Viasat FY2025
Greenhouse Gas report

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

Viasat is a leading innovator of global satellite and network technologies that help a rapidly changing world solve its most demanding connectivity and communications needs. We power some of the world's most important communications solutions — in the air, on land, in space, and at sea by building secure, flexible, global networks customers can count on. Founded in 1986 and based in Carlsbad, California, Viasat's approximately 7,000 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 through three business segments: We are tackling the world's hardest communications challenges — the Viasat way.

Last year (FY24), Viasat reported Inmarsat Group Holdings Limited (i.e., Inmarsat) data in line with their fiscal year. This year (FY25), the business took actions to harmonize the fiscal years of the Inmarsat entities, which previously ran January 1 through December 31, to align with Viasat's fiscal year, which runs from April 1 through March 31. As such, Inmarsat entities will report data for a period of 15 months, to cover the gap between the end of their previous and the end of their new fiscal year (January 2024 through December 2024 + January 2025 through March 2025).

Company background

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.

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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 2025 financial year.

EHS policy

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. 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 towards 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.

To support these commitments, Viasat sets objectives, and monitors, measures and implements best management practices 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, and pollution prevention; and fostering a positive environmental, health and safety culture that promotes the wellbeing of individuals, their working conditions, and our planet.

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:

- Within this report, Inmarsat's activity data is reported during the period which begins January 1, 2024 and ends March 31, 2025 (15 months)
- Viasat's FY25 reporting period begins April 1, 2024 and ends March 31, 2025

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 using Viasat's GHG calculation templates. Viasat's Sustainability Management team, within the Social Impact and ESG Team and People and Culture organization, are 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.

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

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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 within our largest U.S. and international U.K. headquarters, in addition to labs, hardware and software testing, and administrative functions.
- Warehouses including the storage, kitting, light manufacturing and assembly, testing, and shipping of products to internal and external customers.
- Ground network sites including 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. However, the business has worked to consolidate office facilities that were no longer needed since the COVID-19 pandemic.

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

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Chapter 3: Reporting boundaries

Base year designation	
Selected base year	**Viasat's selected base year is Fiscal Year (FY) 2024, 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, which covers everything in the ISO standard but with more detail, says 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.

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 GHG Protocol 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

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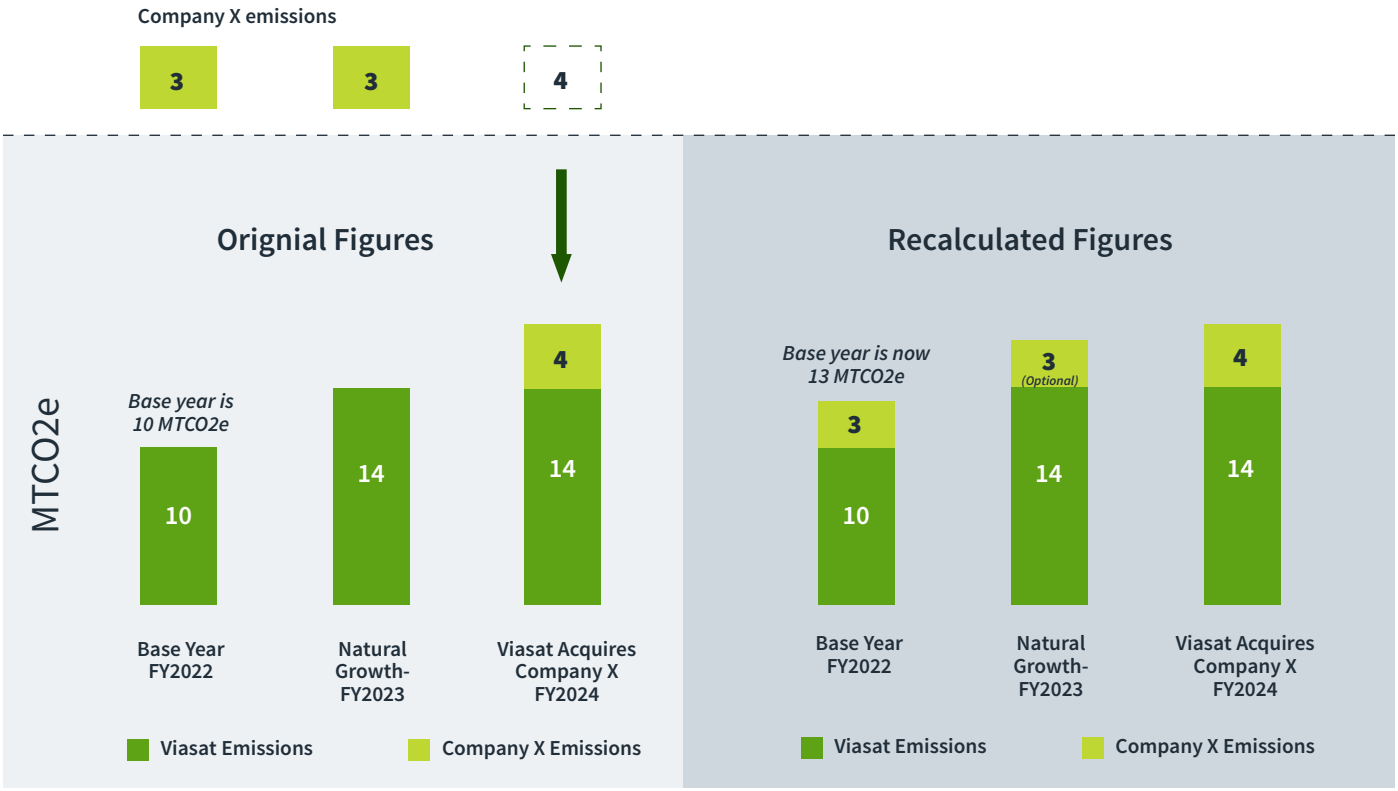
Additionally, per the GHG Protocol, if an acquisition or divestiture takes place in the middle of the reporting year, Viasat will recalculate base year emissions for the entire year, rather than only for the remainder of the reporting period after the structural change occurred.

See figure 2 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).

Exclusions

- The refrigerant R-22 is excluded from consideration as it falls outside GHG protocol reporting scope as an HCFC. GHG estimates are limited to gases specified in the GHG protocol.
- FM200 was excluded from our inventory as there were no releases in FY25 from these fire suppression systems. In addition, the total quantity was assessed and determined to be insignificant at an estimated loss of 6% per year (Source: 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).
- 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.

Figure 2. Illustrative example of base year recalculation following acquisition



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%.

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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 the significance of emission categories include:

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

GHG scope	Emission source	Emission source description	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 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 (Oracle, Coupa, etc.), 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

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GHG scope	Emission source	Emission source description	14064 category
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
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
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, this 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

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GHG scope	Emission source	Emission source description	14064 category
Scope 3	C15: Investments	Estimated emissions from major corporate holdings	5.4 Emissions from investments

Chapter 4: Quantified GHG inventory of emissions and removals

IPCC AR5 GWPs were used for the development of this report and our FY25 GHG inventory, except in instances where emission factor sets referenced another Assessment Report list of GWPs. In this report, IPCC AR4 GWPs were only used to estimate the emissions from Waste (Category 5, 4.3). 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. 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.

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	677
HFC-134a	1300
R-407C - R-32/R-125/R-134a (23/25/52)	1,624.2

Year-over-year GHG comparison

In the below year-over-year comparison, FY25 includes 3 additional months of activity data from the Inmarsat business. This, in addition to more complete and accurate data sources, accounts for the year-over-year increase.

Inventory scope	FY24 (tCO2e)	FY25 (tCO2e)
ISO 14064 category 1.0 (GHGP scope 1)	6,155	6,307
ISO 14064 category 2.1 (location) (GHGP scope 2)	43,060	51,847
ISO 14064 category 2.2 - 6.0 (GHGP scope 3 category 1 – 15)	2,416,476	2,133,308
Total ISO14064 category 1.0 + 2.1 (location) (GHGP scope 1 + scope 2)	49,215	58,153

- Scope 3 category 11 decreased due to use of improved data accuracy for estimating the impact of weight and drag on aircraft and a change in published emission factors.
- FY24 scope 1 and 2 figures updated to correct missing and duplicative data.

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Reporting Company	**Viasat, Inc.**	
Person or Entity responsible for the report	**Ashton Shaw**	**ashton.shaw@viasat.com**
Viasat Reporting Period	**April 1, 2024 - March 31, 2025**	
Inmarsat Group Holdings Limited (i.e., Inmarsat) Reporting Period	**January 1, 2024 - March 31, 2025**	

Viasat, Inc. Consolidated FY25 GHG report
(Viasat April 1, 2024 - March 31, 2025 + Inmarsat January 1, 2024 - March 31, 2025)

	Emissions	**Significant?**	**TOTAL CO2e (tonnes)**	**Carbon dioxide (CO2)**	**Methane (CH4)**	**Nitrous Oxide (N2O)**	**Nitrogen trifluoride (NF3)**	**Sulfur hexa-fluoride (SF6)**	**HFC/ PFCs, etc.**	**Unspecified emissions**
		AR5	**GWP**	**1**	**28**	**265**				
1	**Category 1: Direct GHG emissions and removals in tonnes CO2e (1)**		**6,307**	**5,831**	**4**	**4**			**468**	
1.1	Direct emissions from stationary combustion	Significant	**5,739**	5,731	4	4				
1.2	Direct emissions from mobile combustion		**100**	100	0	0				
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*		**468**						468	
1.5	Direct emissions and removals from land use, land use change, and forestry		-							
Direct emissions in tonnes of CO2 from biomass			-							
	Indirect Emissions in tonnes CO2e (2)		-							
2	**Category 2: Indirect GHG emissions from imported energy (3)**		**66,757**	**50,157**	**91**	**148**				**16,361**
2.1	Location Based - Indirect emissions from imported eletricity & purchased heat and steam	Significant	**51,847**	39,444	84	125				12,194
2.1	Market Based - Indirect emissions from imported eletricity & purchased heat and steam	Significant	**50,927**	38,874	2	6				12,045
2.2	Indirect emissions from imported energy	Significant	**14,910**	10,713	7	23				4,167
3	**Category 3: Indirect GHG emissions from transportation**		**43,416**	**40,594**	**833**	**424**	**0**	**8**	**127**	**1,431**
3.1	Emissions from upstream transport and distribution for goods		**19,870**	18,676	481	130	0	3	101	479
3.2	Emissions from Downstream transport and distribution for goods		-							
3.3	Emissions from Employee commuting includes emissions related to telework		**8,354**	8,304	7	42				
3.4	Emissions from Client and visitor transport		-							
3.5	Emissions from Business travels		**15,192**	13,613	344	252	0	5	26	952
4	**Category 4: Indirect GHG emissions from products used by organization**		**170,860**	**142,653**	**17,208**	**4,251**	**301**	**599**	**2,926**	**2,923**
4.1	Emissions from Purchased goods	Significant	**155,784**	130,285	15,591	3,861	294	573	2,762	2,417
4.2	Emissions from Capital goods		**13,495**	11,070	1,616	386	6	25	164	229
4.3	Emissions from the disposal of solid and liquid waste*		**263**							263
4.4	Emissions from the use of assets		**1,317**	1,299	1	4				14
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**		**1,904,122**	**486,399**	**3,113**	**1,676**	**26**	**85**	**338**	**1,412,485**
5.1	Emissions or removals from the use stage of the product	Significant	**1,877,460**	463,914	465	1,118				1,411,964
5.2	Emissions from downstream leased assets		-							
5.3	Emissions from end of life stage of the product		-							
5.4	Emissions from investments		**26,662**	22,486	2,649	559	26	85	338	521
6	Category 6: Indirect GHG emissions from other sources		-							

*Fire supression FM200, R-22 and waste water emissions were assesed and excluded due to insignificance

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Reporting Company	**Inmarsat Group Holdings Limited**		
Person or Entity responsible for the report	**Ashton Shaw**	**ashton.shaw@viasat.com**	
Inmarsat Group Holdings Limited Reporting Period	**January 1, 2024 - March 31, 2025**		

Inmarsat Group Holdings Limited GHG report for the period (January 1, 2024 - March 31, 2025)

	Emissions	Significant?		TOTAL CO2e (tonnes)	Carbon dioxide (CO2)	Methane (CH4)	Nitrous Oxide (N2O)	Nitrogen trifluoride (NF3)	Sulfur hexa-fluoride (SF6)	HFC/ PFCs, etc.	Unspecified emissions
		AR5		GWP	1	28	265				
1	**Category 1: Direct GHG emissions and removals in tonnes CO2e (1)**			**817**	**581**	**1**	**1**			**234**	
1.1	Direct emissions from stationary combustion			531	529	1	1				
1.2	Direct emissions from mobile combustion			53	52	0	0				
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*			234						234	
1.5	Direct emissions and removals from land use, land use change, and forestry			-							
Direct emissions in tonnes of CO2 from biomass				-							
	Indirect Emissions in tonnes CO2e (2)			-							
2	**Category 2: Indirect GHG emissions from imported energy (3)**			**29,622**	**20,900**	**44**	**72**				**8,606**
2.1	Location Based - Indirect emissions from imported eletricity & purchased heat and steam		Significant	23,628	17,162	41	64				6,361
2.1	Market Based - Indirect emissions from imported eletricity & purchased heat and steam		Significant	20,340	14,124	1	3				6,212
2.2	Indirect emissions from imported energy			5,994	3,738	3	7				2,245
3	**Category 3: Indirect GHG emissions from transportation**			**9,099**	**8,707**	**102**	**77**	**0**	**1**	**7**	**205**
3.1	Emissions from upstream transport and distribution for goods			1,588	1,471	85	17	0	0	6	9
3.2	Emissions from Downstream transport and distribution for goods			-							
3.3	Emissions from Employee commuting includes emissions related to telework			975	968	2	6				
3.4	Emissions from Client and visitor transport			-							
3.5	Emissions from Business travels			6,536	6,269	15	55	0	0	1	196
4	**Category 4: Indirect GHG emissions from products used by organization**			**68,933**	**57,229**	**8,046**	**1,952**	**27**	**106**	**651**	**922**
4.1	Emissions from Purchased goods			56,932	47,289	6,645	1,614	21	86	533	743
4.2	Emissions from Capital goods			10,805	8,763	1,400	334	6	20	118	163
4.3	Emissions from the disposal of solid and liquid waste*			10							10
4.4	Emissions from the use of assets			1,186	1,177	1	3				5
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**			**83,141**	**6,814**	**884**	**200**	**7**	**20**	**75,071**	
5.1	Emissions or removals from the use stage of the product			74,957						74,957	
5.2	Emissions from downstream leased assets			-							
5.3	Emissions from end of life stage of the product			-							
5.4	Emissions from investments			8,184	6,814	884	200	7	20	114	145
6	**Category 6: Indirect GHG emissions from other sources**			**-**							

*Fire supression FM200, R-22 and waste water emissions were assessed and excluded due to insignificance

*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.

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

Streamlined Energy and Carbon Reporting (SECR)		2023	January 1, 2024 - March 31, 2025
Inmarsat Group Holdings Ltd.		U.K.	U.K.
Total energy (kWh)		**11,760,813**	**26,749,750**
Scope 1	Natural gas (tCO2e)	664	264
	Fuel for transport (tCO2e)	-	-
	Other fuels (tCO2e)	-	-
Scope 2	Location-based (tCO2e)	1,684	5,238
	Market-based (tCO2e)	288	7,057
Total scope 1 & 2 (location-based) (tCO2e)		**2,348**	**5,502**
Total scope 1 & 2 (market-based) (tCO2e)		**952**	**7,321**
Scope 1 & 2 intensity per rev (tCO2e / million GBP) – market-based		*0.59*	*3.36*
Scope 3	Business travel – Where fuel is directly purchased by reporting organization e.g. hire car or reimbursed travel (tCO2e)	*93*	29

*Energy, scope 2 emissions and intensity figures increased during the period of January 1, 2024 - March 31, 2025 due to the inclusion of a collocated data center's energy use that was previously unaccounted for and due to the extended reporting period.

*In addition, the utilized AIB market-based emission factors in the UK were higher than the referenced location-based factors, resulting in higher market-based emissions than location-based emissions.

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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 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 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 or estimated based on charge quantities assuming a 6% annual loss. Fugitive emissions from fire suppression equipment have not been included in this GHG inventory, due to absence of data at the time of publishing.	UK DEFRA - Conversion Factors 2024 US EPA - Emission Factor Hub 2025 Australian National Greenhouse Accounts (NGA) Factors 2024 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). 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.	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 was 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.	2024 Green-E Market Based Factors 2024 AIB Market Based Factors UK DEFRA - Conversion Factors 2024 US EPA - eGRID 2023 Sub Region (Publication Year 2025) Australian National Greenhouse Accounts (NGA) Factors 2024 Canada 2024 NIR - Generation Factors (2022 grid year - preliminary) IEA International Electricity Factors (2024) 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, sq 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 factor to arrive at associated tonnes of CO2e emissions. Supplier-specific emissions factors have not been utilized. These methodologies and allocation methods were selected due to the availability of source data.		Good

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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 codes were 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. FY25 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. 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 2.3 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 UK 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. Viasat is working to expand the amount of suppliers directly submitting data	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	Good
4.2	3	2	Capital Goods purchasing data was collected and items were aggregated by related NAICS code. In some cases where NAICS codes were 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 2.3 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	The GHG emissions team is working with other Viasat organizations to increase the amount of information available for emission factor assignment.	Good

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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 (2024) UK DEFRA - Conversion Factors 2024 Australian National Greenhouse Accounts (NGA) Factors 2024	The indirect emissions from imported energy that resulted from other scope 3 categories has not yet been accounted for.		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 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 was used to estimate emissions. Viasat participated in one satellite launch in FY25. Rocket fuel use was estimated based on publicly available launch craft data.	UK DEFRA - Conversion Factors 2024 US EPA - EEIO Factors 2.3 AR5 US EPA - Emission Factor Hub 2025	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, emissions 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.		Good

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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.	UK DEFRA - Conversion Factors 2024 US EPA - Emission Factor Hub 2025 US EPA - EEIO Factors 2.3 AR5	RigNet and Viasat UK waste data could not be obtained with similar granularity to the primary Viasat emissions source. Where possible, emission estimations were conducted on available data.	Viasat is working to standardize data collection across all business segments to increase data granularity.	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 and Enterprise to support fuel use estimates. Data from Concur was used to collect total hotel nights of stay 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 2024 US EPA - EEIO Factors 2.3 AR5 US EPA - Emission Factor Hub 2025	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 commuting data by region.	UK DEFRA - Conversion Factors 2024 US EPA - Emission Factor Hub 2025	Employee commuting data is based on public data, not employee surveys, and may not be representative of the Viasat employee population.	Viasat is working on refining commuting data, including efforts to quantify electric car use for commuting.	Fair
4.4	3	8	Viasat used data on leased antenna utilization from ground network management to identify power consumption spend related to leased antennas for shared use. Average costs of energy by country were divided by estimated spend to determine energy estimates.	Australian National Greenhouse Accounts (NGA) Factors 2024 IEA International Electricity Factors (2024) UK DEFRA - Conversion Factors 2024 US EPA - eGRID 2023 Sub Region (Publication Year 2025)	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.		Fair

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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 FY25. 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. Data related to Inmarsat sold products, other than aviation products, was not available at the time of assessment. Unreviewed Inmarsat sold products are not expected to be significant compared to Viasat due to significantly lower sales volume (Inmarsat is primarily service-based).	US EPA - Emission Factor Hub June 2025	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 Inmarsat sold products.	Fair

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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.	US EPA - EEIO Factors 2.3 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 investment's scope 3 emissions, which is not recommended by the GHG Protocol.	Viasat is working with investments to make scope 1 and 2 data available in the future.	Fair