



2026-04-30

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

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

Dear ,

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	<i>The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition) (GHG Protocol)</i>
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 ₂ e
Scope 2 location-based total	30,001 metric tons CO ₂ e
Scope 2 market-based total	9,541 metric tons CO ₂ e
Scope 3	
Category 1: purchased goods and services	973,031 metric tons CO ₂ e
Category 2: capital goods	217,133 metric tons CO ₂ e
Category 3: fuel-and energy-related activities	4,469,646 metric tons CO ₂ e
Category 5: waste generated in operations	3,984 metric tons CO ₂ e
Category 6: business travel	104,146 metric tons CO ₂ e
Category 7: employee commuting	152,254 metric tons CO ₂ e
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,

A handwritten signature in blue ink, appearing to read 'Crystal Guan'.

Crystal Guan
Lead Verifier

A handwritten signature in black ink, appearing to read 'Matthew C. Aberant'.

Matt Aberant
Independent Reviewer