



Viasat FY26

Greenhouse Gas Report



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Chapter 1: Description of the organization goals and inventory objectives

Company overview

Viasat, Inc., founded in 1986, is a global communications company that is listed on Nasdaq (VSAT) and has its headquarters in Carlsbad, California. The Viasat Group employs 7,000 global employees and operates in more than 152 locations, connecting customers in more than 70 countries. Viasat is an innovator in communications technologies and services, focused on making connectivity accessible, available, and secure. Viasat's business powers millions of connections on land, in the air, and at sea through two business segments:

- › **Communication Services** – This segment provides a wide range of broadband and narrowband communications solutions across government and commercial mobility, maritime, fixed broadband (residential), energy, and enterprise customers.
- › **Defense and Advanced Technologies** – This segment provides a diverse set of resilient, vertically integrated solutions, leveraging core technical competencies in encryption, cyber security, tactical gateways, modems, and waveforms to government and commercial customers.

Viasat is developing a next-generation communications network to further enhance its high-quality, secure, affordable, and fast connections to enhance the lives of people everywhere.

Inventory objectives

In accordance with the commitments assumed in our Environmental Objectives, Viasat publishes this Greenhouse Gas report (GHG) report annually to engage interested stakeholders of Viasat's Greenhouse Gas emissions inventory during the most recent financial year. This report was planned with reference to the outline provided in Annex F of the ISO 14064-1:2018 standard.

As we continue to expand upon our annual GHG inventory, we seek to deepen our understanding of our largest environmental impacts and areas where we can make the most significant emissions reductions.

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

- › In fiscal year 2025, legacy Inmarsat business units reported a 15-month period (Jan 1, 2024 – March 31, 2025) aligned to the Viasat fiscal year reporting period of April 1 – March 31. For fiscal year 2026, the Viasat group is reporting greenhouse gas data from April 1, 2025 – March 31, 2026.

Members of the core inventory preparation team are aware of all principles and requirements within the GHG protocol and ISO 14064-1:2018 standard. The inventory preparation team worked with contributors to request data to support Viasat's GHG calculation methods. Viasat's Sustainability staff, within the Sustainability & ESG team, are responsible for the content shared within this annual report and for publishing it on our website at [Viasat.com](https://www.viasat.com) to be available to interested stakeholders.

Overall responsibility for this report lies with Tory See, Senior Director, Sustainability & ESG. Ashton Shaw, Sustainability Manager, is responsible for the preparation of the GHG inventory and report. Jordan Dobson, Senior Materials Science Engineer, serves as Viasat's technical GHG inventory lead.

EHS policy

As a global communications company, Viasat believes everything is connected, and we strive to connect people and businesses in the same way. To support Viasat's strategic direction and our mission, we operate appropriate quality, health, safety, and environmental (QHSE) management systems across the globe.

Viasat is committed to:

1. Delivering quality products and services to satisfy customer requirements through high-velocity innovation, risk management, and rigorous execution.
2. Proactively engaging with stakeholders to meet or exceed all applicable environmental, health, and safety compliance obligations and other requirements.
3. Exercising responsible resource management through the design, procurement, and manufacturing aspects for our business.
4. Reducing health and safety risk by working towards the elimination or practical minimization of potential work-related hazards for the prevention of work-related injury and ill health.
5. Influencing, engaging, and empowering our global workers utilizing effective consultation, participation, and communication methods with respect to environmental, health, and safety issues

To support these commitments, Viasat sets objectives, implements best management practices, and measures outcomes applicable to the QHSE aspects of our operations and facilities.

We continually improve our QHSE management system aimed at delivering quality products and services, environmental protection and sustainability, pollution prevention and fostering a positive environmental, health and safety culture that promotes the wellbeing of individuals, their working conditions, and our planet.

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 headquarters in the United States and international headquarters in the U.K., in addition to labs, assembly areas, and administrative functions.
- › Warehouse operations 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.

Viasat has determined that there are no biogenic emission sources within our organizational boundary that need to be accounted for in this report.

Due to the strategic nature of our ground network locations, we are unable to discuss specific locations in this report.

Chapter 3: Reporting boundaries

Base year: Inventory base year and protocol for adjustments

Base year designation

Viasat has reviewed its methodologies and business practices and continues to use FY24 as its base year.

No significant investments, divestitures, errors, or methodological changes have been identified that would require a base-year recalculation.

Selected base year

Viasat's selected base year is Fiscal Year FY24, which includes:

- Viasat April 1, 2023 – March 31, 2024
- Inmarsat January 1, 2023 – December 31, 2023

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 quantification that results in significant changes
- › [The Greenhouse Gas Protocol Corporate Standard](#), used as a reference for emissions calculation methods, states that base year recalculations will be triggered when the following events occur and have a significant impact on base year emissions:
 - › 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

Therefore, Viasat will use it to guide its recalculation policy as needed.

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 emission source that represents >5% of the total Scope 1 & 2 (categories 1 & 2) or >5% of the total Scope 3 (categories 3-5) emissions are considered significant.

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

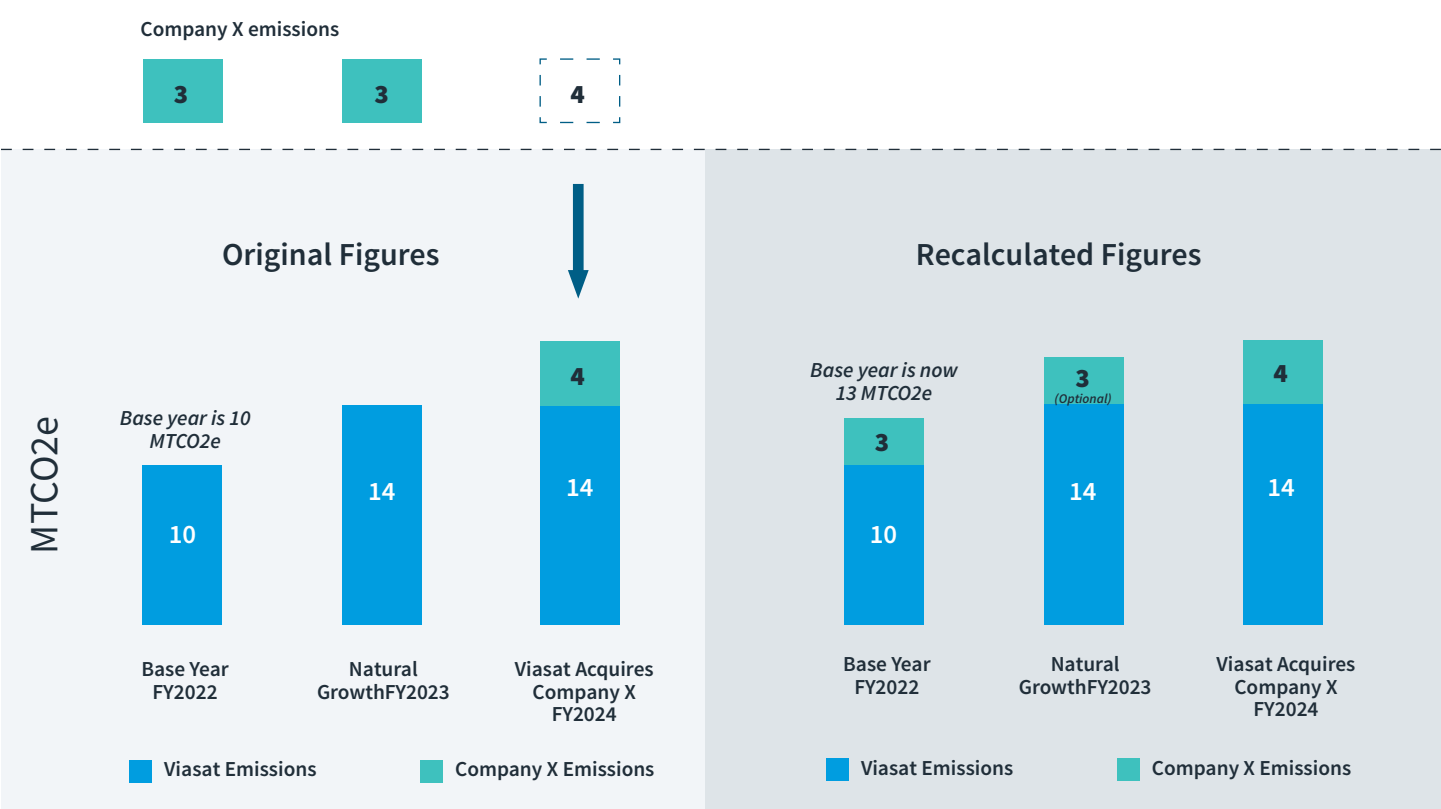
Additionally, per the GHG Protocol, if an acquisition or divestiture takes place in the middle of the reporting year, Viasat will

recalculate base year emissions for the entire year, rather than only for the remainder of the reporting period after the structural change occurred.

Upon preparation and review of the FY26 GHG inventory, no significant changes in investments, divestitures, errors, operational boundaries, or methodologies have been identified which require base year recalculation.

See Figure 1 below for a simplified example of how Viasat intends to recalculate its base year emissions for a future illustrative acquisition in FY24 (reporting year in this example).

Figure 1. Illustrative Example of Base Year Recalculation following Acquisition



In the example above, Viasat has recalculated emissions for its base year (FY22) and the year between its base year and reporting year (FY23). 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.

Reported emissions and exclusions

Viasat aims to quantify and report all significant emissions sources for Scopes 1, 2, & 3. Where emissions sources are being evaluated for significance, preliminary emission source data is used to estimate relative emission quantity. If the quantity is below 5% of the total currently calculated and source data is not readily available, or if data quality is not sufficient, the emission source may be excluded. Reported emissions categories are detailed in the table below.

Reported GHG Emission Sources and Descriptions

GHG Scope	Emission source	Emission source description	ISO 14064 Category
Scope 1	Stationary combustion	Fuel usage from heating systems and generators	1.1 Direct emissions from stationary combustion
Scope 1	Mobile combustion	Fuel usage from fleet vehicles	1.2 Direct emissions from mobile combustion
Scope 1	Fugitive emissions	Estimated refrigerant leakage from cooling systems and fire suppression systems at offices and ground network	1.4 Direct fugitive emissions arise from the release of greenhouse gases in anthropogenic systems
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	C1: Purchased goods and services	Annual spend on purchases from ERP systems, in addition to purchased cloud computing services.	4.1 Emissions from purchased goods
Scope 3	C2: Capital goods	Annual spend on fixed assets from ERP systems.	4.2 Emissions from capital goods
Scope 3	C3: Fuel and energy-related activities	Upstream 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	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
Scope 3	C5: Waste generated in operations	Waste and recycling spend and tonnage data by material type as available. Viasat UK was not assessed due to lack of available data.	4.3 Emissions from the disposal of solid and liquid waste

GHG Scope	Emission source	Emission source description	ISO 14064 Category
Scope 3	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.	3.5 Emissions from business travels
Scope 3	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	C8: Upstream leased assets	Energy use from leased antenna capacity.	4.4 Emissions from the use of assets
Scope 3	C9: Downstream transportation and distribution	At this time, Viasat has not identified transportation activities after the point of sale. All transportation has been included in Category 4.	3.2 Emissions from downstream transport and distribution for goods
Scope 3	C10: Processing of sold products	This was not applicable to Viasat's operations, and no emission sources were identified in this Category	5.1 Emissions or removals from the use stage of the product
Scope 3	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	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	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	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	C15: Investments	Estimated emissions from major corporate holdings	5.4 Emissions from investments

Exclusions

- › The refrigerant R-22 is excluded from consideration as it falls outside the GHG Protocol reporting Scope as an HCFC. GHG estimates are limited to gases specified in the GHG Protocol.
- › 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 were excluded from this inventory.
- › Emissions related to sale of maritime equipment were estimated using methods like those described for aviation equipment and were determined to be insignificant and were excluded from this inventory.

Chapter 4: Quantified GHG inventory of emissions and removals

IPCC AR5 GWPs were used for the development of this report and our FY26 GHG inventory, except in instances where emission factor sets referenced another Assessment Report list of GWPs. Although AR6 GWPs are available, AR5 was selected to align with the emissions factors presented in the EPA's 2025 GHG Emission Factor Hub, which constitutes the largest portion of our Scope 1 and 2 activities.

GHG	GWP (AR5)
CO2	1
CH4	28
N2O	265
NF3	16,100
SF6	23,500
R-410A - R-32/R-125 (50/50)	1,923.5
HFC-32	677
HFC-134a	1300
R-407C - R-32/R-125/R-134a (23/25/52)	1,624.2

Year-over-year GHG comparison

Between FY24 and FY26, emissions in each Scope tended to trend downward, generally due to shift in business practices, optimization of site operations, and gradual decline in emission factors.

Inventory Scope	FY24 (tCO2-e)	FY25 (tCO2-e)*	FY26 (tCO2-e)
ISO 14064 Category 1.0 (GHGP Scope 1)	6,150	6,247	6,082
ISO 14064 Category 2.1 (location) (GHGP Scope 2)	42,982	44,623	41,269
ISO 14064 Category 2.2 - 6.0 (GHGP Scope 3 Category 1 – 15)	2,416,320	2,130,964	2,057,225
Total ISO 14064 Category 1.0 + 2.1 (location) (GHGP Scope 1 + Scope 2)	49,132	50,871	47,351

* FY25 includes a 15-month reporting period for Inmarsat Group Holdings Limited use to align fiscal periods

Updates from previously reported data

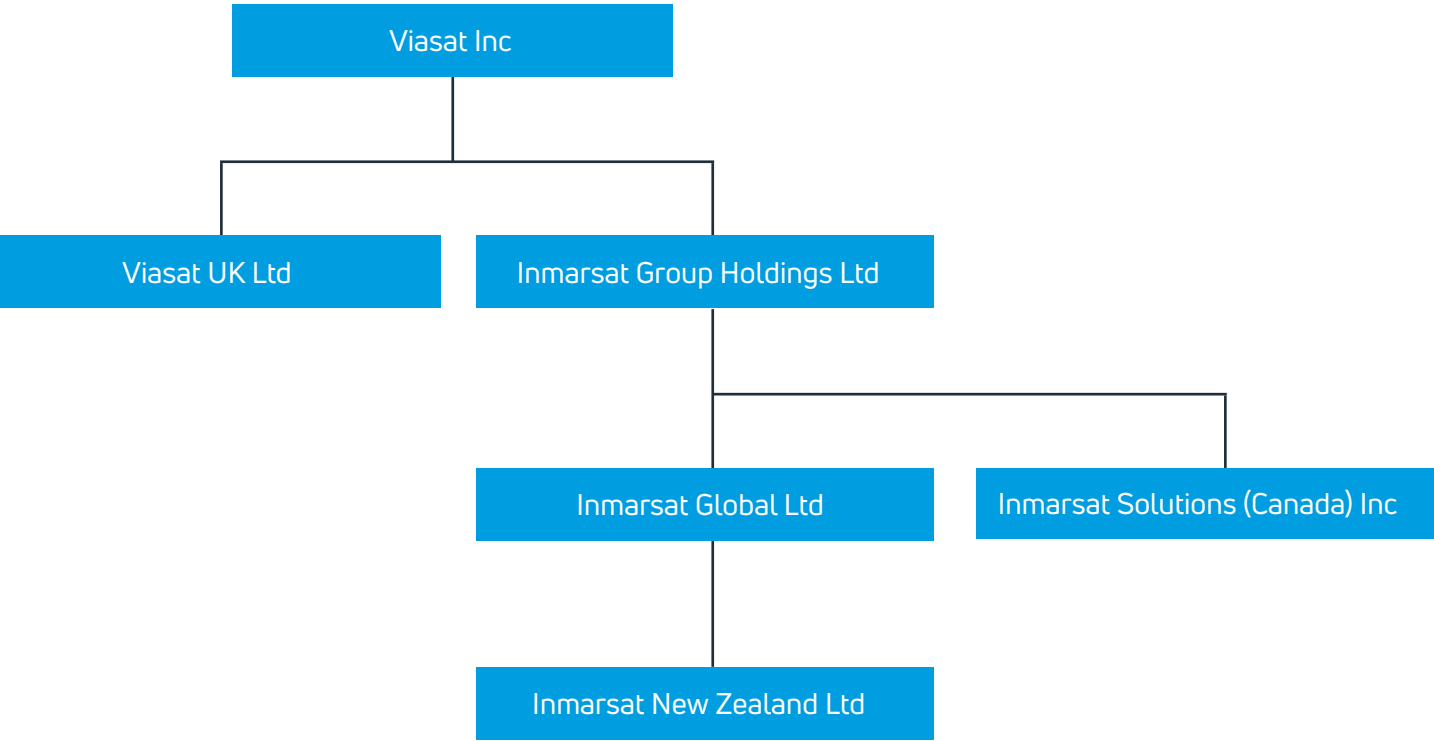
As part of the emissions estimation process, emissions calculations from previous years were reviewed. Two significant (greater than 5% impact) errors were identified and are corrected in data represented in this report.

- Green-E Factors: where this emission factor set had been previously identified for market-based purchased electricity for United States sites, outdated EPA eGRID emission factors were being used. Updating to using the Residual Mix emission factors, as well as updating the year to match the EPA eGRID year for the fiscal year, had both increasing and decreasing impacts on reported market-based emissions.
- Inmarsat United Kingdom electricity use: in FY25, electricity use for certain sites in the United Kingdom was significantly overestimated due to an error. This correction has resulted in significant decreases in reported emissions and electricity use for those sites.

Uncertainty Assessment

Qualitative uncertainty assessment was used in place of quantitative uncertainty assessment within our GHG inventory, due to resource constraints, the scale and complexity of data sources across the business, and absence of requirements to use such a method at this time.

Organizational structure for tracked business entities



Data tables

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

Streamlined Energy and Carbon Reporting (SECR)		January 1, 2024 - March 31, 2025	FY26
Inmarsat Group Holdings Ltd.		U.K.	U.K.
Total energy (kWh)		12,207,138	4,981,761
Scope 1	Natural gas (tCO2e)	265	33
	Fuel for transport (tCO2e)	0	0
	Other fuels (tCO2e)	0	0
Scope 2	Location-based (tCO2e)	2,228	850
	Market-based (tCO2e)	938	286
Total Scope 1 & 2 (location-based) (tCO2e)		2,694	1,062
Total Scope 1 & 2 (market-based) (tCO2e)		1,404	498
Scope 1 & 2 intensity per rev (tCO2e / million GBP) – market-based		0.64	0.28
Scope 3	Business travel – Where fuel is directly purchased by reporting organization e.g. hire car or reimbursed travel (tCO2e)	29	70

Emissions by tracked business entity

The table below includes reported emissions by tracked business entity. These emissions are the total reported for each entity and its subsidiaries, as identified on the organizational structure on the next page. Viasat Inc. reported data is inclusive of all Viasat group business activities.

Category	Viasat Inc.	Viasat U.K. Ltd.	Inmarsat Group Holdings Ltd.	Inmarsat Global Ltd.	Inmarsat New Zealand Ltd.	Inmarsat Solutions (Canada) Inc.
Scope 1	6,082	12	510	251	36	54
Scope 2 - location based	41,269	8	11,589	1,696	298	33
Scope 2 - market based	42,238	0	11,623	1,495	298	33
Scope 3	2,057,225	962	143,039	3,402	150	359
Purchased goods and services (Category 1)	170,191	659	66,864	487	-	-
Capital goods (Category 2)	14,226	15	8,230	-	-	-
Fuel and energy-related activities (Category 3)	11,471	5	2,745	576	87	142
Upstream transportation and distribution (Category 4)	22,249	99	1,458	16	-	-
Waste generated in operations (Category 5)	207	1	7	0	-	-
Business travel (Category 6)	14,125	145	2,839	2,034	61	61
Employee commuting (Category 7)	8,162	39	978	289	2	156
Upstream leased assets (Category 8)	628	-	484	-	-	-
Downstream transportation and distribution (Category 9)	-	-	-	-	-	-
Processing of sold products (Category 10)	-	-	-	-	-	-
Use of sold products (Category 11)	1,796,990	-	58,526	-	-	-
End-of-life treatment of sold products (Category 12)	-	-	-	-	-	-
Downstream leased assets (Category 13)	-	-	-	-	-	-
Franchises (Category 14)	-	-	-	-	-	-
Investments (Category 15)	18,978	-	908	-	-	-

**"-“ indicates that this emissions source is not tracked for this entity

ISO 14604 Required Table										
Reporting Entities			Viasat, Inc.							
Person responsible for the report			Ashton Shaw							
Reporting period covered			From	4/1/2025	To	3/31/2026				
GHG Emissions (metric tonnes CO2-e)										
		Significant (S) /	Total CO2e	Carbon dioxide (CO2)	Methane (CH4) in CO2e	Nitrous Oxide (N2O) in CO2e	Nitrogen trifluoride (NF3) in CO2e	Sulfur hexafluoride (SF6) in CO2e	Other GHG's HFC/PFCs, etc. in CO2e	Qualitative uncertainty
		Not (NS)	GWP (AR5)	1	28	265				
1	Category 1: Direct GHG emissions and removals		6,081.5	5,284.6	3.1	3.2			790.5	Good
1.1	Direct emissions from stationary combustion	Significant	5,213.5	5,207.5	3.0	3.0				Good
1.2	Direct emissions from mobile combustion		77.5	77.1	0.2	0.3				Good
1.3	Direct process emissions and removals arise from industrial processes									
1.4	Direct fugitive emissions arise from the release of greenhouse gases in anthropogenic systems	Significant	790.5						790.5	Good
1.5	Direct emissions and removals from land use, land use change, and forestry									
	Direct emissions in tonnes of CO2 from biomass									
Indirect GHG emissions										
2	Category 2: Indirect GHG emissions from imported energy (location-based)		52,740.4	38,659.2	70.6	99.7			13,910.9	Good
2.1	Location-based - Indirect emissions from imported electricity & heat and steam	Significant	41,269.0	29,859.2	65.5	83.0			11,261.3	Good
2.1	Market-based - Indirect emissions from imported electricity & heat and steam	Significant	42,238.0							Good
2.2	Indirect emissions from imported energy	Significant	11,471.4	8,799.9	5.2	16.7			2,649.6	Good
3	Category 3: Indirect GHG emissions from transportation		44,534.7	41,589.1	1,246.1	535.8	0.5	11.3	1,152.0	Fair
3.1	Emissions from upstream transport and distribution for goods	Significant	22,248.6	20,982.7	745.2	177.7	0.2	4.4	338.3	Good
3.2	Emissions from Downstream transport and distribution for goods									
3.3	Emissions from Employee commuting includes emissions related to telework		8,161.6	8,113.0	7.4	41.1				Fair
3.4	Emissions from Client and visitor transport									
3.5	Emissions from Business travels		14,124.5	12,493.3	493.4	316.9	0.3	6.9	813.7	Good
4	Category 4: Indirect GHG emissions from products used by organization		185,250.5	125,004.0	15,759.6	4,024.0	447.8	783.0	39,232.0	Fair
4.1	Emissions from Purchased goods	Significant	170,190.6	112,481.8	14,292.4	3,648.8	440.2	749.0	38,578.5	Good
4.2	Emissions from Capital goods		14,225.7	11,900.3	1,464.7	371.5	7.6	34.0	447.5	Good

4.3	Emissions from the disposal of solid and liquid waste		206.0						206.0	Fair
4.4	Emissions from the use of assets		628.1	621.9	2.5	3.7				Poor
4.5	Emissions from the use of services that are not described in the above subcategories (consulting, cleaning, maintenance, mail delivery, bank, etc.)									
5	Category 5: Indirect GHG emissions associated with the use of products from the organization		1,815,968.1	459,271.2	2,301.5	1,374.9	20.0	65.5	1,352,935.1	Fair
5.1	Emissions or removals from the use stage of the product	Significant	1,796,990.1	443,203.3	465.7	1,001.5			1,352,319.6	Fair
5.2	Emissions from downstream leased assets									
5.3	Emissions from end of life stage of the product									
5.4	Emissions from investments		18,978.0	16,067.9	1,835.8	373.4	20.0	65.5	615.5	Fair
6	Category 6: Indirect GHG emissions from other sources									
Other related information										
	Performance tracking (emissions and removals by metric, e.g. tonnes CO2e per annual revenue)	454	tonnes / million \$USD revenue							
	Base year GHG emissions, removals, and stocks; and adjustments to base year		FY24 is the base year							
	Disclosure of most significant sources, sinks, and reservoirs		Scope 3: Category 11 is the most significant emission source							
*Data quality is estimated as: Good if data quality indicators (precision, completeness, and 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.										

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 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 vehicles and generators were estimated by spend and average monthly fuel prices during the reporting period. The amount of fugitive refrigerant releases was obtained from supplier reports, indicating refrigerant additions, estimated based on a 6% charge quantity loss, or from other reported releases. Fugitive emissions from fire suppression equipment are included in this GHG inventory.	UK DEFRA - Conversion Factors US EPA - Emission Factor Hub Australian National Greenhouse Accounts (NGA) Factors 2006 IPCC Guidelines for National Greenhouse Gas Inventories Chapter 7, Table 7.9 Estimates for charge, lifetime and emissions factors for refrigeration and air conditioning systems.	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. Refrigerant consumption was estimated based on system charge capacity and average IPCC refrigerant loss rates for medium commercial AC equipment (6% annually). These estimations are based on methods consistent with the GHG Protocol, though direct measurement of consumption/release could be a more accurate method.	Working with Facilities, EHS, Operations, and other cross functional teams to enhance data management processes	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 data, energy estimates were based on reported data, as well as the estimated energy consumption where actual data was unavailable, and average estimated usage was applied over the year.	Green-E Market Based Factors AIB Market Based Factors UK DEFRA - Conversion Factors US EPA - eGRID Sub Region emission factors Australian National Greenhouse Accounts (NGA) Factors Canada NIR - Generation Factors IEA International Electricity Factors Singapore EMA Energy Statistics ADEME Base Empreinte Factors METI MOE EFs National Average	Amounts of grid electricity consumed by site were estimated based on average electricity consumption, sq footage, or estimated based on utility spend using average cost of electricity by geography during the reporting period Direct measurement of consumption could be a more accurate method.	The GHG emissions team is working with other Viasat organizations to increase the amount of information available for supplier specific emission factor/NAICS code assignment	Good

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. Emissions related to the use of Microsoft Azure and Amazon Web Services were included as reported by the suppliers. Some suppliers submitted Scope 1, 2, and 3 emissions, spend, and revenue. For these suppliers, a hybrid-method was used, using spend-based methodology to fill in gaps where Scope 3 was not submitted.	US EPA - EEIO Factors	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 UK data could not be classified on the PO level and had to be reviewed based on the total expenditure and company NAICS code.	The GHG emissions team is working with other Viasat organizations to increase the amount of information available for supplier specific emission factor/NAICS code assignment	Good
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.	US EPA - EEIO Factors	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.	The GHG emissions team is working with other Viasat organizations to increase the amount of information available for emission factor/NAICS assignment.	Good
2.2	3	3	Scope 1 and 2 fuel, energy and heat and steam consumption was used to calculate upstream emissions and emissions related to T&D losses.	IEA International Electricity Factors UK DEFRA - Conversion Factors Australian National Greenhouse Accounts (NGA) Factors ADEME Base Empreinte Japan DB for GHG Calculations via Supply Chain	The indirect emissions from imported energy that resulted from other Scope 3 categories has not been accounted for. Where local upstream emission factors were not available, IEA / UK DEFRA factors were used.	Efforts to enhance Scope 1 and 2 data management and methodologies will be reflected in Category 3.	Good

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
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 road transport. Viasat receives data from the service vendor, which estimates miles traveled based on number of service calls and an average distance per service call. Viasat UK 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 including weight and distance data for inbound shipments and spend data for outbound shipments. Viasat participated in one satellite launch during FY26. Rocket fuel use was estimated based on publicly available launch craft data.	UK DEFRA - Conversion Factors US EPA - EEIO Factors US EPA - Emission Factor Hub	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 round trip 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 UK Upstream Transport data could not be obtained with similar granularity to the primary Viasat emissions source. RigNet and Viasat UK 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.	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.	Good
4.3	3	5	Viasat collected waste distribution data from sites. Waste data was grouped based on available information including waste type and waste handling method. The emissions from wastewater discharge were estimated using DEFRA emission factors and EPA water consumption values per person multiplied by the total population. This emission source is estimated to fall below the 5% significance threshold.**	UK DEFRA - Conversion Factors US EPA - Emission Factor Hub		Viasat is working to standardize data collection across all business segments to increase data granularity.	Fair

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
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 and Enterprise to support fuel use estimates. Data from Concur was used to collect hotel spend and personal mileage reimbursement. For helicopter usage, fuel usage was estimated using helicopter fuel use rates and flight time, using some assumptions about travel speed and altitude.	UK DEFRA - Conversion Factors US EPA - EEIO Factors US EPA - Emission Factor Hub	Emission factors should represent average use but may not be a perfect representative of the vehicles utilized.		Good
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.	UK DEFRA - Conversion Factors US EPA - Emission Factor Hub	Employee commuting data is based on public data, not employee surveys, and may not be representative of the Viasat employee population.		Fair
4.4	3	8	Updated data for leased assets for leased assets for FY26 was unavailable. Viasat utilized FY25 collected data and the most recently available electricity emission factors by region. Leased asset lists from FY25 were reassessed, resulting in the inclusion of two previously unidentified leased assets and an update to emission factor sets used to calculate emissions for certain assets. Viasat used data on leased antenna utilization from ground network management to identify power consumption spend related to leased antennas for shared use. Energy spend for each asset was divided by average electricity costs by country to determine energy use estimates.	x Australian National Greenhouse Accounts (NGA) Factors IEA International Electricity Factors UK DEFRA - Conversion Factors US EPA - eGRID Sub Region emission factors	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. Additionally, the use of outdated activity data adds temporal uncertainty.		Poor
3.2	3	9	Not assessed.				
	3	10	Not assessed.				

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
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. Small equipment leases were measured by the “Gross Adds” of these products, which represents how many new product leases were initiated. For aviation products, sales data was extracted from Oracle. Weight data was collected from specifications. Total ton-miles shipped was estimated using product weight and estimated total miles shipped using information from FlightAware. 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. This emission source is estimated to fall below the 5% significance threshold.**	US EPA - Emission Factor Hub	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 to collect additional information on sold products.	Fair
	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. Investments which Viasat divested from prior to March 31, 2026 were not included in the inventory.	US EPA - EEIO Factors	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.	Viasat is working with investments to make Scope 1 and 2 data.	Fair

*Emission factors utilize the most recent version available.

**Emission source was estimated to fall below 5% of the emissions for this Category.

***Between FY25 and FY26, calculation methodologies were not significantly modified, though some calculation methods may have been removed where source data of that type is no longer used.