Viasat FY2024
Greenhouse gas inventory report

Chapter 1: General description of the organization goals and inventory objectives.

Viasat Inc. (Nasdaq: VSAT) is a global communications company that believes everyone and everything in the world can be connected. On our mission to connect the world, we are developing the ultimate communications network to power high-quality, secure, affordable, and fast connections to enhance the lives of people everywhere. Founded in 1986 and based in Carlsbad, California, Viasat's approximately 7,500 global employees are dedicated to bringing the potential of the internet to all. We are an innovator in communications technologies and services, focused on making connectivity accessible, available, and secure. We power millions of connections on land, in the air, and at sea.

On May 30, 2023 Viasat acquired U.K.-based Inmarsat, whose emission source activities are being included in this GHG report, but due to regulatory obligations in the U.K., are currently being reported based on Inmarsat's financial year, which runs from January 1, 2023 – December 31, 2023. Inmarsat's FY23 was chosen because it has the most overlap with Viasat's FY24, which runs from April 1, 2023 – March 31, 2024. Thus Viasat's (The Company's) FY24 reporting is inclusive of all legacy Viasat activities during this time frame, in addition to legacy Inmarsat's FY23 activities. Viasat's activities are not included in the legacy Inmarsat data. Additional details and breakdowns can be found in Chapter 4 of this report.

Satellite Services

We use our proprietary, high-capacity satellite platform to provide high-speed broadband services with multiple applications to consumers, enterprises, and mobile broadband customers, including commercial airlines and maritime vessels.

Commercial Networks

We develop advanced satellite and wireless products, systems, and solutions that enable high-speed fixed and mobile broadband services.

Government Systems

We provide global fixed and mobile broadband products and services, satellite communications systems, and tactical data links to military and government users around the world. We also develop secure networking, cybersecurity, and information assurance products and services.

In accordance with the commitments assumed in our Environmental Objectives, Viasat publishes this Greenhouse Gas report (GHG) report, to inform interested stakeholders of Viasat Greenhouse Gas emissions inventory during the 2024 financial year.

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EHS policy

Viasat recognizes the impacts our products and operations have across the globe and within the communities where we work. Thus, we are committed to environmental protection and sustainability, pollution prevention, risk reduction, compliance, and fostering a positive environmental, health and safety culture that promotes the wellbeing of individuals, their working conditions, and our planet.

Viasat is committed to::

1. Proactively engage with stakeholders to meet or exceed all applicable environmental, health and safety compliance obligations and other requirements.
2. Exercise responsible resource management through the design, procurement, and manufacturing aspects for our business.
3. Reduce health and safety risk by working toward the elimination or practical minimization of work-related hazards.
4. Influence, engage, and empower our global workers utilizing effective consultation, participation, and communication methods with respect to environmental, health and safety issues.

Viasat's leadership team is committed to supporting and providing resources that empower a healthy and safe workplace for our workers and contractors. Our local teams set objectives and monitor and implement best management practices applicable to the EHS aspects of our operations and facilities. We are committed to reducing our impacts through continual improvements of our EHS management system and engaging our employees to participate in initiatives aimed at keeping each other safe and reducing our environmental footprint.

As we continue to expand upon our annual GHG inventory, in breadth and depth, we seek to deepen our understanding of our largest environmental impacts and where we can make the most significant improvements, with respect to the needs of our planet and business priorities.

This annual Greenhouse Gas report (GHG) has been prepared in accordance with ISO 14064-1:2018. This report is being audited to a limited level of assurance by BSI and is being published with the following considerations:

- It includes business activities from legacy RigNet (Viasat Energy Services), in addition to newly established ground infrastructure to support the Viasat-3 constellation.
- It includes business activities from Inmarsat Group Holdings Limited.
- Our base year will be changed from FY23 to FY24, to account for the acquisition of Inmarsat.

Members of the core inventory preparation team are aware of all principles and requirements within the GHG protocol and ISO 14064-1:2018 standard, respectively. The inventory preparation team worked with contributors to request data that was input to Viasat's GHG calculation templates.

Viasat's Sustainability Management practice, within the Social Impact and ESG team and People and Culture organization, is responsible for the content shared within this annual report, and for publishing it on our website at Viasat.com to be available to interested stakeholders.

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Overall responsibility lies with Tory See, Director, Social Impact & ESG.

Responsibility for the preparation of the GHG inventory and report:

Ashton Shaw, Sustainability Manager

Technical lead of Viasat's GHG inventory:

Jordan Dobson, Lead Materials Science Engineer

Chapter 2: Organizational boundaries

The consolidation of Viasat's GHG emissions is managed using the operational control approach. This approach considers all emission sources over which Viasat and its entities control the operating procedures and decisions.

Operational types included in our GHG inventory include:

- Offices include our largest U.S. and international U.K. headquarters, in addition to labs, hardware and software testing, and administrative functions.
- Warehouses include the storage, kitting, light manufacturing and assembly, testing, and shipping of products to internal and external customers.
- Ground network sites include our satellite access nodes, gateways, data centers, and related equipment used to transmit data to and from our constellation of satellites.

Due to the strategic nature of our operational locations, we are unable to discuss specific locations and quantities.

At this time, Viasat has determined that there are no biogenic emission sources within our organizational boundary.

Chapter 3: Reporting boundaries

Base year: Inventory base year and protocol for adjustments

Base year designation	
Selected base year	Viasat's selected base year is fiscal year (FY) 2024, which includes: › Changes in operational boundaries, › Legacy Inmarsat January 1, 2023 – December 31, 2023

Note: We have established a new base year in line with our baseline recalculation policy, due to the structural changes that resulted from the acquisition of Inmarsat.

Base year recalculation policy

Under the guidance of ISO 14064-1 Section 5.3.2, recalculation policies should account for the following:

- Changes in operational boundaries,
- Ownership and control of GHG sources transferred into or out of organizational boundaries, or
- Changes to GHG quantifications that results in significant changes

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The Greenhouse Gas Protocol Corporate Standard, which covers everything in the ISO standard but with more detail, says that base year recalculations will be triggered when the described events occur and have a significant impact on base year emissions. Therefore, Viasat will use it to guide its recalculation policy.

- Structural changes (mergers, acquisitions, and divestments as well as outsourcing/insourcing of emitting activities)
- Changes in calculation methodology or improvements in the accuracy of emission factors or activity data
- Discovery of significant errors, or a number of cumulative errors, that are collectively significant.

For the purpose of this recalculation policy, Viasat defines significant in the same way that the Science Based Target Initiative (SBTi) and The Climate Registry define significant: "Significant change" is defined as a cumulative change of five percent or larger in an organization's total base year emissions. We use this same definition of significance when evaluating individual emission sources (CO2e). (SBTi Near-Term Target Update Form and Guidance). Any Category 1 and 2 (scope 1 and 2) emission source that represents >5% of the total is considered significant, and the same applies for categories 3- 6 (scope 3).

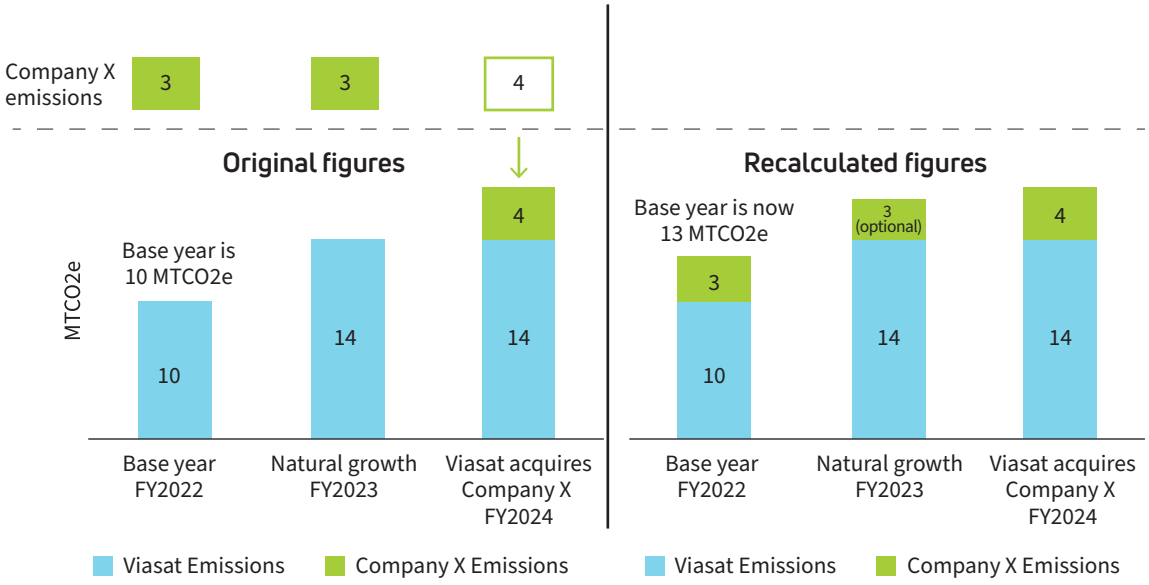
Per the GHG Protocol Corporate Standard and ISO 14064-1, the following situations will NOT result in a base year recalculation for Viasat (p. 38-39 of Corporate Standard):

- Organic growth or decline (increases or decreases in production output, changes in product mix, and closures and openings of operating units owned/controlled by Viasat)
- The acquisition or divestment of entities that did not exist in the base year
- Outsourcing or insourcing of activities already reported in an inventory but now included in a different scope

Additionally, per the GHG Protocol, if an acquisition or divestiture takes place **in the middle of the reporting year,** Viasat will recalculate base year emissions for the entire year, rather than only for the remainder of the reporting period after the structural change occurred.

See figure 1 below for a simplified example of how Viasat intends to recalculate its base year emissions for a future *illustrative* acquisition in FY2024 (reporting year in this example).

Figure 1. Illustrative example of base year recalculation following acquisition



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In the example above, Viasat has recalculated emissions for its base year (FY2022) and the year in between its base year and reporting year (FY2023). Per the GHG Protocol, recalculating emissions for years between the base year and the reporting year is optional, so in real circumstances, Viasat will assess whether to recalculate on a case-by-case basis. Recalculations for the base year, however, were required since the acquisition resulted in a change to base year emissions that were greater than 5%.

Note, if in the future, acquisitions and/or divestments become a regular part of Viasat's core operations, Viasat may explore using a multi-year average base year, if this helps smooth out unusual fluctuations in GHG emissions. This is allowed by both the GHG Protocol and SBTi.

Additional factors considered in assessing significance and materiality include:

- Estimated amount of CO2e emissions
- Ability to influence the emission source
- Ability to obtain data

Scope	Category	Emission sources considered	14064 category
Scope 1	Fugitive emissions	Estimated refrigerant leakage from cooling systems at offices and ground network	1.4 Direct fugitive emissions arise from the release of greenhouse gases in anthropogenic systems
Scope 1	Mobile combustion	Fuel usage from fleet vehicles	1.2 Direct emissions from mobile combustion
Scope 1	Stationary combustion	Fuel usage from heating systems and generators	1.1 Direct emissions from stationary combustion
Scope 2	Purchased electricity	Purchased electricity at offices and ground network	2.1 Indirect emissions from imported electricity
Scope 2	Purchased electricity	Purchased electricity for data centers and ground network infrastructure	2.1 Indirect emissions from imported electricity
Scope 2	Purchased heat and steam	Purchased heat and steam at offices	2.1 Indirect emissions from imported electricity
Scope 3 (Other indirect GHG)	C1: Purchased goods and services	Annual spend on purchases from ERP systems (Oracle, Coupa, etc.), in addition to purchased cloud computing services	4.1 Emissions from purchased goods
Scope 3 (Other indirect GHG)	C2: Capital goods	Annual spend on fixed assets from ERP systems	4.2 Emissions from capital goods
Scope 3 (Other indirect GHG)	C3: Fuel and energy related activities	Well to tank emissions from the extraction, refining, transportation and distribution loss of fuel for mobile and stationary combustion, purchased electricity and purchased heat and steam.	2.2 Indirect emissions from imported energy
Scope 3 (Other indirect GHG)	C4: Upstream transportation & distribution	Fuel consumption from road, air and ocean transport, satellite launches, service installations and product returns, in addition to warehouse energy estimates. When weight and distance is unavailable, we use a spend-based methodology.	3.1 Emissions from upstream transport and distribution for goods

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Scope	Category	Emission sources considered	14064 category
Scope 3 (Other indirect GHG)	C5: Waste generated in operations	Waste and recycling spend and tonnage data by material type as available. Viasat U.K. was not assessed due to lack of available data.	4.3 Emissions from the disposal of solid and liquid waste
Scope 3 (Other indirect GHG)	C6: Business travel	Fuel estimates from commercial and company air, rail and rental car travel, in addition to hotel room energy use and personal mileage reimbursement.	3.5 Emissions from business travels
Scope 3 (Other indirect GHG)	C7: Employee commuting	Fuel and energy estimates from employee commuting and telework.	3.3 Emissions from employee commuting includes emissions related to telework
Scope 3 (Other indirect GHG)	C8: Upstream leased assets	Energy use from leased antenna capacity.	4.4 Emissions from the use of assets
Scope 3 (Other indirect GHG)	C9: Downstream transportation and distribution	At this time, Viasat has not identified transportation activities after the point of sale, this all transportation has been included in category 4.	3.2 Emissions from downstream transport and distribution for goods
Scope 3 (Other indirect GHG)	C11: Use of sold products	Energy use from residential equipment, commercial antenna systems and estimated fuel consumption from airborne systems	5.1 Emissions or removals from the use stage of the product
Scope 3 (Other indirect GHG)	C12: End-of-life treatment of sold products	This was considered and was not assessed due to lack of available data	5.3 Emissions from end-of-life stage of the product
Scope 3 (Other indirect GHG)	C13: Downstream leased assets	This was not applicable to Viasat's operations, and no emission sources were identified in this category	4.4 Emissions from the use of assets
Scope 3 (Other indirect GHG)	C14: Franchises	This was not applicable to Viasat's operations, and no emission sources were identified in this category	6 Indirect GHG emissions from other sources
Scope 3 (Other indirect GHG)	C15: Investments	Estimated emissions from major corporate holdings	5.4 Emissions from investments

Chapter 4: Quantified GHG inventory of emissions and removals

IPCC AR5 GWP's were used for the development of this report and our FY24 GHG inventory. This Assessment Report was used to align with the emissions factors presented in the EPA's 2024 GHG Emission Factor Hub. Qualitative uncertainty assessment was used in place of quantitative uncertainty assessment within our GHG inventory, due to resource constraints, the number and complexity of data sources across the business, and absence of requirements to use such a method at this time.

GHG	GWP (AR5)
CO2	1
CH4	28
N2O	265

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Year-over-year GHG comparison

In the below year-over-year comparison, FY23 does not include Inmarsat, but Inmarsat is included in the FY24 figures, in addition to legacy Viasat's FY24 data. This in addition to more complete and accurate data sources accounts for the year-over-year increase.

Inventory scope	FY23 (tCO2-e)	FY24 (tCO2-e)
ISO 14064 Category 1.0 (GHGP Scope 1)	2,868	6,151
ISO 14064 Category 2.1 (Location) (GHGP Scope 2)	30,816	43,054
ISO 14064 Category 2.2 - 6.0 (GHGP Scope 3 Category 1 – 15)	2,109,197	3,337,128
Total ISO14064 Category 1.0 + 2.1 (Location) (GHGP Scope 1 + Scope 2)	33,684	49,205

Unless indicated, all countries are included. Scope 3 category 11 increased due to more complete product data and the inclusion of drag impacts from aviation equipment.

Consolidated FY24 GHG report

Reporting company	**Viasat, Inc.**	
Person or entity responsible for the report:	**Ashton Shaw**	**ashton.shaw@viasat.com**
Reporting period	**Consolidated FY24 GHG report (Viasat 4/1/2023 – 3/31/2024 + Inmarsat 1/1/2023 – 12/31/2023)**	

All data expressed in metric tonnes CO2e

Emissions		Signifi-cant	2024 TOTAL CO2e	Carbon dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Nitrogen triflu-oride (NF3)	Sulfur hexa-fluoride (SF6)	HFC & PFCs	Unspecified emissions	Qualitative uncertainty assessment	Notes	GHGP Scope	GHGP Scope 3 Category
			GWP (AR5)	1	28	265								
1	**Category 1: Direct GHG emissions and removals in tonnes CO 2e (1)**		**6,151**	**5,610**	**4**	**4**			**532**				**1**	
1.1	Direct emissions from stationary combustion	Yes	**5,464**	5,457	4	4					Good		1	
1.2	Direct emissions from mobile combustion		**154**	153	0	0					Good		1	

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Consolidated FY24 GHG report (cont.)

Emissions		Signifi-cant	2024 TOTAL CO2e	Carbon dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Nitrogen triflu-oride (NF3)	Sulfur hexa-fluoride (SF6)	HFC & PFCs	Unspecified emissions	Qualitative uncertainty assessment	Notes	GHGP Scope	GHGP Scope 3 Category
1.3	Direct process emissions and removals arise from industrial processes												1	
1.4	Direct fugitive emissions arise from the release of greenhouse gases in anthropogenic systems		**532**						532		Good	Fire sup-pression not eval-uated	1	
1.5	Direct emissions and removals from land use, land use change, and forestry **Direct emissions from biomass tCO2**												1	
Indirect Emissions in tonnes CO2e														
2.0	**Category 2: Indirect GHG emissions from imported energy (location)**		**57,827**	**50,815**	**85**	**157**				**13,674**				
2.1	Indirect emissions from imported electricity (location)	yes	**43,054**	38,279	76	121				4,562	Good		2	
2.1	Indirect emissions from imported electricity (market)		**44,551**	37,646	2	7				6,896	Good		2	
2.2	Indirect emissions from imported energy	yes	**14,773**	12,521	6	30				2,215	Good		3	3
3.0	**Category 3: Indirect GHG emissions from transportation**		**51,721**	**47,779**	**1,070**	**274**	**0**	**3**	**242**	**2,349**				
3.1	Emissions from upstream transport and distribution for goods		**30,958**	29,181	1,052	146	0	3	242	335	Good		3	4
3.2	Emissions from Downstream transport and distribution for goods												3	9
3.3	Emissions from employee commuting includes emissions related to telework		**9,337**	9,274	12	50					Fair		3	7
3.4	Emissions from client and visitor transport													
3.5	Emissions from business travels		**11,426**	9,323	1	78	0	0	1	2,014	Good		3	6

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Consolidated FY24 GHG report (cont.)

Emissions		Signifi-cant	2024 TOTAL CO2e	Carbon dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Nitrogen triflu-oride (NF3)	Sulfur hexa-fluoride (SF6)	HFC & PFCs	Unspecified emissions	Qualitative uncertainty assessment	Notes	GHGP Scope	GHGP Scope 3 Cate-gory
4.0	**Category 4: Indirect GHG emissions from products used by organization**		**272,165**	**226,710**	**27,436**	**5,364**	**818**	**1,770**	**7,768**	**2,299**				
4.1	Emissions from purchased goods	yes	**219,808**	184,669	21,425	4,259	744	1,595	7,061	55	Good		3	1
4.2	Emissions from capital goods		**49,620**	41,187	6,008	1,101	74	176	707	368	Good		3	2
4.3	Emissions from the disposal of solid and liquid waste		**1,858**							1,858	Fair		3	5
4.4	Emissions from the use of assets		**878**	853	3	4				17	Fair		3	8
4.5	Emissions from the use of services that are not described in the above subcategories											Included in 4.1		
5.0	**Category 5: Indirect GHG emissions associated with the use of products from the organization**		**2,998,469**	**944,963**	**2,610**	**2,726**	**25**	**85**	**389**	**2,047,671**				
5.1	Emissions or removals from the use stage of the product	yes	**2,978,330**	927,437	853	2,370				2,047,671	Fair		3	11
5.2	Emissions from downstream leased assets													
5.3	Emissions from end-of-life stage of the product												3	12
5.4	Emissions from investments		**20,138**	17,526	1,757	356	25	85	389		Fair		3	15
6.0	**Category 6: Indirect GHG emissions from other sources**													

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Viasat

Inmarsat FY23 GHG Report

Reporting company	**Inmarsat Group Holdings Ltd**	
Person or entity responsible for the report:	**Ashton Shaw**	**ashton.shaw@viasat.com**
Reporting period	**Inmarsat FY 23 report 1/1/2023 – 12/31/2023**	

All data expressed in metric tonnes CO2e

Emissions		Signifi-cant	2023 TOTAL CO2e	Carbon dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Nitrogen triflu-oride (NF3)	Sulfur hexa-fluoride (SF6)	HFC & PFCs	Unspecified emissions	Qualitative uncertainty assessment	Notes	GHGP Scope	GHGP Scope 3 Category
			GWP (AR5)	1	28	265								
1	**Category 1: Direct GHG emissions and removals in tonnes CO 2e (1)**		**1,043**	**891**	**1**	**1**			**150**				**1**	
1.1	Direct emissions from stationary combustion	yes	**870**	868	1	1					Good		1	
1.2	Direct emissions from mobile combustion		**23**	23	0	0					Good		1	
1.3	Direct process emissions and removals arise from industrial processes								-				1	
1.4	Direct fugitive emissions arise from the release of greenhouse gases in anthropogenic systems		**150**						150		Good	Fire suppression not evaluated		
1.5	Direct emissions and removals from land use, land use change, and forestry **Direct emissions from biomass tCO2**												1	
Indirect Emissions in tonnes CO2e														
2.0	**Category 2: Indirect GHG emissions from imported energy (location)**		**16,276**	**14,526**	**23**	**54**				**4,962**				
2.1	Indirect emissions from imported electricity (location)	yes	**12,443**	11,408	19	43				973	Good		2	

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Emissions		Signifi-cant	2023 TOTAL CO2e	Carbon dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Nitrogen triflu-oride (NF3)	Sulfur hexa-fluoride (SF6)	HFC & PFCs	Unspecified emissions	Qualitative uncertainty assessment	Notes	GHGP Scope	GHGP Scope 3 Category
2.1	Indirect emissions from imported electricity (market)		**11,495**	8,205	2	4				3,284	Good		2	
2.2	Indirect emissions from imported energy	yes	**3,833**	3,118	2	8				705	Good		3	3
3.0	**Category 3: Indirect GHG emissions from transportation**		**7,656**	**7,299**	**121**	**57**	**0**	**0**	**9**	**169**				
3.1	Emissions from upstream transport and distribution for goods		**1,973**	1,838	112	14	0	0	9		Fair		3	4
3.2	Emissions from Downstream transport and distribution for goods												3	9
3.3	Emissions from employee commuting includes emissions related to telework		**1,108**	1,098	4	6					Fair		3	7
3.4	Emissions from client and visitor transport													
3.5	Emissions from business travels		**4,574**	4,363	5	37	0	0	0	169	Good		3	6
4.0	**Category 4: Indirect GHG emissions from products used by organization**		**106,066**	**88,007**	**13,186**	**2,389**	**124**	**316**	**1,918**	**126**				
4.1	Emissions from purchased goods	yes	**59,564**	49,492	7,498	1,347	52	150	1,024	1	Good		3	1
4.2	Emissions from capital goods	yes	**45,816**	37,960	5,686	1,039	72	166	895		Good		3	2
4.3	Emissions from the disposal of solid and liquid waste		**119**							119	Poor		3	5
4.4	Emissions from the use of assets		**568**	556	2	3				6	Fair		3	8
4.5	Emissions from the use of services that are not described in the above subcategories											Included in 4.1		

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Emissions		Signifi-cant	2023 TOTAL CO2e	Carbon dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Nitrogen triflu-oride (NF3)	Sulfur hexa-fluoride (SF6)	HFC & PFCs	Unspecified emissions	Qualitative uncertainty assessment	Notes	GHGP Scope	GHGP Scope 3 Category
5.0	**Category 5: Indirect GHG emissions associated with the use of products from the organization**		**8,766**	**7,546**	**862**	**151**	**10**	**30**	**168**					
5.1	Emissions or removals from the use stage of the product											unavailable at this time	3	11
5.2	Emissions from downstream leased assets													
5.3	Emissions from end-of-life stage of the product												3	12
5.4	Emissions from investments	yes	8,766	7,546	862	151	10	30	168		Fair		3	15
6.0	**Category 6: Indirect GHG emissions from other sources**													

*Data quality is estimated as: Good if data quality indicators (precision, completeness, temporal, geographical, and technological representativeness) are estimated as good to very good quality. Fair is used if any indicator is rated fair. Data estimated as poor quality is presumed to be incomplete, inconsistent and not fully representative of the metric being measured.

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Inmarsat Group Holdings Ltd. – U.K. Streamlined Energy and Carbon Reporting (SECR)

Streamlined Energy and Carbon Reporting (SECR)		2022	2023
Inmarsat Group Holdings Ltd.		**U.K.**	**U.K.**
Total energy (kWh)		11,592,000	11,760,813
Scope 1	Natural gas (tCO2e)	722	664
	Fuel for transport (tCO2e)		
	Other fuels (tCO2e)		
Scope2	Location-based (tCO2e)	1,513	1,684
	Market-based (tCO2e)	59	288
Total scope 1 & 2 (location-based) (tCO2e)		2,234	2,348
Total scope 1 & 2 (market-based) (tCO2e)		780	952
Scope 1 & 2 intensity per Rev (tCO2e/ million GBP) – market-based		0.53	0.59
Scope 3	Business travel – Where fuel is directly purchased by reporting organization e.g. hired car or reimbursed travel (tCO2e)	data not available	93

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GHG accounting methodologies

Reference to consolidated report	Scope	Category	Description of methodologies and activity data used	References and/or explanation and/or documentation of emission and removal factors	Uncertainties and accuracy impacts on results	Description of planned actions for reducing uncertainty for the future inventory	Data quality
1	1		Quantities of natural gas and electricity consumed on site in the reporting year were obtained from Viasat utility bills, estimated using average EIA energy intensity sq. ft. by region, or based on energy spend and average costs of energy by month in the reporting year. Average gallons of diesel and gasoline consumed by fleet vehicles and generators were obtained from supplier reports, estimated by spend and average monthly fuel prices during the reporting period, or estimated based on observed fuel consumption rates. The amount of fugitive refrigerant releases was obtained from supplier reports indicating refrigerant additions. Fugitive emissions from fire suppression equipment has not been included in this GHG inventory, due to absence of data at the time of publishing.	U.K. DEFRA - Conversion Factors 2023 U.S. EPA - Emission Factor Hub June 2024 Australian National Greenhouse Accounts (NGA) Factors 2022 Japan DB - Santei Houkoku Kouhyo (SHK) System - 2020	Average gallons of diesel and gasoline consumed by fleet vehicles and generators were obtained from supplier reports, estimated by spend and average monthly fuel prices during the reporting period, or estimated based observed fuel consumption rates. Refrigerant consumption was estimated based on system charge capacity and average DEFRA refrigerant loss rates for medium commercial AC equipment (6% annually). Fugitive emissions from fire suppression equipment has not been included in this GHG inventory, due to absence of data at this time of publishing. These estimations are based on methods consistent with the GHG Protocol, though direct measurement of fuel consumption could be a more accurate method.	Viasat has implemented the Persefoni tool for FY24 GHG emissions calculations to improve accuracy. Working with EHS and Facilities to evaluate emissions from stationary and portable fire suppression equipment.	Good
2.1	2		Data on grid electricity, heat, and steam consumed (kWh) in the reporting year at each Viasat site were obtained from utility bills, estimated using average EIA energy intensity/sq. ft. by region, or based on energy spend and average costs of electricity by month in the reporting year. For some ground network data, energy estimates were based on reported power distribution unit data, as well as the estimated energy consumption based on product specification sheets where actual data was unavailable, and average estimated usage was applied over the year. Activity data was estimated using average EIA energy intensity/sq. ft . by region, or based on energy spend and average costs of electricity by month in the reporting year.	2023 Green-E Market-Based Factors 2022 AIB Market-Based Factors U.K. DEFRA - Conversion Factors 2023 U.S. EPA - eGRID 2022 Sub Region (Publication Year 2024) Australian National Greenhouse Accounts (NGA) Factors 2022 Canada 2023 NIR - Generation Factors (2021 grid year - preliminary) IEA International Electricity Factors (2023) Singapore EMA Energy Statistics 2023 (2022 grid year - preliminary)	Amounts of grid electricity consumed by site were collected from utility invoices and multiplied by the appropriate location- and market-based emissions factor to arrive at associated tonnes CO2e emissions. Amounts of grid electricity consumed by site were estimated based on average electricity consumption, square footage, or estimated based on utility spend, averaging the cost of electricity by geography and month during the reporting period, divided by the total electricity spend during the reporting period and multiplied by the appropriate location- and market-based emissions factors to arrive at associated tonnes CO2e emissions. Supplier-specific emissions factors have not been utilized. These methodologies and allocation methods were selected due to the availability of source data.	Viasat has implemented the Persefoni tool for FY24 GHG emissions calculations to improve accuracy.	Good

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GHG accounting methodologies (cont.)

Reference to consolidated report	Scope	Category	Description of methodologies and activity data used	References and/or explanation and/or documentation of emission and removal factors	Uncertainties and accuracy impacts on results	Description of planned actions for reducing uncertainty for the future inventory	Data quality
4.1	3	1	Purchasing data was collected for all Viasat business and aggregated by related NAICS code. In some cases where NAICS code was not already available, POs were mapped to NAICS codes based on supplier or commodity type. This data was uploaded to the Persefoni tool, which uses built-in emission factors. FY24 emissions related to use of Microsoft Azure and Amazon Web Services were included as reported by the suppliers. The emissions from wastewater discharge were estimated using DEFRA emission factors and EPA water consumption values per person multiplied by the total population and determined to be insignificant and hence excluded from this inventory.	U.S. EPA - EEIO Factors 2.0.1-411 AR5	NAICS codes were assigned based on supplier info, commodity code, or line-item description. Some accuracy was lost in assigning NAICS codes, as NAICS codes may not exactly reflect goods and services across all mapped purchases. Emission factors of selected NAICS codes did not vary significantly and should not result in substantial changes in reported emissions. Purchases that did not have a defined NAICS code were assigned code 517410 “Satellite Telecommunications” (Viasat’s NAICS), this was the largest category by spend and included known NAICS code assignments of 517410 in addition to default entries. RigNet and Viasat U.K. data could not be classified on the PO level and had to be reviewed based on the total expenditure and company NAICS code. Azure and AWS emissions were provided by the suppliers. Inflation factors used in spend based estimated use on a 2012 baseline through 2021, but more recent data is available from BEA.	The GHG emissions team is working with other Viasat organizations to increase the amount of information available for supplier-specific emission factors/NAICS code assignment over time Working with Persefoni to request inflation factors updates.	Fair
4.2	3	2	Capital Goods purchasing data was collected and items were aggregated by related NAICS code. In some cases where NAICS code was not already available, POs were mapped to NAICS codes based on supplier or commodity type. For RigNet and Viasat UK, capital goods purchasing information by line item was unavailable, and total capital goods spend was used, mapped to the organization's primary NAICS code. This data was uploaded to the Persefoni tool which uses built in emission factors	US EPA - EEIO Factors 2.0.1-411 AR5	NAICS codes were assigned based on supplier info, commodity code, or line-item description. RigNet and Viasat UK data could not be classified on the PO level and had to be reviewed based on the total expenditure and company NAICS code. Some accuracy was lost in assigning NAICS codes, as NAICS codes may not exactly reflect goods and services across all mapped purchases. Emission factors of selected NAICS codes did not vary significantly and should not result in substantial changes in reported emissions. Inflation factors used in spend based estimated use on a 2012 baseline through 2021, but more recent data is available from BEA.	The GHG emissions team is working with other Viasat organizations to increase the amount of information available for emission factor assignment. Working with Persefoni to request inflation factors updates.	Good

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GHG accounting methodologies (cont.)

Reference to consolidated report	Scope	Category	Description of methodologies and activity data used	References and/or explanation and/or documentation of emission and removal factors	Uncertainties and accuracy impacts on results	Description of planned actions for reducing uncertainty for the future inventory	Data quality
2.2	3	3	Scope 1 and 2 fuel and energy consumption was used to calculate upstream emissions and emissions related to T&D losses.	IEA International Electricity Factors (2023) U.K. DEFRA - Conversion Factors 2023	The indirect emissions from imported energy that resulted from other scope 3 categories has not yet been accounted for.	Viasat has implemented the Persefoni tool for FY24 GHG emissions calculations to improve accuracy and completeness.	Good
3.1	3	4	Viasat received raw data of shipments from the Freight Audit and Payment Vendor Strategic IQ (SIQ). Upon downloading, Viasat associated each line item with road transport, air transport, water transport, or lease returns. Viasat receives data from vendor, PerfectVision , which estimates miles traveled based on number of service calls and an average distance per service call. Viasat U.K. provides transportation spend for GHG reporting as “Carriage In & Carriage Out.” Viasat reached out to FedEx Fort Worth logistics to determine the total amount of electricity and natural gas usage for Viasat products at that facility. Viasat used this data to estimate electricity and natural gas used across other logistics warehouses using shipment volume to allocate approximate kWh and therms. For Inmarsat-related shipments, vendor information included weight and distance data for inbound shipments and spend data for outbound shipments. Viasat launched two satellites in FY24. For each, rocket fuel use was estimated based on publicly available launch craft data.	UK DEFRA - Conversion Factors 2023 US EPA - EEIO Factors 2.0.1-411 AR5 US EPA - Emission Factor Hub June 2024	Warehouse electricity and natural gas consumption had to be estimated based on shipment volume. Smaller shipping organizations did not provide the related data. Warehouse utilization efficiency may not be equivalent for all warehouse providers. It was determined to be a low risk based on low variation in emissions and utilization volume. Emissions due to road travel for service requests were estimated using roundtrip distance estimations instead of direct mileage recording. Estimating service call mileage could result in a reduction in accuracy. To counteract this, the estimates used were conservative, intended to be accurate-slight overestimation. RigNet and Viasat U.K. upstream transport data could not be obtained with similar granularity to the primary Viasat emissions source. RigNet and Viasat U.K. transport data were not available across all types of upstream transport. Where possible, emission estimations were conducted on weight and distance-based data, and spend when the former was unavailable . Satellite launch vehicle emissions were not made available by the supplier. Publicly available launch vehicle data was substituted for direct measurements. Inflation factors used in spend based estimated use on a 2012 baseline through 2021, but more recent data is available from BEA.	Warehouse consumption is managed by Viasat's logistics providers. Viasat is working with the providers to obtain this data for future years. Viasat is working to standardize data collection across all business segments to increase data granularity. Working with Persefoni to request inflation factors updates.	Good

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GHG accounting methodologies (cont.)

Reference to consolidated report	Scope	Category	Description of methodologies and activity data used	References and/or explanation and/or documentation of emission and removal factors	Uncertainties and accuracy impacts on results	Description of planned actions for reducing uncertainty for the future inventory	Data quality
4.3	3	5	Viasat collected waste distribution data from vendors. Waste data was grouped based on available information including data type ($/lb.), waste type, and waste handling method. Where weight-based data was unavailable, spend-based calculation methods were used, assuming all waste was municipal solid waste.	U.K. DEFRA - Conversion Factors 2023 U.S. EPA - Emission Factor Hub June 2024	RigNet and Viasat U.K. Waste data could not be obtained with similar granularity to the primary Viasat emissions source. RigNet and Viasat U.K. waste data were not available across all types of waste. Where possible, emission estimations were conducted on available data. Inflation factors used in spend based estimated use on a 2012 baseline through 2021, but more recent data is available from BEA.	Viasat is working to standardize data collection across all business segments to increase data granularity. Working with Persefoni to request inflation factors updates.	Fair
3.5	3	6	Viasat collected travel data from Corporate Travel Management (CTM), which includes travel type, mileage, service date, and other travel information. Data was provided by AVIS/Budget to support fuel use estimates. Data from Concur was used to collect total hotel nights of stay and personal mileage reimbursement. For executive travel, Viasat aggregated flight data from FlexJet, the service provider, to estimate fuel usage using aircraft fuel efficiency data and flight time. For helicopter usage, fuel usage was estimated using helicopter fuel use rates and flight time, using some assumptions about travel speed and altitude.	U.K. DEFRA - Conversion Factors 2023 U.S. EPA - EEIO Factors 2.0.1-411 AR5 U.S. EPA - Emission Factor Hub June 2024	Emission factors should represent average use but may not be a perfect representative of the vehicles utilized. Emission factors used may be lower than actual vehicle emissions based on vehicle types utilized. As an example, road emissions are characterized for all vehicles. Inflation factors used in spend based estimated use on a 2012 baseline through 2021, but more recent data is available from BEA.	Viasat has implemented the Persefoni tool for FY24 GHG emissions calculations to improve accuracy. Working with Persefoni to request inflation factors updates.	Goo
3.3	3	7	Viasat exported employee data from Workday to determine employee office populations and remote work information. Viasat used Numbeo (link) to collect commute data by region.	U.K. DEFRA - Conversion Factors 2023 U.S. EPA - Emission Factor Hub June 2024	Employee commuting data is based on public data, not employee surveys, and may not be representative of the Viasat employee population. EIA average home sq. ft. data is from 2015 and EIA average residential electricity use data is from 2021, both of which could be more current.	Viasat is working on refining commuting data, including efforts to quantify electric car use for commuting. Working with Persefoni to request EIA source data updates.	Fair

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GHG accounting methodologies (cont.)

Reference to consolidated report	Scope	Category	Description of methodologies and activity data used	References and/or explanation and/or documentation of emission and removal factors	Uncertainties and accuracy impacts on results	Description of planned actions for reducing uncertainty for the future inventory	Data quality
4.4	3	8	Viasat used data on leased antenna utilization from ground network management to identify power consumption related to leased antennas for shared use.	Australian National Greenhouse Accounts (NGA) Factors 2022 IEA International Electricity Factors (2023) U.K. DEFRA - Conversion Factors 2023 U.S. EPA - eGRID 2022 Sub Region (Publication Year 2024)	Electricity consumption of upstream leased assets was based on antenna electricity consumption rates for Viasat use. This could result in decreased accuracy, particularly when accounting for utilization time.	Viasat has implemented the Persefoni tool for FY24 GHG emissions calculations to improve accuracy.	Fair
3.2	3	9	Not assessed.				
	3	10	Not assessed.				
5.1	3	11	Viasat worked with the product management team to collect data on number of products sold, product lifetime, type of energy required to power the product, and amount of energy required/use (either provided per day or per month) for large antennas. Fixed connection points were measured by the gross adds of these products, which represents how many new product leases were initiated. For airborne products, sales data was extracted from Oracle for FY24. Weight data was collected from specifications. Total ton-miles shipped was estimated using product weight and estimated total miles shipped using information from MIT and Delta. Drag increase due to radome installation was collected from computational reports for each radome/aircraft/configuration combination. Maritime product sales were not tracked due to lack of available data for estimation and lower impact compared to aviation equipment sales. Data related to Inmarsat sold products was not available at the time of assessment. Inmarsat sold products are not expected to be significant compared to legacy Viasat due to significantly lower sales volume (Inmarsat is primarily service-based).	U.S. EPA - Emission Factor Hub June 2024	Viasat's estimation of the emissions impact of airborne products utilized commercial aircraft industry estimations and may not accurately reflect total distance transported. Additionally, Viasat was unable to estimate emissions for all airborne products, limiting the analysis to high volume products.	Viasat is working with airborne product teams (internal) and seeking partnership with airline customers to assist with increasing the accuracy of emissions calculations. Viasat is working to collect additional information on sold products, including legacy Inmarsat sold products.	Fair

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GHG accounting methodologies (cont.)

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	3	12	Not assessed.				
	3	13	Not assessed.				
	3	14	Not assessed.				
5.4	3	15	Data on Viasat investments and their revenue was collected in coordination with accounting personnel. Scope 1 and 2 data was not available for investments.	U.S. EPA - EEIO Factors 2.0.1-411 AR5	Viasat was unable to obtain scope 1 and 2 emissions for investments for use in calculation. This required using the NAICS code and revenue for emission estimation instead of the recommended method. The method used likely results in overestimation and would include some of the investments scope 3 emissions, which is not recommended by the GHG Protocol. Inflation factors used in spend based estimated use on a 2012 baseline through 2021, but more recent data is available from BEA.	Viasat is working with investments to make scope 1 and 2 data available in the future. Working with Persefoni to request inflation factors updates.	Fair