities, increased operating costs, and disruptions to flights and ground transportation. Cancellations and schedule disruptions in affected areas can result in lost revenue and systemwide delays, while extreme winter storms may also damage equipment, disrupt supply chains, and impact transportation infrastructure. Increased operating costs may arise from premium pay, Employee rerouting, and higher maintenance expenses, particularly for aircraft exposed to hail or extreme cold, which may require accelerated depreciation and reduce residual asset value. To mitigate these risks, capital investments in weather resilience measures may be necessary. Disruptions due to extreme cold and snow are projected to decline over time under both intermediate and very high emissions scenarios; however, certain airports may still see impacts from extreme cold.	To mitigate extreme cold-related risks to our Employees, we provide cold-weather personal protective equipment and resources and increase staffing at affected airports to support expanded work/rest cycles. We have implemented health and safety procedures and policies, and we monitor compliance with such policies and evaluate them for relevance in such events. Operationally, in response to winter weather, we continue to invest in additional winter infrastructure to support more efficient operations during severe weather. We also emphasize turn-time protections, additional crew buffers, and close coordination with airports on plowing and pad access. To further enhance climate-related resilience, we've invested in improved winter-weather tools and technology, including real-time weather and deicing holdover-time applications, enhanced monitoring dashboards, and upgraded operational systems designed to better manage close-in delays and extreme-event recovery.	Med	Med	Med
Heavy Snowfall Acute	The risk of heavy snowfall is projected to decline over time under both emissions scenarios at the Southwest sites evaluated, with potentially a more pronounced decrease in the midwest and southern regions. However, key northern and midwest airports could face flight disruptions and operational slowdowns due to heavy snowfall. Accumulated snowfall may lead to runway closures, delays in deicing processes, disruptions to ground crew operations, an increased risk of aircraft skidding incidents, and higher airport maintenance costs.	In response to winter weather, we have increased the number of available deicing trucks and ground equipment, procured additional deicing pads, and expanded glycol capacity at key locations. We have also implemented new weather applications to enhance deicing holdover times, purchased and deployed additional engine covers and heaters, and expanded winter operations training while augmenting winter staffing levels. Refer to the risk reduction strategy addressing extreme cold events for additional measures.	Low	Low	Low

Risk	Risk Description[11]	Risk Reduction Strategies	Potential Hazard Impacts:[11]		
			Short-Term 2025[12]	Mid-Term 2035	Long-Term 2050
Pluvial Flooding (rainfall-induced flooding) **Acute**	Flood-prone airports may experience significant disruptions to flight operations, ground activities, and infrastructure. Intense rainfall could overwhelm drainage systems, leading to water pooling on runways and taxiways, as well as flooding of access roads and parking lots. Prolonged water exposure may also damage electrical systems, baggage handling operations, and other critical airport infrastructure.	We continue to work alongside airports and local airport authorities within our network to address contingency planning and flood preparedness. We integrate resiliency into our building design plans for owned ancillary buildings, including hangars, incorporating considerations of the 100-year flood, large hailstorms, and lightning into the design process. Storm systems are designed for the 100-year flood, and buildings are typically set at a higher elevation to help prevent flooding.	Med	Med	Med
Fluvial Flooding (stream- or river-induced flooding) **Acute**	The risk of fluvial flooding may remain low across all time horizons under both emissions scenarios at the Southwest sites evaluated. However, at flood-prone airports, heavy river flooding could disrupt airport access, ground operations, and essential infrastructure by inundating runways and taxiways. Additionally, prolonged water exposure may lead to increased maintenance costs due to water damage and erosion of critical airport systems.	Refer to the risk reduction strategy addressing pluvial flooding events.	Low	Low	Low
Coastal Flooding **Acute**	Large-scale coastal flooding has the potential to disrupt transportation infrastructure, including roads and railways, which could impact fuel supply chains and hinder Customers and Employees from reaching the airport. These disruptions may also lead to higher operating expenses, including increased maintenance and repair costs, rising insurance premiums, airport fees for infrastructure repairs, and capital expenditures to replace water-damaged assets. Smaller, less-developed airports in flood-prone coastal areas may face greater challenges in adapting to more frequent and severe flooding events. While the overall risk of coastal flooding may remain low across most evaluated coastal regions, low-lying coastal airports could face a high risk under both emissions scenarios and emissions pathways. These airports may be vulnerable to rising sea levels and storm surges, which could damage runways, disrupt fuel storage areas, and compromise ground transportation access. Such impacts could result in costly infrastructure repairs, flight disruptions, and heightened operational risks, posing potentially significant challenges to long-term airport resilience and functionality.	Refer to the risk reduction strategy addressing pluvial flooding events.	Med	Med	Med
Drought **Acute**	The risk of drought averages out to low under both emissions scenarios across all time periods for the sites evaluated. Airports with medium risk may face higher water-use fees or infrastructure upgrade requirements under lease agreements aimed at enhancing water conservation. Additionally, long-term shifts in tourism patterns could affect revenues if destinations reliant on winter snowfall, such as ski resorts, become less attractive due to lack of snowfall caused by drought. Airports in arid regions may face greater strain on water intensive operations, potentially impacting cooling systems, fire suppression, and ground activities. This could lead to higher water costs, increased fire risks, and potential limitations on airport expansion or maintenance projects.	We recognize the importance of water conservation. Although water consumption is a small part of our operations, water is an important natural resource, and we strive to take measures to conserve water in our facilities and landscaping. The majority of our water consumption comes from domestic use by our Employees, and we have implemented projects to target conservation in this area to preserve this natural resource. Refer to the Water Management section for more information.	Low	Low	Low

Risk	Risk Description[11]	Risk Reduction Strategies	Potential Hazard Impacts:[11]		
			Short-Term 2025[12]	Mid-Term 2035	Long-Term 2050
Wildfire **Acute**	Extreme wildfires have the potential to rapidly alter conditions such as visibility and wind speeds, potentially affecting air travel. Depending on the severity, flights may be delayed, rerouted, or canceled, potentially leading to lost revenue and disruptions across the system. Employees at outdoor locations may also face harmful air quality, potentially posing health risks and further impacting operations. Wildfires can drive up operating expenses through increased aircraft maintenance costs due to smoke and ash exposure, as well as higher fuel costs from rerouting flights around affected areas. Aircraft exposed to severe smoke or ash may require accelerated depreciation, reducing earnings in the year of recognition and lowering residual asset values. Wildfire exposure risk may remain moderate to high across all time horizons under both emissions scenarios for the Southwest sites evaluated, particularly for coastal and island locations, driven by regional climate trends, land cover, and fuel availability.	Southwest has established a system-wide Wildfire Smoke Protection Program to protect outdoor workers from smoke exposure. Across all stations, tools and procedures are in place to monitor and communicate the Air Quality Index for PM2.5. Local ground operations personnel, supported by the Meteorology Team, monitor conditions across more than 100 stations, with particular focus on California and other Western states. Exposure controls such as personal protective equipment, job rotation, and, at higher thresholds, temporary operational pauses are used to maintain safe working conditions. To support operational resilience, Southwest works closely with airport partners to assess visibility, airfield conditions, and potential infrastructure impacts from wildfire smoke. When necessary, we adjust flight schedules, modify ramp operations, and implement additional safety measures to reduce Employee exposure. During severe smoke events, existing Business Continuity and Emergency Response protocols are activated to coordinate decision-making, communication, and staffing across the organization.	High	High	High
Tropical Cyclones[13] **Acute**	Our assessment evaluated historical tropical cyclone exposure within 60 miles of each of the Southwest locations evaluated, focusing on wind speed intensity due to its potential for severe damage. Given the spatial resolution limitations of climate models, future tropical cyclone risks could not be projected for 2035 or 2050, thus exposure risk scores for tropical cyclones were held constant over time and across emissions scenarios. Tropical cyclones can potentially ground aircraft for extended periods, possibly exacerbating fuel supply disruptions and causing lost revenue from cancellations and scheduling disruptions. These storms could also drive up operating costs, including higher fuel consumption for diversions, increased maintenance expenses, and rising airport fees for storm recovery efforts. If storm severity intensifies, insurance premiums may increase or provide less coverage. Additionally, extreme weather events may necessitate capital investments to repair or replace damaged assets, including aircraft, and may also impact employee availability and increase the demand for support initiatives.	Given the mobility of our aircraft, we can plan ahead and reposition assets to avoid storm impacts, helping address the risk of physical damage to our fleet. To mitigate fuel-related disruptions from weather events such as floods and hurricanes, we closely monitor potential fuel supply interruptions, and conduct annual strategic reserve evaluations before hurricane season. Additionally, our efforts to diversify fuel sources, such as increasing SAF adoption, are designed to further enhance fuel supply resilience in the long term.	Med	Med	Med

Risk	Risk Description[11]	Risk Reduction Strategies	Potential Hazard Impacts:[11]		
			Short-Term 2025[12]	Mid-Term 2035	Long-Term 2050
Rising Air Temperature Chronic	As annual average temperatures may increase over time across the U.S., cooling costs at airports could increase. In some locations, takeoff weight restrictions due to hotter, less dense air could become a persistent challenge, potentially impacting Southwest's ability to transport passengers and cargo. This potential impact to available seat miles and load factors, for example, could negatively impact revenues, while higher fuel consumption may be required to generate sufficient lift in extreme heat conditions. Additionally, airport fees may rise as infrastructure is adapted to withstand chronic heat stress, such as runway extensions and heat-resilient upgrades. Over the long term, capital expenditures may grow if investments are needed to replace or reinforce ground assets vulnerable to extreme heat, including heat-resistant materials and components better suited for higher temperatures. Air temperatures may rise across the Southwest sites evaluated, with regional differences potentially emerging by 2035. Under a very high emissions scenario, the eastern and southeastern regions could face heightened risks earlier due to accelerating temperature increases, while an intermediate emissions scenario potentially places greater risk in the north over time.	Through network planning, we can avoid routing aircraft to areas that are more prone to takeoff load restrictions during the hottest times of the day. This provides an opportunity to mitigate such takeoff restrictions through planning efforts in the long term. Additionally, we can consider changed climate conditions in long-term travel demand forecasts.	High	High	High
Extreme Precipitation Chronic	The Southwest sites evaluated may face a medium risk of extreme precipitation across all time horizons and emissions scenarios evaluated in this analysis, with similar exposure levels across locations. However, low-lying, flood-prone airports may be vulnerable to runway and taxiway flooding, with the potential for operational disruptions and delays. Intense rainfall could overwhelm airport drainage systems, flood access roads, and disrupt baggage handling and refueling operations, potentially placing additional strain on airport infrastructure and overall efficiency. Increasing extreme precipitation could impact Customers' and Employees' ability to commute and travel to and from the airport and could also contribute to more frequent flight delays. Prolonged exposure to intense rainfall may also pose risks to hard assets not designed to withstand sustained heavy precipitation, potentially leading to higher insurance premiums, increased investments in flood defenses, and rising airport fees to fund resilience upgrades.	Refer to the risk reduction strategy addressing pluvial flooding events.	Med	Med	Med

Transition Risk Assessment

Southwest conducted a TCFD-aligned scenario analysis of climate-related transition risks and opportunities at an enterprise level, using three future Network for Greening the Financial System (NGFS) climate change scenarios and three time horizons (2025, 2035, and 2050).[14] We began by prioritizing risks and opportunities through peer benchmarking and internal input. Next, we assessed our sensitivity to these risks and opportunities in alignment with our ERM framework at the time. Based on this analysis, we developed an exposure scoring system using scenario data from the NGFS, supplemented with insights from the IEA. While IEA scenarios provided supplemental insights, they were not factored into final scoring.

To assess risk and opportunities across these scenarios and time horizons, we assigned each risk or opportunity a score from 1 to 10, with 10 representing the highest level of risk or opportunity. For the purposes of this report, we have chosen to present the score results from the Delayed Transition scenario.

The findings highlight transition risks and opportunities for Southwest.

Scenario & Pathway	Description
Delayed Transition (DT)	Assumes minimal global annual emissions reductions until 2030, necessitating aggressive policies thereafter to limit warming to below 2°C. This scenario results in a temporary overshoot of the carbon budget, with carbon prices rising significantly before emissions begin to decline.
Fragmented World (FW)	Assumes uneven and inconsistent climate policies across regions, leading to heightened physical and transition risks and creating disparities in progress toward net zero targets among regions.
Net Zero 2050 (NZ)	This scenario assumes a cap of global warming to 1.5°C through immediate and stringent climate policies while minimizing reliance on CO_2 removal. Although this scenario significantly reduces physical climate risks, it introduces substantial transition risks due to rapid regulatory and economic shifts.

Climate-Related Transition Risks

Risk	Risk Description[15]	Risk Reduction Strategies	Potential Hazard Impacts:[15]		
			Short-Term 2025[12]	Mid-Term 2035	Long-Term 2050
Mandates on and Regulation of Existing Products and Service Policy & Legal	The Company is subject to federal, state, local, and international laws and regulations relating to the protection of the environment. Federal, state, local, and/or international legislative and regulatory bodies are generally focused on climate change and reducing GHG emissions, including CO_2 emissions. For example, the United Nations' International Civil Aviation Organization (ICAO) implemented its CORSIA program, which seeks to cap carbon emissions from international civil aviation at 85% of 2019 levels from 2024-2035. Future policy, legal, regulatory, or other market developments could require Southwest to reduce its emissions, increase its usage of SAF and other forms of lower carbon energy, modify its supply chain practices or aspects of its operations, make capital investments to purchase specific types of equipment or technologies, secure carbon offset credits, disclose or report additional GHG information, or otherwise incur additional costs related to regulatory compliance and climate objectives. Under a lower emissions reduction scenario, Southwest could face increasing regulatory risk. Please see the "Environmental Regulation" section of the Company's Annual Report on Form 10-K for the fiscal year ended December 31, 2025, for more information.	We actively monitor emerging regulations and analyze the risks to our business, including engaging with regulators and industry associations such as A4A and ICAO to advocate for reasonable and responsible climate policy. As part of CORSIA, we monitor our international emissions for reporting purposes. We seek to mitigate these obligations through initiatives such as fuel saving programs and efforts to increase our supply of SAF. We publicly report our Scope 1, Scope 2, and certain Scope 3 emissions and progress toward our climate goals. Our Governmental Affairs Department works to stay on top of proposed statutory and regulatory changes to educate a wide range of policymakers and Stakeholder groups directly.	Low	Low	Med
Greenwashing Claims / Litigation Policy & Legal	Statements or initiatives with respect to sustainability matters are increasingly subject to heightened scrutiny from the public and governmental authorities. Certain regulators, such as the Securities and Exchange Commission (SEC) and various state agencies, as well as nongovernmental organizations and other private actors have filed lawsuits under various securities and consumer protection laws alleging that certain sustainability statements, goals, or standards were misleading, false, or otherwise deceptive. The Company could face increased litigation risks relating to alleged direct or indirect climate-related damages resulting from the Company's statements alleged to have been made by the Company or others in the aviation industry regarding climate change risks or in connection with any future voluntary or mandatory disclosures the Company may make regarding reported emissions. The Company, as a consumer-facing business, may also face public relations criticism (such as boycotts or negative publicity campaigns) related to its sustainability efforts and policies. Any damage to the Company's reputation or brand as a result of such litigation, public criticism, or failure to meet or maintain its sustainability plans or goals could adversely affect the Company's operations, financial condition, and future results.	Southwest seeks to operate in compliance with applicable laws and regulations, including laws that govern advertising and Customer communications endeavors to substantiate our claims. As part of our vetting process for communications, key Stakeholders such as our Sustainability and Legal Teams review our communications on sustainability matters.	Low	Med	Med
Policy / Regulation Related to Carbon Pricing Policy & Legal	Under all the scenarios utilized as part of this evaluation, Southwest could face increasing risks of carbon pricing. IEA data indicates that the rate of risk increase may vary by jurisdiction, depending on factors such as local carbon pricing baselines and emissions reduction commitments. Potential financial impacts may include higher operating costs from carbon taxes, increased fuel costs, potential offsetting requirements, and compliance with regulations. Furthermore, to the extent that the Company may seek to achieve its climate goals and obligations through the use of carbon offsets, it may be exposed to increased costs, disclosure requirements, and risks related to third parties associated with the procurement of such offsets. The Company may seek to meet any mandatory obligations through the use of SAF, but supplies of SAF are limited and may not be developed in sufficient quantities to support the Company's business. The cost to transition to SAF could be prohibitively expensive without appropriate government support, policies, and incentives in place, including tax credits.	We have established goals to achieve net zero carbon emissions by 2050,[1] address our carbon emissions intensity, and replace 10% of our total jet fuel consumption with SAF by 2030.[6] Additionally, our fleet modernization efforts may help increase fuel efficiency and address our carbon emissions. These efforts can help mitigate exposure to impacts from any carbon pricing regulations.	Low	Med	Med

Risk	Risk Description[15]	Risk Reduction Strategies	Potential Hazard Impacts:[15]		
			Short-Term 2025[12]	Mid-Term 2035	Long-Term 2050
Shift in Customer Preferences **Market Risk**	Concern among consumers of the impacts of climate change may mean some Customers choose to fly less frequently or fly on an airline they perceive as operating in a manner that is more sustainable to the climate, and Customers may choose to use alternatives to travel, such as virtual meetings and workspaces. Greater development of high-speed rail in markets now served by short-haul flights could provide passengers with lower-carbon alternatives to flying. Longer-term changes in weather patterns could adversely impact any of the Company's destination cities and, as a result, alter Customers' travel behavior. The Company's collateral to secure loans, including in the form of aircraft, could lose value as customer demand shifts and economies move to lower-carbon alternatives, which may increase the Company's financing costs.	Southwest's sustainability strategy, Nonstop to Net Zero, outlines our path to achieve our goal of net zero emissions by 2050.[1] To stay informed of Customer expectations, we routinely leverage trip net promoter surveys, reevaluate and adjust network plans, and provide products and services to adjust more rapidly to leisure and business travel demand.	Low	Low	Low
Increased Cost and Uncertain Supply of Raw Materials **Market Risk**	Operating costs, such as the costs of fossil fuel, may be high or increase over time if global fuel production decreases due to supply chain disruptions or increased regulations such as carbon pricing. The Company is dependent on third-party vendors and service providers, and the failure of such third parties to timely provide adequate products or services, or otherwise fulfill their commitments to the Company, including as a result of supply chain disruptions, could materially adversely affect the Company's operations.	Southwest is focused on increasing its fuel efficiency. We continue to make long-term investments, such as our fleet modernization program, which helps our operations be more fuel efficient. Additionally, we are working to diversify our fuel supply to include SAF, which could reduce financial exposure to fossil fuel cost increases or volatility, assuming SAF is cost-competitive and less volatile in comparison.	Low	Med	Med
SAF Value Chain and Inadequate Development of Policy to Support Aviation Transition **Technology**	As Southwest's climate goals are dependent on the scaling of the SAF market, we're inherently reliant on numerous factors to achieve these goals, including: the implementation or extension of SAF government incentives and the performance of third-party SAF producers. Any non-performance of such third parties or lack of appropriate incentives and infrastructure for SAF could cause the Company not to achieve its sustainability goals, increase the Company's costs associated with meeting such goals, or adversely impact the Company's reputation or brand.	SAF is a critical component of our Path to Net Zero by 2050.[1] By 2030, we aim to replace 10% of our total jet fuel consumption with SAF; however, we cannot guarantee that these efforts will fully succeed in meeting our target.[6] To support this transition, we are actively engaged in policy advocacy, working to advance federal and state programs that provide additional tax incentives for SAF production. We have also secured contracts with SAF producers. Additionally, our diversified sourcing strategy reduces reliance on a single supplier by partnering with multiple SAF producers.	Med	Low	Low
Costs to Transition to Lower Emissions Technology **Technology**	Southwest is currently dependent on Boeing as the sole manufacturer of our aircraft, and Southwest relies on Boeing's MAX aircraft deliveries to meet our climate goals. If the MAX aircraft were to become unavailable for our operations, or if the Company were not able to procure future aircraft in a timely manner or on favorable commercial terms, our business plans, strategies, and results of operations could be materially adversely affected. If new aircraft technologies become available, there could be increased expenses to adopt such technologies.	We plan to continue to modernize our fleet with more fuel-efficient Boeing 737 MAX aircraft.[16] Powered by CFM International LEAP-1B engines, the 737 MAX features advanced design elements such as Boeing's Advanced Technology winglet, which reduces drag and enhances performance, particularly on longer-range flights. As SAF is currently recognized as a critical factor in addressing the aviation sector's carbon emissions, our strategy remains focused on SAF adoption. To support our sustainability efforts, we actively engage in policy advocacy, working to advance governmental policies that promote fuel-efficient technologies and SAF adoption.	Low	Low	Low

Climate-Related Opportunities

Opportunity	Opportunity Description[15]	Opportunity Response	Potential Impact Score:[15]		
			Short-Term 2025[12]	Mid-Term 2035	Long-Term 2050
Use of SAF and Industry Transition from Traditional Fossil Fuels Energy Source	Diversifying our fuel supply sources to include SAF could reduce financial exposure to fossil fuel cost increases or volatility, assuming SAF is cost-competitive and less volatile in comparison. We have seen potential opportunities such as with low-CI SAF, which benefits from government incentives that reward such lower CI scores, such as the Clean Fuel Production Credit and the Low Carbon Fuel Standard. Participation in the SAF marketplace may additionally reduce financial exposure to potential carbon pricing schemes.	As part of our net zero plans,[1] we have set a goal to replace 10% of total jet fuel consumption with SAF by 2030.[6] In 2024, we signed an agreement with Valero for up to approximately 24 million gallons of SAF at Chicago Midway.[6] We also support Book and Claim, where corporate Customers play a key role in supporting SAF adoption. In 2025, we entered into agreements with corporate partners to help offset SAF premiums, helping us address the cost difference between SAF and conventional jet fuel. By engaging across the value chain, we are working to drive SAF market expansion and help accelerate the aviation industry's transition to increased use of SAF.[6]	Med	Med	Med
Increased Customer Demand for Low-Carbon Air Travel Products & Services	Both corporate and individual airline Customers are engaging with airlines to address the climate impact of their flights, presenting opportunities for revenue growth through acquiring new or increased loyalty from Customers who make purchasing decisions based on such engagement.	As we work toward our climate goals, effectively communicating progress may attract new Customers and drive additional revenue from Customers who make purchasing decisions based on such goals. If we can successfully achieve these goals, we can further enhance our reputation and brand. Our engagement with corporate Customers reinforces our collaborative approach to environmental sustainability. Refer to the Use of SAF and Industry Transition from Traditional Fossil Fuels for more information.	Med	Med	Med
Transition to New Fuel-Efficient Technology and More Efficient Transport Modes Resource Efficiency	Using technologies that increase fuel efficiency can help lower our operating costs through fuel savings while also reducing financial exposure to potential carbon pricing schemes.	We are modernizing our fleet with plans to replace older 737-700 aircraft with more fuel-efficient MAX models.[16] On the ground, we continue to advance our GSE electrification efforts, with 40% of eligible GSE electrified as of December 31, 2025.[4] We have enhanced operational efficiency by optimizing flight procedures and enhancing procedural activities like single-engine taxi and timing of APU usage, which could help save fuel.	Low	Med	High
Create New Market Opportunities for Low-Carbon Services Markets	A market for alternative propulsion technologies is still in its early stages, and depending on the development of such technology, Southwest may have the potential to expand its business and capitalize on emerging opportunities as the sector matures.	We support exploration and advancement of all levers to address the transportation sector's carbon emissions, and we continue monitoring the landscape with hydrogen, electric, and hybrid aircraft.	Low	Low	Low

Planet Data Table

	Unit(s)	2025	2024	2023	2022	2021
GHG Inventory[17]						
Scope 1						
Conventional Jet Fuel Emissions[18]	MT of CO_2e	20,715,459	21,026,612	20,619,377	18,487,864	16,050,702
Emissions Associated with SAF[18]	MT of Methane (CH_4) and Nitrous Oxide (N_2O) in CO_2e	336	84	28	0.4	Not Reported
GSE Fuel Emissions	MT of CO_2e	46,876	57,927	43,559	25,601	29,535
Natural Gas	MT of CO_2e	6,954	6,588	7,167	7,899	6,185
Fugitive Emissions[19]	MT of CO_2e	11	Not Reported	Not Reported	Not Reported	Not Reported
Total Scope 1 Emissions[19]	MT of CO_2e	20,769,300	21,091,127	20,670,103	18,521,364	16,086,422
SAF Emissions						
Biogenic Emissions Associated with SAF[20]	MT of CO_2e	97,653	24,345	8,212	7,642	Not Reported
Scope 2						
Location-based	MT of CO_2e	30,001	29,462	35,822	36,487	34,977
Market-based[21]	MT of CO_2e	9,541	16,712	21,256	30,376	Not Reported
Scope 3						
Category 1: Purchased Goods and Services[22]	MT of CO_2e	973,031	1,068,541	1,411,190	1,267,979	Not Reported
Category 2: Capital Goods[23]	MT of CO_2e	217,133	86,853	339,518	268,456	Not Reported
Category 3: Fuel and Energy-related Activities	MT of CO_2e	4,469,646	4,507,835	4,167,834	3,751,272	3,242,473
Category 5: Waste Generated in Operations	MT of CO_2e	3,984	3,763	3,625	1,632	1,574
Category 6: Business Travel[24]	MT of CO_2e	104,146	92,740	Not Reported	Not Reported	Not Reported
Category 7: Employee Commuting	MT of CO_2e	152,254	156,671	162,146	162,762	142,230
Category 15: Investments	MT of CO_2e	Not Reported	8,752	Not Reported	Not Reported	Not Reported
Total Scope 1, Scope 2, and Scope 3 Category 3 Emissions[19]	MT of CO_2e	25,268,947	25,628,424	24,873,759	22,309,123	19,363,872

	Unit(s)	2025	2024	2023	2022	2021
Environmental Impact						
Production Activity	Revenue Ton Kilometers (RTKs)	22.6 billion	23.1 billion	22.1 billion	20.1 billion	16.9 billion
Water Consumption[25]	Gallons	82.2 million	92.5 million	85.8 million	77.2 million	78.7 million
Other Air Emissions						
Aircraft Emissions (MT from Landing / Takeoff Cycle)						
Nitrogen Oxides (NOx) Emissions from Aircraft	MT	16,275	15,808	Not Reported	Not Reported	Not Reported
Hydrocarbons (HC) Emissions from Aircraft	MT	774	808	Not Reported	Not Reported	Not Reported
Carbon Monoxide (CO) Emissions from Aircraft	MT	10,307	10,358	Not Reported	Not Reported	Not Reported
Ground Emissions from Reporting Facilities[26]						
NOx Emissions from Stationary Sources	Tons	5.0	6.4	6.5	7.7	6.0
Sulfur Oxides (SOx) Emissions from Stationary Sources	Tons	0.4	0.5	0.5	0.7	0.6
Regulatory Compliance						
Environmental Violations Resulting in Fines	Number	None	None	None	None	None
Total Environmental Fines	Dollars	None	None	None	None	None
Performance						
RTK Emissions Intensity[27]	Grams CO_2e/RTK	1,118	1,110	1,126	1,110	1,148
RPM Emissions Intensity[27]	Grams CO_2e/RPM	181	180	183	180	187
ASM Emissions Intensity[27]	Grams CO_2e/ASM	140	145	146	150	147
Fuel Efficiency	ASMs/Gallon	83.0	80.8	79.5	77.3	79.2
Purchases of Renewable Energy Certificates	kWh	More than 61 million	More than 60 million	More than 58 million	More than 59 million	More than 39 million
Waste Management & Recycling[28]						
Total Waste Generated	Tons	9,278	9,533	8,914	7,259	6,808
Total Waste Diverted	Tons	2,164	2,281	2,104	1,524	1,470
Total Waste Directed to Disposal	Tons	7,114	7,252	6,810	5,735	5,338
Total Waste Recycled	%	23	24	24	21	22
Hazardous Waste Generated	Tons	33	46	35	20	16

2025 GHG Assurance Statement

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2026-04-30

[redacted]
Southwest Airlines Co.
2702 Love Field Drive, HDQ-7PD
Dallas, Texas 75235

Assurance Statement for Southwest Airlines Co.'s 2025 Greenhouse Gas Inventory

Dear [redacted]

WSP USA Inc. (WSP) has conducted an independent third-party review of Southwest Airlines Co. (Southwest)'s 2025 greenhouse gas inventory with the intention of providing assurance of its accuracy and completeness. The scope of the review includes all scope 1 and scope 2 emission sources and relevant scope 3 emissions from purchased goods and services, capital goods, fuel and energy-related activities, waste generated in operations, business travel, and employee commuting. The GHG inventory applies to all owned and leased facilities under Southwest's operational control.

WSP provided a "verification findings" report to Southwest, which lists in detail the specific review tasks completed and areas that have been flagged for clarification or improvement. Southwest has addressed all requests for clarification and has completed all necessary corrective actions. The details of the scope of this assurance review can be found in Table 1.

Table 1 Assurance scope

Assurance parameter	Specification
GHG calculation and reporting criteria	*The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition) (GHG Protocol)*
Verification standard	ISO 14064-3:2019
Level of assurance	Reasonable (scope 1, scope 2, scope 3 [category 1, 2, 3, 6, 7]) Limited (scope 3 [category 5])
Organizational boundary	Operational control

Assurance parameter	Specification
Geography	Global operations
Inventory period and emissions covered	January 1, 2025, to December 31, 2025
Scope 1	20,769,300 metric tons CO_2e
Scope 2 location-based total	30,001 metric tons CO_2e
Scope 2 market-based total	9,541 metric tons CO_2e
Scope 3	
Category 1: purchased goods and services	973,031 metric tons CO_2e
Category 2: capital goods	217,133 metric tons CO_2e
Category 3: fuel-and energy-related activities	4,469,646 metric tons CO_2e
Category 5: waste generated in operations	3,984 metric tons CO_2e
Category 6: business travel	104,146 metric tons CO_2e
Category 7: employee commuting	152,254 metric tons CO_2e
Biogenic emissions	97,653 metric tons CO_2
Supporting Documents Reviewed	Emission source and activity data, data collection and management processes and procedures, emissions calculation and methodology

Exclusions

Relevant inventory emissions from the following activities were excluded from reporting, as currently the activity data is not available, and the estimation methodology cannot be established:

- In facilities where Southwest is a tenant rather than an owner (such as international airport terminals), Southwest does not control, monitor, or pay directly for all utilities used. Energy consumption data from those leased airports is not available, whereas some leased airports charge a flat fee and are captured in the purchased goods and services category. To avoid double-counting,

emissions from these terminals are not separately estimated and accounted for. Verification of future inventories will require an assessment of these sources to show their immateriality.

Assurance Finding

Based on the processes and procedures conducted, Southwest's 2025 GHG inventory presents fairly, in all material respects, GHG emissions in scope 1, scope 2, scope 3 category 1, 2, 3, 6, and 7, in accordance with the *GHG Protocol*. WSP has no evidence that Southwest's 2025 GHG emissions from waste (scope 3 category 5) are not materially correct and are not a fair representation, or have not been prepared in accordance with the *GHG Protocol*.

Professional Conduct

WSP has conducted this assurance engagement in its capacity as an independent third- party in alignment with the ISO 14065:2020 International Standard, *General principles and requirements for bodies validating and verifying environmental information (ISO 14065)*. *ISO 14065* specifies the principles and requirements employed by WSP to make this assurance statement. WSP has not contributed to the compilation of Southwest's 2025 GHG inventory, and members of the Review Team are not working with Southwest's 2025 GHG inventory beyond what is required of this engagement.

Sincerely,

Crystal Guan
Lead Verifier

Matt Aberant
Independent Reviewer

The full statement can be found here.

TCFD Index

	Description of TCFD Disclosure Requirement	Complete TCFD Disclosure Requirement	2025 Response
Governance	**Degree of Board oversight**	Describe the Board's oversight of climate-related risks and opportunities.	Climate Risks and Impacts
	Management's role	Describe management's role in assessing and managing climate-related risks and opportunities.	Climate Risks and Impacts
Strategy	**Climate-related risks and opportunities**	Describe the climate-related risks and opportunities the organization has identified over the short, medium, and long term.	Climate Risks and Impacts
	Impacts of risks and opportunities	Describe the impact of climate-related risks and opportunities on the organization's businesses, strategy, and financial planning.	Climate Risks and Impacts
	Resilience of the organization's strategy	Describe the resilience of the organization's strategy, taking into consideration different climate-related scenarios, including a 2°C-or-lower scenario.	Climate Risks and Impacts
Risk Management	**Climate risk identification process**	Describe the organization's processes for identifying and assessing climate-related risks.	Climate Risks and Impacts
	Climate risk management process	Describe the organization's processes for managing climate-related risks.	Climate Risks and Impacts
	Integration with other risk management processes	Describe how processes for identifying, assessing, and managing climate-related risks are integrated into the organization's overall risk management.	Climate Risks and Impacts
Metrics & Targets	**Identify risk assessment metrics**	Disclose the metrics used by the organization to assess climate-related risks and opportunities in line with its strategy and risk-management process.	Our Path to Net Zero Carbon
	Identify GHG emissions	Disclose Scope 1, Scope 2, and, if appropriate, Scope 3 GHG emissions, and the related risks.	Planet Data Table
	Identify targets and risk metrics	Describe the targets used by the organization to manage climate-related risks and opportunities and performance against targets.	Our Path to Net Zero Climate Risks and Impacts

Endnotes

Number	Endnote Description
1.	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.	"Fuel savings" refers to the reduction in fuel consumption achieved through operational improvements and efficiency measures, such as aircraft weight reduction, single-engine taxiing, minimized APU usage, optimized flight planning, and other fuel-efficient practices in the reporting year as compared to 2024.
3.	Weight compared to a 2022 baseline and includes single-use plastics for inflight service. Single-use plastics from inflight service include: (1) the packaging (e.g., plastic bottles) from our snack and beverage program; (2) serviceware items including cups, lids, straws, stir sticks, and overwrap for napkins; and (3) other miscellaneous packaging (e.g., polywrap, coffee creamer container).
4.	Includes bag tugs, beltloaders, and pushbacks.
5.	The FSC and the Programme for the Endorsement of Forest Certification (PEFC) are two nonprofit organizations that certify forest products as sustainably sourced. Both organizations use independent third parties to verify that forests are managed responsibly.
6.	Southwest continues to evaluate opportunities to procure and support the scaled production of SAF. SAF supply and related opportunities are subject to a number of legal, regulatory, financial, technical, and commercial risks. Procuring increasing volumes of SAF for our operations is subject to a number of uncertainties outside our control, and while we may enter into various agreements for the offtake of, or investment in, the production of SAF, we cannot guarantee that the third parties we enter into these agreements with will ultimately be able to successfully deliver or produce sufficient volumes of SAF on commercially reasonable terms, if at all. Some SAF projects, including projects we have previously pursued or for which we have entered into offtake agreements, have not succeeded or could fail to succeed for reasons that may be outside our control, and we cannot guarantee that we will be able to successfully execute and/or commercialize future SAF-related opportunities. Any inability to procure SAF at sufficient volumes and on commercially reasonable terms could also impact our stated sustainability goals.
7.	Our carbon emissions intensity reduction goal is compared against a 2019 baseline using metric tons of carbon dioxide equivalent (CO_2e) (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. Values have been recalculated on an available seat mile (ASM) basis; prior reported values were presented on a revenue ton kilometer (RTK) basis.
8.	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, 2025.
9.	Verified offsets are defined as credits that have undergone independent third-party verification by an accredited verification body following the methodologies and protocols of the applicable program in the development and execution of project activities.
10.	The U.S. Green Building Council defines rapidly renewable building materials and products as those made from agricultural products that are typically harvested within a 10-year or shorter cycle, including bamboo.
11.	Unless otherwise noted, the potential hazard impact assessment displayed for physical climate-related risks is based on SSP2-4.5 (intermediate emissions scenario). The potential hazard impact scores provided are based on potential exposure and vulnerability to certain physical risks. Exposure means the chance of a specific climate-related hazard occurring, which can vary over time. Vulnerability means how a site may be impacted by a climate-related hazard. The exposure scores use multiple sources of publicly available, peer-reviewed climate science data and confidence levels to reflect the potential acute and chronic changes to the climate. A high impact means a high potential likelihood of significant changes to the physical climate at a site. The impact scores do not consider each Southwest site's ability to change, adapt, and continue to operate, nor do they factor in Southwest's and a community's adaptive capacity, response, and resilience measures.

Number	Endnote Description
12.	At the time this assessment was done, the data set selected for this analysis was from 2025, so the short-term time horizon is 2025.
13.	The potential hazard impact scores for tropical cyclones are derived from an assessment of historical occurrences within a 60-mile radius of each site, with greater weighting given to the magnitude of the wind speed of the tropical storm events, as these may cause more damage. Given spatial resolution limitations of climate models, future tropical cyclone risks could not be projected for 2035 or 2050, thus exposure risk scores for tropical cyclones were held constant over time and across both scenarios.
14.	Given the estimates, assumptions, timelines, and nature of this analysis, at this time Southwest cannot accurately predict the impact of any potential losses or costs associated with the physical and transitional effects of climate change. 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, 2025.
15.	Unless otherwise noted, the potential hazard impact assessment displayed for climate-related transitional risks and opportunities are based on the Delayed Transition scenario. The potential hazard impact scores provided are based on potential exposure and sensitivity to certain climate-related transition risks and opportunities. Exposure means the degree to which Southwest could be impacted by a climate-related transition risk and/or opportunity. Sensitivity scoring measures factors influencing potential impacts of a climate-related transition risk and/or opportunity. The exposure scores leverage information provided by Southwest about the present-day exposure and consider how these risks may change over time according to the Network for Greening the Financial System (NGFS) scenario data, supplemented with insights from the International Energy Agency (IEA) scenarios. While IEA scenarios provided supplemental insights, they were not factored into final scoring. The sensitivity scoring is specific to Southwest and was developed through internal Stakeholder interviews, a review of relevant project materials, as well as disclosures from Southwest’s and peers’ public risk disclosures.
16.	The 737 MAX 8 is approximately 14% more fuel-efficient than the 737-800. The 737 MAX 7 is expected to produce comparable fuel efficiency improvement compared with the 737-700.
17.	Reported emissions and intensity metrics reflect the environmental attributes of SAF, which may have been allocated to and supported by Customers. Customers who wish to calculate their own emissions from flying on Southwest flights may not claim such environmental attributes without Southwest’s consent.
18.	Emissions associated with SAF are broken out for reference only. Conventional jet fuel emissions use a CO_2e factor, therefore CH_4 and N_2O are already included. Conventional jet fuel emissions were recalculated for 2024-2021 to include the emissions associated with SAF.
19.	In 2025, fugitive emissions from refrigerants were included in our emissions inventory for the first time. These emissions were calculated using a mass balance approach and a 15% leakage factor in line with EPA’s Direct Fugitive Emissions Guidance. Prior year emissions inventories did not include fugitive refrigerant emissions, which were previously assessed as de minimis.
20.	Represents the gross biogenic product CO_2 emissions from the combustion of SAF, which are outside of all scopes.
21.	Scope 2 market-based emissions decreased in 2025 due to a change in methodology, reflecting reporting of only Southwest’s purchased renewable energy certificates (RECs).
22.	Methodology for Scope 3 Category 1 (Purchased Goods and Services) was updated in 2025 to improve categorization and data accuracy. Changes include the inclusion of emissions associated with travel expenses and travel vouchers, as well as updated emissions factors for unaddressable categories. Previous years have been recalculated to reflect this reclassification.
23.	In 2025, emissions previously reported under Scope 3 Category 2 (Capital Goods) that were associated with aircraft manufacturing were excluded from reporting to align with the Company’s defined organizational and operational emissions boundary. Previous years have been recalculated to reflect this exclusion.

Number	Endnote Description
24.	Methodology for Scope 3 Category 6 (Business travel) was updated in 2025 to improve categorization and data accuracy. Emissions associated with travel expenses and travel vouchers were reclassified from this category to Scope 3 Category 1 (Purchased Goods and Services) to better reflect the nature of these expenditures. Previous years have been recalculated to reflect this reclassification.
25.	Water consumption is primarily for domestic use at our facilities.
26.	The 2024-2025 data reflects emissions from our Dallas (DAL) facility only. While we previously reported stationary NOx and SOx emissions for our DAL and Phoenix (PHX) facilities in our prior reports as part of our annual regulatory emissions inventories, we are not currently required to prepare emissions inventories at locations other than DAL. As a result, NOx and SOx emissions are not calculated for any location other than our DAL facility. In the event we are required to prepare emissions inventories at locations other than DAL, those emissions will be included in future reporting.
27.	Beginning with this reporting period, methodology was updated to report quantities in metric tons rather than short tons, aligning with industry-standard reporting practices. Previous years have been recalculated to reflect the updated methodology.
28.	Waste and material recycled from aircraft and select facilities as part of Southwest's waste management and co-mingled recycling programs. Data is not available for all locations where Southwest operates. Does not include international flights due to regulations that require waste from international flights to be sterilized.
29.	See U.S. Department of Energy's SAF Grand Challenge Roadmap released September 2022.

Cautionary Statement Regarding Forward-Looking Statements

The Southwest Airlines Planet Report 2025 contains forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended. Specific forward-looking statements include, without limitation, statements related to (i) the Company's focus areas; (ii) the Company's goals, plans, strategic priorities, and initiatives, in particular with respect to driving sustained long-term Shareholder value; operational and performance goals and initiatives, including enhancing operational efficiencies; network goals, strategies, and initiatives; and environmental sustainability goals, including with respect to achieving net zero carbon emissions, reducing carbon emissions intensity, replacing conventional jet fuel with sustainable aviation jet fuel (SAF), offsetting carbon emissions and the use and verification of carbon offsets, engaging and collaborating with third parties (including in relation to SAF and alternative propulsion), reducing energy consumption, reducing single-use plastics, electrifying the Company's ground support equipment, and related use of third-party assessment tools; (iii) the Company's financial and operational outlook, expectations, goals, plans, and projected results of operations, including with respect to its initiatives, and including factors and assumptions underlying the Company's expectations and projections; (iv) the Company's plans, expectations, and goals regarding its fleet, fleet delivery schedule, fleet modernization, and fuel efficiency, including with respect to deliveries, retirements, retrofits, and capabilities and factors and assumptions underlying the Company's plans and expectations; (v) the Company's safety goals, policies, initiatives, priorities, and focus areas, including with respect to training; (vi) the Company's goals, plans, targets, initiatives, and expectations regarding environmental sustainability, including investments, contracts, fuel usage, and capital expenditures and opportunities; (vii) the Company's expectations with respect to SAF contracts, offtake agreements, SAF policies, "Book and Claim" accounting adoption, and the SAF market, including delivery, usage, volume, affordability, and quality expectations; the Company's expectations with respect to flight planning software, fuel efficiency, and route optimization; (viii) the Company's goals and plans with respect to fuel savings initiatives, including with respect to the use of electric ground power and preconditioned air for aircraft at the gate; (ix) the Company's goals, plans, and initiatives with respect to energy usage at its headquarters and other facilities; (x) the Company's expectations with respect to air traffic improvements; (xi) the Company's expectations with respect to LanzaJet, and LanzaJet technology; (xii) the Company's plans and expectations with respect to circularity, sourcing, recycling, and upcycling; (xiii) the Company's assessments of potential climate-related risks, sensitivities to those climate-related risks, risk mitigation and reduction plans and strategies, and potential impacts to its business, plans, strategies, and results of operations; (xiv) the Company's assessments of other risks, including regulatory, compliance, and government policy, litigation, consumer preferences, and increased costs; (xv) the Company's goals, plans, and expectations with respect to waste, conservation, and water management; (xvi) the Company's plans and expectations with respect to risk management, including with respect to cybersecurity and supply chain disruption; and (xvii) the Company's expectations regarding developing technology. This report contains statements based on hypothetical or severely adverse scenarios and assumptions, which may not occur or differ significantly from actual events, and these statements should not necessarily be viewed as being representative of current or actual risk or forecasts of expected risk. These forward-looking statements are based on the Company's current estimates, intentions, beliefs, expectations, goals, strategies, and projections for the future and are not guarantees of future performance. Forward-looking statements involve risks, uncertainties, assumptions, and other factors that are difficult to predict and that could cause actual results to vary materially from those expressed in or indicated by them. Factors include, among others, (i) the impact of geopolitical conflicts, fears or actual outbreaks of diseases, extreme or severe weather and natural disasters, actions of competitors (including, without limitation, pricing, scheduling, capacity, and network decisions, and consolidation and alliance activities), governmental actions, consumer perception, scrutiny by third parties of claims related to sustainability efforts or ambitions, consumer uncertainties with respect to trade policies or government shutdowns (including the imposition of tariffs), economic conditions, banking conditions, fears or actual acts of terrorism or war, sociodemographic trends, and other factors beyond the Company's control, on consumer behavior and the Company's results of operations and business decisions, plans, strategies, and results; (ii) the Company's ability to timely and effectively implement, transition, operate, and maintain the necessary information technology systems and infrastructure to support its operations and initiatives, including with respect to revenue management and assigned and premium seating; (iii) consumer behavior and response with respect to the Company's new commercial products and policies; (iv) the impact of fuel price changes, fuel price volatility, and fuel availability on the Company's business plans and results of operations; (v) the impact of governmental regulations and other governmental actions, including with respect to government shutdowns, as well as the Company's ability to obtain any required governmental approvals, on the Company's business plans, results, and operations; (vi) the Company's dependence on The Boeing Company ("Boeing") and Boeing suppliers with respect to the Company's aircraft deliveries, Boeing MAX 7 aircraft certifications, fleet and capacity plans, operations, maintenance, strategies, and goals; (vi) the Company's dependence on the Federal Aviation Administration with respect to, among other things, the certification of the Boeing MAX 7 aircraft; (vii) the Company's dependence on other third parties, in particular with respect to the development of proven SAF technology on a commercial and economically feasible scale, the availability of SAF infrastructure, the Company's technology plans, the Company's plans and expectations related to revenue management, online travel agencies, operational reliability, engine manufacturing, SAF and other fuel supply, maintenance, Global Distribution Systems, risk assessments, environmental sustainability, the production, transport, storage, blending, and distribution of SAF, and the impact on the Company's operations and results of operations of any third-party delays or nonperformance; (ix) the Company's ability to timely and effectively prioritize its initiatives and focus areas and related expenditures, including its ability to implement and maintain the necessary processes to support the utilization of sustainable aviation fuel; (x) the impact of labor matters on the Company's business decisions, plans, strategies, and results; (xi) the impact of governmental regulations and other governmental actions on the Company's business plans, results, and operations, including with respect to carbon emissions, SAF, SAF tax credits and incentives, environmental compliance requirements, and other sustainability matters; (xii) the Company's ability to obtain and maintain adequate infrastructure and equipment to support its operations and initiatives; (xiii) the Company's dependence on its workforce, including its ability to employ and retain sufficient numbers of qualified Employees with appropriate skills and expertise to effectively and efficiently maintain its operations and execute the Company's plans, strategies, and initiatives; (xiv) the cost and effects of shareholder activism; (xv) any negative developments in any phase of SAF partners' business development; (xvi) the continuation of government support for SAF partners' objectives and renewable fuels generally SAF; (xvii) the consequences of competition with other existing and new sources of aviation fuel, whether or not sustainable; (xvii) the affordability of SAF distribution and transportation costs; (xix) the ability to obtain and protect intellectual property rights relating to the development and commercialization of necessary technology; and (xx) other factors, as described in the Company's filings with the Securities and Exchange Commission, including the detailed factors discussed under the heading "Risk Factors" in the Company's Annual Report on Form 10-K for the fiscal year ended December 31, 2025.

Caution should be taken not to place undue reliance on the Company's forward-looking statements, which represent the Company's views only as of the date this report is filed. The Company does not undertake or assume any obligation to update publicly or revise any forward-looking statement, whether as a result of new information, future events, or otherwise. The Company cannot guarantee that its risk analysis will not change or that it will not experience increased risks related to its operations and cannot accurately predict the impact of any potential losses or costs associated with the physical and transitional effects of climate change.

Southwest®