Welcome to your CDP Climate Change Questionnaire 2023

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

General Dynamics is a global aerospace and defense company. The company offers a broad portfolio of products and services in business aviation; ship construction and repair; land combat vehicles, weapons systems and munitions; and technology products and services. The company consists of 10 business units, which are organized into four operating segments: Aerospace, Marine Systems, Combat Systems, and Technologies. Each business unit is responsible for the development and execution of its strategy and operating results. The company's corporate function sets the overall strategy and governance for the company and is responsible for allocating and deploying capital.

Our primary customers are the U.S. government and allied countries as well as consumers of commercial aviation products and services. General Dynamics employs over 100,000 employees in all 50 states and in over 65 countries. We generated a total revenue of $39.4 billion in 2022. The company is headquartered in Reston, Virginia.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date

January 1, 2022

End date

December 31, 2022

Indicate if you are providing emissions data for past reporting years

No

C0.3

(C0.3) Select the countries/areas in which you operate.

Argentina
Australia
Austria
Bahamas
Brazil
Canada
China
Colombia
Ecuador
Egypt
Ethiopia
Germany
Hong Kong SAR, China
Israel
Italy
Jamaica
Japan
Kuwait
Malta
Mexico
Netherlands
Oman
Peru
Philippines
Puerto Rico
Saudi Arabia
Singapore
Spain
Switzerland
Turkey
United Arab Emirates
United Kingdom of Great Britain and Northern Ireland
United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C-TO0.7/C-TS0.7

(C-TO0.7/C-TS0.7) For which transport modes will you be providing data?

Aviation

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	GD

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual or committee	Responsibilities for climate-related issues
Board Chair	Under the company's comprehensive risk management program, the Board oversees management's identification and prioritization of risk, focusing on the most significant current and emerging risks facing the company that could have a substantive financial or strategic impact. As part of this program, the Board Chair maintains oversight over the assessment and management of climate-related risks. The Board Chair's consideration of material risks, including any related to climate, is continuous as she carries out her duties. Risk items predominate on the Board's substantive agenda. Twice a year, the Board Chair receives comprehensive material risk briefings on various categories of risk. Throughout the year, the Board Chair also regularly assesses areas of potential risks and opportunities as identified by our senior management or Board members. Climate related risks and opportunities may be included in these as appropriate. For example, the Board Chair oversaw Gulfstream's clean sheet development of new aircraft models with significantly more energy efficient jet engines and airframe and multi-billion-dollar investments in state-of-the-art energy-efficient production facilities.

Board-level committee	The wholly independent Sustainability Committee oversees sustainability practices and management, including those related to environmental, health and safety, human rights and social matters. Greenhouse gas (GHG) emissions and climate-related topics are regularly briefed to the Sustainability Committee. The committee is chaired by an independent director with expertise and unique experience in the environmental, social and governance (ESG) field.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Please explain
Scheduled – some meetings	Reviewing and guiding annual budgets Overseeing major capital expenditures Overseeing acquisitions, mergers, and divestitures Overseeing and guiding employee incentives Reviewing and guiding strategy Reviewing and guiding the risk management process Other, please specify Reviewing and guiding major plans of action, reviewing and guiding business plans, setting performance objectives, monitoring implementation and performance of objectives	The Board maintains oversight of material risks and opportunities, including those related to climate. It takes these risks and opportunities into account as it exercises its duties. The Sustainability Committee is responsible for assisting the Board in fulfilling its oversight duties related to sustainability, including those related to climate and environmental matters. One example of the Board exercising its strategic leadership of climate-related matters was its oversight of the capital deployment that enabled Gulfstream to develop new aircraft that greatly increased jet engine and airframe efficiency and lowered carbon emissions per passenger mile. Climate-related risks and opportunities are typically briefed by the relevant business unit president or cognizant executive vice president for the relevant business line. The Board's Compensation Committee is responsible for overseeing the incentives for our named executive officers. These incentives, which are detailed in our 2023 Proxy Statement, are based on accomplishment of financial, strategic and operational goals. Sustainability management is considered when determining the achievement of strategic and operational goals.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues
Row 1	Yes	The Board's wholly independent Sustainability Committee oversees sustainability practices and management, including those related to environmental, health and safety, human rights and social matters. The committee is chaired by the former co-chair of the board for the Value Reporting Foundation (VRF), now part of the International Financial Reporting Standards (IFRS) Foundation. The VRF is a global nonprofit organization that offers a comprehensive suite of resources designed to help businesses and investors develop a shared understanding of enterprise value—how it is created, preserved or eroded over time. The SASB Standards (the "Standards") are part of the Value Reporting Foundation's initiatives, and the Standards include information on energy, GHG emissions, water, and other climate-related issues.

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Position or committee

Chief Executive Officer (CEO)

Climate-related responsibilities of this position

Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

Reports to the board directly

Frequency of reporting to the board on climate-related issues via this reporting line

Quarterly

Please explain

The CEO assumes responsibility for the most significant risks facing the company, including those related to climate. The CEO receives regular and ad hoc reports from each business unit president, who in turn has responsibility for monitoring and mitigating risks within his or her business unit. For example, in instances where a severe wind event risks physical damage to a facility, the business unit president is responsible for monitoring and mitigating the risk and reports to the CEO regarding the risk and mitigation.

General Dynamics has company-wide councils that share information and best practices throughout the company. These councils are made up of the most senior operational executives from our business units. Many are considered experts in their field and within their council duties help address issues of shared importance, including those relating to climate. The chair of each council is mentored by a corporate EVP but reports directly to the Chairman and CEO on council matters. Our Manufacturing Council includes an EHS committee that directly addresses sustainability, energy, and environmental issues. Each General Dynamics business unit is represented by a senior EHS professional assigned by the business unit president to the committee. For example, the subcommittee helps each business unit establish its targets and collects and assesses energy and carbon emissions data from across the corporation. The Manufacturing Council has made periodic EHS reports to the Board as part of the Board's risk-management process. Our Supply Chain Management Council also shares best practices and creates shared processes to support our supplier efforts, including to promote socially responsible performance and good environmental stewardship throughout our supply chain.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	Our compensation program, which covers each Named Executive Officer along with executives from each business unit, includes strategic goals that specifically encompass sustainability topics. The sustainability goals vary depending on the officer's role and responsibility, but they include, depending on the officer and their role, GHG efforts, environmental conservation, and programs to bring new technologies to the market. For example, the president of Gulfstream, our business jet subsidiary, has been recognized for significant sustainability efforts such as utilizing and promoting the use of sustainable aviation fuel (SAF) and developing more fuel-efficient aircraft across the product line.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive

Corporate executive team

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Performance indicator(s)

Progress towards a climate-related target

Incentive plan(s) this incentive is linked to

Short-Term Incentive Plan

Further details of incentive(s)

General Dynamics utilizes a mix of financial, strategic and operational goals to measure the performance of its executives. Based on the accomplishment of financial, strategic and operational goals, the executive team and various business leaders may receive monetary incentives as part of their variable compensation. For our named executive officers, who we consider the corporate executive team for this response, sustainability management is considered when determining the achievement of strategic and operational goals. These goals are measured annually. More information regarding incentives for our named executive officers can be found in the Compensation Discussion & Analysis section of our 2023 Proxy Statement.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

This incentive incorporates performance related to sustainability management into one of the operational and strategic objectives that our named executive officers are measured against.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	Short-term focus is on the current calendar year performance. Climate-related risks and opportunities are identified that could have an immediate impact on General Dynamics.
Medium-term	1	5	Medium-term focus is aligned with the General Dynamics Operating Plan period and is oriented on the current year, next year and the following three years. Climate-related risks and opportunities are identified that could have an impact on General Dynamics.
Long-term	5	10	Long-term focus is from five years onwards, which is outside of our Operating Plan period. Associated risks and opportunities are identified and prioritized.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

General Dynamics assesses climate-related risks within its overall risk identification framework. Our comprehensive risk management program is conducted by senior management and overseen by the Board. In particular, the Board oversees management's identification and prioritization of risks that are material to our business, including both existing and significant emerging risks, and corresponding risk-mitigation efforts. The full Board reviews and approves a corporate policy addressing the delegation of authority and assignment of management responsibility annually. This ensures that the responsibilities and authority delegated to senior management are appropriate from an operational and risk management perspective.

For competitive reasons, we do not disclose the specific factors used to assess risks. As a general matter, our framework assesses risks based on the totality of circumstances, rather than on a particular quantitative threshold. Risks, including climate-related risks, are assessed within this framework based on, among other factors, assessment of potential quantitative financial impact as well as analyses qualitative factors, such as strategic considerations, operational implication, compliance with law, and possible reputational impact. Specific quantitative and qualitative analyses are prepared for specific risks as necessary and appropriate for management assessment and mitigation.

For purposes of our CDP response, General Dynamics defines substantive financial or strategic impact as risks and opportunities that could meaningfully affect our competitive position in the market. Risks included in this response as potentially having a substantive financial or strategic impact are analyzed on an unmitigated basis. We cannot reasonably estimate the effectiveness of mitigating factors on the extent of our financial exposure.

In addition, while the risks and opportunities described here are relevant to the business, they are not financially material on the enterprise level due to our size and scope of operations. It is also not possible to predict the outcome of any particular climate risks, scenarios, preventative measures or mitigation taken by General Dynamics or our stakeholders. Factors and uncertainties relating to climate-related risk and opportunities are difficult to predict and many are outside of our control and influence. The discussion of any particular risk or opportunity in this document does not reflect any assessment or conclusion that it is reasonably likely to have material effect on our liquidity, financial condition or results of operations, especially as recognized under the securities or other laws in the U.S. as these terms are used in the context of financial statements and financial reporting. Likewise, the responses to questions seeking examples of particular risks and opportunities, or examples of business initiatives are intended to not provide a complete list of all climate related risks, opportunities, or initiatives across our organization responsive to any particular question. Further, the form of this document often requires us to select responses from drop-down menus and to make estimates to provide complete responses. While we endeavor to select items that we believe reflect our circumstances, and the estimates provided in our CDP responses reflect management's reasonable estimates at the time, we are not responsible for CDP language over which General Dynamics has no control, and management's estimates should not be construed as formally audited information. Estimates and assumptions may turn out to be incorrect or standards of measurements may change over time. We encourage investors and other readers seeking additional information about General Dynamics to refer to our Annual Report on Form 10-K for the year ended December 31, 2022, and our other reports that we file with the Securities and Exchange Commission.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered

Direct operations
Upstream
Downstream

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

More than once a year

Time horizon(s) covered

Short-term
Medium-term
Long-term

Description of process

Our comprehensive risk management program is conducted by senior management and overseen by the Board of Directors. In particular, the Board oversees management's identification and prioritization of risk. The Board oversees risk management, focusing on the most significant risks facing the company, including environmental risks that could have a substantive financial or strategic impact. Senior management is responsible for day-to-day risk management and conducts a thorough assessment through internal management processes and controls. The CEO and senior management team provide the Board a dedicated risk briefing at least twice per year, and the Board and its committees are briefed throughout the year as needed on specific risks facing the company, including environmental, safety and human capital risks. Each of our businesses has professional EHS programs to ensure our facilities operate safely and comply with company programs and practices to minimize environmental impacts. Each business identifies risks and opportunities and develops annual objectives to drive continuous improvement in EHS performance. General Dynamics has an active EHS Committee that includes experts from each of our business units. The group works together to promote best practices and shared strategies throughout the company to promote an environmentally aware culture. Climate-related risks and opportunities, along with associated financial and strategic impacts, are identified at each of the businesses and reported to senior management. In our process, upstream, downstream and operational risks are holistically assessed for potential financial or strategic impact, taking into account the totality of the circumstances, including analyses of potential quantitative financial impact as well as qualitative factors such as compliance with laws and potential operational impact and effect on our reputation. Senior management reviews each risk and opportunity and determines the appropriate path forward. Local teams work to mitigate, transfer or accept the risk or capitalize on the opportunity with oversight from senior management. For example, we have addressed the climate-related risk of significant weather events such as disruptive wind, floods and hurricanes and the impact on our business locations through this framework. Business units potentially affected by severe storms have identified associated risks, and worked to shift the risk(s) under our corporate risk management process. In instances where a severe wind event risks physical damage to a facility, local management is responsible for monitoring and mitigating the risk, and they report relevant risk and mitigation information to the CEO. Based on insurance data modeling, two of our largest sites – Groton, CT and Savannah, GA – have the greatest potential loss exposures to hurricane, storm surge and flood events. General Dynamics and our Groton, CT, and Savannah, GA, facilities have contemplated these types of events for many years, and business unit management have developed and implemented specific procedures and business continuity plans to mitigate the risks to our staff, facilities and operations. These plans have been reviewed with senior leadership and are refined as needed. As a case study, at our Savannah location, Gulfstream has well-rehearsed hurricane planning and a mature response strategy that is implemented when a storm’s path is projected near the Savannah area. Business unit leadership is responsible for organizing the response and communicating with the CEO regarding the incident as it develops. Over the past seven years, Gulfstream has implemented its hurricane response plan seven times (Matthew 2016, Irma 2017, Florence 2018, Michael 2018, Dorian 2018, Elsa 2021 and Ian 2022). This same management framework also applies in identifying climate related opportunities, such as those related to potential transitions

in the economy. For example, Gulfstream identified a potential opportunity in meeting customer interest in sustainable aviation. The business unit identified the opportunity and led the effort to support the use of Sustainable Aviation Fuel (SAF). Executive leadership and the Board provided oversight as appropriate. For example, the Board approved and provided oversight as Gulfstream developed new aircraft that greatly increased jet engine efficiency and lowered carbon emissions per passenger mile. Our businesses implement strategies to reduce GHG emissions from small actions, such as replacing metal halides and incandescent lightbulbs with energy-efficient LED bulbs, to large-scale actions, such as investing in energy from renewable sources, building ISO-compliant buildings, and establishing a global network of sustainable jet fuel sources for our customers and ourselves.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Government contractors operate in a highly regulated environment. At General Dynamics, compliance with current regulations (local, state, U.S. federal and, where applicable, foreign) is important to our business. An unfavorable event or trend in any one or more of these factors or failure to comply with U.S. or foreign laws could result in administrative, civil, or criminal liabilities, including suspension or debarment from government contracts.
Emerging regulation	Relevant, always included	The potential for new regulation to impact our day-to-day operations is a risk that is continuously monitored. The probability of more stringent noise, emissions and CO2 certification standards is considered as we review our current performance and develop new products. Many of the products and services we provide involve sophisticated technologies and engineering, with related complex manufacturing and system-integration processes. Our customers' requirements change and evolve regularly. Accordingly, our future performance depends in part on our ability to continue to develop, manufacture and provide innovative products and services and bring those offerings to market quickly at cost-effective prices. Some new products, particularly in our Aerospace segment, must meet extensive and time-consuming regulatory requirements that are often outside our control and may result in unanticipated delays. Our ability to develop new products that meet customers' changing needs and satisfy regulatory requirements in a timely manner is a relevant risk factor.
Technology	Relevant, always included	General Dynamics utilizes technology to enable our products to be more efficient and reduce waste as part of the development and build cycle. We also evaluate the risk of a new technology having a negative

		impact on the environment such as its use of excessive electricity or fuel.
Legal	Relevant, always included	We strive to comply with applicable environmental rules and regulations of cities, states, and nations. The legal risk of noncompliance with environmental law and regulations is an area General Dynamics considers as it looks across all Legal risks.
Market	Relevant, always included	General Dynamics carefully monitors the aerospace and defense markets. Climate impact related to the use of business jets is an example of a market risk. Gulfstream and Jet Aviation are working to be market leaders in reducing environmental impacts by offering access to SAF and developing more fuel-efficient business jets.
Reputation	Relevant, always included	Our Ethos (Transparency, Trust, Alignment, Honesty) undergirds our culture, our business model and our daily interactions with all stakeholders. These values are a constant reminder of who we are and what we do. Our reputation as a company is critical to our employees, shareholders, partners, customers and local community. An example of a specific risk is in the companies we do business with (supplier selection). We seek suppliers that adhere to similar values in their businesses and seek to hold them to the same high standards as we hold ourselves.
Acute physical	Relevant, always included	Acute physical risks are frequently reviewed. A climate-related risk in this area is the increase in significant wind events and the impact on our business locations. The 100-year storms are happening more frequently, and we continue to evaluate the risk to our facilities and impact on our insurance costs.
Chronic physical	Relevant, always included	Chronic physical risks are also reviewed along with our acute physical risks. A chronic physical climate-related risk in this area is the increase in sea level due to climate change. General Dynamics evaluates this risk as it reviews its impacted real-estate portfolio. New construction projects/improvements are evaluated against this risk.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical

Cyclone, hurricane, typhoon

Primary potential financial impact

Other, please specify

Increased insurance claims liability

Company-specific description

Climate change is causing significant weather events such as disruptive wind, flood and hurricanes which have both a direct and indirect impact on our business. The indirect impact is the increase costs of property insurance that we have incurred in recent years, and we expect these costs to continue rising. From a direct standpoint, significant weather events can cause both extensive damage to company facilities and consequential disruption of production and other business activities. For example, there were 20 separate billion-dollar weather and climate disasters in 2021 with a total cost of $145 billion in damages according to recent statistics from NOAA. As these events continue to increase in frequency and severity due to climate change, both the indirect and direct costs to business are expected to grow. Based on insurance data modeling, two of our largest sites – Groton, CT and Savannah, GA – have the greatest potential loss exposures to hurricane, storm surge and flood events.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

2,000,000

Potential financial impact figure – maximum (currency)

4,000,000,000

Explanation of financial impact figure

The insurance industry has been collecting data for many years on natural catastrophes and their economic impacts. Accordingly, they have built sophisticated models that can project loss-outcome scenarios based on the geography and physical characteristics of

a company's locations. The financial impact figures rely on these models. The low end of our range ($2 million) represents the forecasted increase to our premiums due to the impact of climate change with no direct impact or a significant weather event at a major General Dynamics location. The potential maximum impact ($4 billion) represents an estimated impact of a significant event at one of our major locations such as Groton, CT or Savannah, GA. This range was provided by our insurance provider. At a minimum this represents the increase in our premium. A more significant event could result in significant damage of property, goods, as well as the time loss of manufacturing due to a potential shut down in operations.

Cost of response to risk

1,200,000

Description of response and explanation of cost calculation

General Dynamics and our Groton, CT, and Savannah, GA, facilities have contemplated these types of events for many years and have put specific procedures and business continuity plans in place to mitigate the risks to our staff, facilities and operations. As a case study, Situation: Increased severity and frequency of extreme weather events such as cyclones and floods have impacted our business. TASK: In order to minimize the impacts of these events we have had to develop a response strategy to ensure as minimal as possible business disruption Action: At our Savannah location, Gulfstream has well-rehearsed hurricane planning and a mature response strategy that is implemented when a storm's path is projected near the Savannah area. Over the past seven years, Gulfstream has implemented its hurricane response plan seven times (Matthew 2016, Irma 2017, Florence 2018, Michael 2018, Dorian 2018, Elsa 2021 and Ian 2022). The cost of preparation and response ranges from $200,000 to $1,200,000 and includes actions such as aircraft relocation, facility preparation and plant shut-down activities. For aircraft relocation expenses, our aviation insurance provides coverage of up to $150K per event and up to $250K per policy-year when such costs are incurred to relocate aircraft from areas under Hurricane Watch or Hurricane Warning. Result: We have been able to avoid damage to many of our aircrafts and assets as well as significant cost impacts by implementing these strategies as storms approach

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Opp1

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Shift in consumer preferences

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

Increased government focus on mitigating and adapting to climate change could increase demand for services provided by General Dynamics Information Technology (GDIT). GDIT operates a diverse portfolio of programs supporting the Environmental Protection Agency (EPA) and related environmentally focused organizations, currently generating approximately $200 million per year in revenue. GDIT services related to combating climate changes include mission-centric consulting in environmental sciences and public health; technology services (including the recent award of two large contracts in support of EPA's Water Infrastructure and Cyber Resilience Division, and Superfund Quality and Sample Support); and high-performance computing and data analytics. Current programs include: the Western Climate Initiative (mission IT support), Regional Greenhouse Gas Initiative (mission IT support), EPA Climate Change Decision Support Tools (technology support), the EPA Energy Star Program (technology support), EPA Air Quality Modeling (data analytics support), EPA Emissions Verification (technology support) and High-End Scientific Computing (high-performance computing support) for both EPA and the National Oceanic and Atmospheric Agency's (NOAA) national weather system. Our work on these programs, and the expertise that our staff bring to EPA and related agencies, offer an opportunity to secure new work with the federal government in similar areas of support.

Time horizon

Medium-term

Likelihood

More likely than not

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

0

Potential financial impact figure – maximum (currency)

1,000,000,000

Explanation of financial impact figure

The financial impact figure of $1 billion reflects the pipeline of potential new contract awards in this area through 2026. From January 2022 through mid-second quarter 2023, GDIT has captured nearly $1.4 billion of new environmental and climate-related opportunities. GDIT pursues these opportunities through its sales process, which is focused on innovation and prior successes with similar programs. For example, these potential new awards include contracts to provide mission and scientific support services to EPA's Office of Air, Office of Water, and Office of Land and Emergency Management, as well as at Department of Energy, Department of Interior, Department of Homeland Security, National Aeronautics and Space Administration, and the National Oceanic and Atmospheric Administration.

Cost to realize opportunity

2,000,000

Strategy to realize opportunity and explanation of cost calculation

GDIT competes for these opportunities based on our track record of success and expertise that GDIT's specialized staff bring to EPA and other agencies (for example, Departments of Interior and Agriculture) that have mandates that are aligned to environmentally-focused Executive Orders (most recently in late April 2023, to Revitalize Our Nation's Commitment to Environmental Justice for All). The estimated costs to realize these opportunities include the costs associated with the sales cycle pursuit of these opportunities and estimated indirect costs supporting execution of the portfolio of programs. These programs are primarily delivered as labor-based programs where the government provides the relevant IT systems and servers as needed. Through 2026, GDIT's investment in this area is estimated to be $2M and focused on funding bid and proposals (B&P) to shape and capture the new opportunities, as well as management support and training through our indirect cost structure to sustain the full portfolio and ensure we continue to provide quality, innovative, environmentally-focused services.

Comment

C3. Business Strategy

C3.1

(C3.1) Does your organization's strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan

No, our strategy has been influenced by climate-related risks and opportunities, but we do not plan to develop a climate transition plan within two years

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future

In 2021, General Dynamics set a 40% absolute S1 + S2 reduction target by 2034 from a 2019 baseline. This target is in alignment with the Well-below 2-degree scenario. Our target is not currently aligned with 1.5 degrees scenario, nor do we have plans to align for the foreseeable future.

Rather than adopt an issue-specific “transition plan” divorced from our ordinary management process, we address climate related risks and opportunities through our comprehensive risk management program. This program is conducted by senior management and overseen by the Board, who oversees management's identification and prioritization of risks. The Board oversees risk management, focusing on the most significant risks facing the company, including environmental risks that could have a substantive financial or strategic impact. Senior management is responsible for day-to-day risk management and conducts a thorough assessment through internal management processes and controls. The CEO and senior management team provide the Board a dedicated and comprehensive assessment of material risks at least twice per year, and the Board is briefed throughout the year as needed on specific risks facing the company, including environmental, safety and human capital risks. Each of our businesses has a professional EHS program to ensure our facilities operate safely and comply with company programs and practices to minimize environmental impacts. Each business identifies risks and opportunities and develops annual objectives to drive continuous improvement in EHS performance. General Dynamics’ EHS Committee includes experts from each of our business units. The group collaborates on best practices and shares strategies to promote an environmentally aware culture. Climate-related risks and opportunities, along with the associated financial and strategic impacts, are identified at each of the businesses and reported to senior management. In our process, upstream, downstream and operational risks are holistically assessed for potential financial or strategic impact, taking into account the totality of the circumstances, including quantitative analyses of potential financial impact as well as qualitative factors such as compliance with laws and reputational impact. Senior management reviews each risk and opportunity and determines the appropriate path forward. Local teams work to mitigate, transfer or accept the risk or capitalize on the opportunity with oversight from senior management.

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	No, and we do not anticipate doing so in the next two years	Other, please specify business units within our decentralized business model use individualized risk management processes	We have a mature and well-functioning risk management process that is tailored to our unique decentralized business model. We do not dictate a single mode of analysis relating to potential risks. Rather, given the diverse products, markets and communities served by each business unit, there is a unique strategy and approach for each unit. While an overall scenario analysis has not been performed to date, each business unit is expected to consider climate as part of its overall strategy.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Climate-related risks and opportunities influence how General Dynamics manufactures its products and services in the short- and medium-term. For example, Gulfstream, the market-leading producer of business jets, has worked with its suppliers to produce a quiet, low-emissions, and more fuel-efficient aircraft, which includes the use of new, more efficient engines and advanced aerodynamic designs. We believe more efficient aircraft respond to market demand for more sustainable transportation. Gulfstream has partnered with Bonneville Environmental Foundation to create a voluntary carbon offset program, enabling customers to easily participate in offsetting the carbon impacts from aircraft utilization. Program participants pay an annual fee based on utilization to fund activities that generate an equal reduction in carbon emissions. Offset

		funds are invested in projects in wind energy, forest management, or recovery of landfill gas. Many of our operators want to leverage the benefits of business aviation in an eco-friendly way, and this enables that goal. Through their participation in this service, customers can be part of the solution for meeting aviation's goals for global emissions reduction.
Supply chain and/or value chain	Yes	Climate risks and opportunities impact the way we engage our supply chain in the short-term. Gulfstream engages with our supply base on a regular basis to make our aircraft and our operations more efficient. Gulfstream suppliers are encouraged to look for ways to save weight in their products to improve overall aircraft performance. As stated in our Supplier Code of Conduct, our suppliers are expected to operate in a manner that actively manages risk, conserves natural resources and protects the environment in the communities where they operate. Recyclable packaging materials are used in the Gulfstream shipping areas, and we have worked with suppliers to use returnable containers where feasible. Gulfstream is engaged with the leaders in the SAF industry to continue to increase both Gulfstream's and customers' use of SAF. In the area of risk mitigation, it is typically not practical for Gulfstream to select suppliers based solely on their geographic location; however, we do consider climate-related geographic risks in our sourcing decisions.
Investment in R&D	Yes	General Dynamics constantly monitors its products and explores ways to make more efficient products. The design of new aircraft models considers climate risks both short- and long-term. Therefore, a holistic approach is used to address noise, gaseous emissions and CO2 concerns together with other key customer expectations. Taking this good steward approach ensures an economic appeal to customers who have increasingly become sensitive to these environmental factors in their purchase decisions.
Operations	Yes	Climate risks and opportunities have many influences on how General Dynamics addresses its operations for the short- and medium-term. General Dynamics has measures in place to ensure minimal impact during high wind events and flooding. Gulfstream became the first business jet aircraft manufacturer to use renewable fuel in daily operations. Since 2016, Gulfstream has used SAF to power its Savannah-based demonstration aircraft, flying more than 2 million nautical miles on the blend. GDIT has redesigned its workspace to meet energy standards as part of its capital

		investment process. This has led to more access to natural light and use of more energy efficient lighting. We include LEED certification as part of our design inputs, including the design and build of our new corporate headquarters in Reston, Virginia.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Indirect costs Capital expenditures	General Dynamics is committed to reducing our global environmental impact. We strive to operate our facilities in compliance with all applicable environmental laws and regulations, minimize waste and emissions, maximize recycling, and reduce the use of natural gas. The company's business strategy considers these goals when reviewing sites and programs to establish goals for continuous improvement in conjunction with financial planning to support these activities. Our efforts help protect the environment, improve operating efficiency, reduce costs, and comply with relevant environmental laws and regulations. Our priorities include the integration of environmental considerations into business planning and decisions, including design, procurement, production, facilities management, and product support. Climate-related risks associated with the cost of electricity and opportunities associated with the transition to renewable energy can figure into capital spending plans and operating cost assessments. The initial decisions to make a capital expenditure for individual projects are made at the business unit level (with approval from the Corporate Office depending on the value of the expenditure). The business unit is aware what is practical and what can deliver the best return, including reduced carbon emissions and lower operating and capital costs. The time horizons for planning covers our short-, medium- and long-term horizons previously mentioned. Capital expenditures made today could result in lower direct/indirect operating costs for years to come and could also drive additional demand from our customers resulting in higher revenues. Our GD Ordnance and Tactical Systems (OTS) business, in conjunction with Today's Power, Inc., invested in four renewable energy projects in Calhoun County, Arkansas. The solar sites in this project produced cumulatively 3.3 million kWh of energy in their first year and will reduce the company's carbon footprint by 51,472 metric tons over 20 years. This project reduces our cost per kWh in year one (short-term impact), and will reduce our overall indirect cost each year, generating cost savings for over 20 years (long-term impact).

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition
Row 1	

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Absolute target

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number

Abs 1

Is this a science-based target?

Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

Target ambition

Well-below 2°C aligned

Year target was set

2021

Target coverage

Company-wide

Scope(s)

Scope 1

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

Base year

2019

Base year Scope 1 emissions covered by target (metric tons CO2e)

313,413

Base year Scope 2 emissions covered by target (metric tons CO2e)

439,710

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)

Base year total Scope 3 emissions covered by target (metric tons CO2e)

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

753,123

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

Target year

2034

Targeted reduction from base year (%)

40

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]

451,873.8

Scope 1 emissions in reporting year covered by target (metric tons CO2e)

307,359

Scope 2 emissions in reporting year covered by target (metric tons CO2e)

370,828

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

678,187

Does this target cover any land-related emissions?

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]

24.8750868052

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

In 2021, General Dynamics set a company-wide goal to reduce its GHG emissions by 40% by 2034. We developed the target using standards articulated by the Greenhouse Gas Protocol and the Science Based Targets Initiative (SBTi). The target is aligned with the “well-below 2°C” ambition.

Plan for achieving target, and progress made to the end of the reporting year

In order to achieve this goal, GD is actively instituting initiatives across the company. Each business unit has its own roadmap to align with the overall corporate company wide target. These pathways will consist of initiatives like energy efficiency projects, procuring renewable energy, and fuel switching (where applicable). To date, General Dynamics has achieved a 11% reduction from 2019.

List the emissions reduction initiatives which contributed most to achieving this target

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?

Target(s) to increase low-carbon energy consumption or production

C4.2a

(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

Target reference number

Low 1

Year target was set

2020

Target coverage

Site/facility

Target type: energy carrier

Electricity

Target type: activity

Consumption

Target type: energy source

Renewable energy source(s) only

Base year

2008

Consumption or production of selected energy carrier in base year (MWh)

17,193

% share of low-carbon or renewable energy in base year

0

Target year

2022

% share of low-carbon or renewable energy in target year

100

% share of low-carbon or renewable energy in reporting year

100

% of target achieved relative to base year [auto-calculated]

100

Target status in reporting year

Achieved

Is this target part of an emissions target?

No

Is this target part of an overarching initiative?

No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions

In 2022, 100% of the power purchased at our Dallas, Sterling Heights, Michigan and Scranton, Pennsylvania, parts and manufacturing plants was from renewable sources. In total, we purchased more than 24 million KWh of electricity generated by wind farms, resulting in a reduction of our Scope 2 GHG emissions by 10,500 tons. GD Land Systems has contracts in place to continue our purchase of renewable energy for these sites.

Plan for achieving target, and progress made to the end of the reporting year

List the actions which contributed most to achieving this target

Power purchase agreements entered into between business units and local utilities contributed to achieving this goal.

Target reference number

Low 2

Year target was set

2021

Target coverage

Site/facility

Target type: energy carrier

Electricity

Target type: activity

Consumption

Target type: energy source

Low-carbon energy source(s)

Base year

2008

Consumption or production of selected energy carrier in base year (MWh)

70,102

% share of low-carbon or renewable energy in base year

0

Target year

2022

% share of low-carbon or renewable energy in target year

100

% share of low-carbon or renewable energy in reporting year

100

% of target achieved relative to base year [auto-calculated]

100

Target status in reporting year

Achieved

Is this target part of an emissions target?

No

Is this target part of an overarching initiative?

No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions

Our Bath, Maine facility contracted 100% energy from low carbon sources from nuclear energy equating to over 79 million kWH which has reduced our Scope 2 emissions by 19,600 tons.

Plan for achieving target, and progress made to the end of the reporting year

List the actions which contributed most to achieving this target

Power purchase agreements entered into between business units and local utilities contributed to achieving this goal.

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	32	0
To be implemented*	81	16,070
Implementation commenced*	22	9,125
Implemented*	35	27,565
Not to be implemented	0	0

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Energy efficiency in buildings
Lighting

Estimated annual CO2e savings (metric tonnes CO2e)

2,499

Scope(s) or Scope 3 category(ies) where emissions savings occur

Scope 2 (location-based)
Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

640,000

Investment required (unit currency – as specified in C0.4)

1,500,000

Payback period

4-10 years

Estimated lifetime of the initiative

16-20 years

Comment

General Dynamics has worked towards upgrading many of its lighting systems from traditional incandescent light bulbs to more energy efficient LED.

Initiative category & Initiative type

Low-carbon energy consumption
Nuclear

Estimated annual CO2e savings (metric tonnes CO2e)

25,066

Scope(s) or Scope 3 category(ies) where emissions savings occur

Scope 2 (location-based)
Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

0

Investment required (unit currency – as specified in C0.4)

0

Payback period

No payback

Estimated lifetime of the initiative

3-5 years

Comment

Where feasible, General Dynamics has entered green power contracts with local utilities to procure 100% renewable electricity

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	New structures and ongoing operations are evaluated for economic benefits, employee safety and other factors. Reviews are conducted with the local regulatory authorities to ensure the best solution is developed and implemented. We have drawn from across the company for ideas to make our facilities highly energy efficient and a good place to work for our employees. The use of capital is considered to improve operational safety and operational performance.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?

Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products.

Level of aggregation

Product or service

Taxonomy used to classify product(s) or service(s) as low-carbon

Other, please specify

Sustainable Aviation Fuel (SAF)

Type of product(s) or service(s)

Biofuels

Other, please specify

Sustainable aviation fuel

Description of product(s) or service(s)

General Dynamics uses SAF and has expanded the availability of it to customers. SAF achieves as much as an 80% reduction in carbon dioxide emissions per gallon over its lifecycle as compared to petroleum—based jet fuel.

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Yes

Methodology used to calculate avoided emissions

Estimating and Reporting the Comparative Emissions Impacts of Products (WRI)

Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Other, please specify

Well to wake

Functional unit used

The function of the product(s) or service(s): decrease emissions associated with the combustion of aviation fuel.

The duration or service life of the product(s) or service(s) (i.e., the amount of time needed to fulfil the function): one-time use (i.e., SAF is consumed during individual flight segments).

The quality of the product(s) or service(s): SAF has been tested and approved to be used in partial replacement of traditional jet fuel.

Reference product/service or baseline scenario used

Well-to-Wake conventional jet fuel used as a baseline for comparison

Life cycle stage(s) covered for the reference product/service or baseline scenario

Other, please specify

Well to wake

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

75.2

Explain your calculation of avoided emissions, including any assumptions

The lifecycle emissions associated with SAF are as much as 80% less carbon intensive than conventional jet fuel. The baseline for well-to wake emissions associated with conventional jet fuel is roughly 90 g CO2e/MJ. SAF can vary on carbon content but is roughly 80% less carbon intensive from a well to wake perspective at roughly 14.8g CO2e/MJ. Therefore to calculate the emissions avoided by using SAF rather than conventional jet fuel, we subtract 90 g CO2e/MJ from 14.8 g CO2e/MJ which is equal to 75.2 gCO2e/MJ avoided.

Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

0.002

Level of aggregation

Product or service

Taxonomy used to classify product(s) or service(s) as low-carbon

Other, please specify

SAF - book and claim

Type of product(s) or service(s)

Biofuels

Other, please specify

SAF

Description of product(s) or service(s)

Jet Aviation purchased SAF Claims related to a volume of 50,000 metric tonne (mt) Sustainable Aviation Fuel (SAF). The SAF volume delivered had a carbon intensity of 14.8 g CO2eq/MJ or 0.655 mt CO2eq/mt SAF, and reduced emissions by 3,261 mt CO2eq/mt SAF compared to fossil jet fuel. Jet Aviation has therefore reduced its customers' carbon footprint by 163,057 mt CO2eq. The purchased SAF Claims related

to the total volume of SAF and emissions reduction are verified and accredited by an independent third party

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Yes

Methodology used to calculate avoided emissions

Estimating and Reporting the Comparative Emissions Impacts of Products (WRI)

Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Other, please specify

Well to wake

Functional unit used

The function of the product(s) or service(s): decrease emissions associated with the combustion of aviation fuel

The duration or service life of the product(s) or service(s) (i.e., the amount of time needed to fulfil the function): one-time use (i.e., SAF is consumed during individual flight segments)

The quality of the product(s) or service(s): SAF has been tested and approved to be used in partial replacement of traditional jet fuel

Reference product/service or baseline scenario used

Well-to-Wake conventional jet fuel used as a baseline for comparison

Life cycle stage(s) covered for the reference product/service or baseline scenario

Other, please specify

Well to wake

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

75.2

Explain your calculation of avoided emissions, including any assumptions

The lifecycle emissions associated with SAF are as much as 80% less carbon intensive than conventional jet fuel. The baseline for well-to wake emissions associated with conventional jet fuel is roughly 90 g CO2e/MJ. SAF can vary on carbon content but is roughly 80% less carbon intensive from a well to wake perspective at roughly 14.8 g CO2e/MJ. Therefore to calculate the emissions avoided by using SAF rather than conventional jet fuel, we subtract 90 g CO2e/MJ from 14.8 g CO2e/MJ which is equal to 75.2gCO2e/MJ avoided.

Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

0.002

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

No

C5.1a

(C5.1a) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

Row 1

Has there been a structural change?

No

C5.1b

(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
Row 1	No

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start

January 1, 2008

Base year end

December 31, 2008

Base year emissions (metric tons CO2e)

298,818

Comment

Scope 2 (location-based)

Base year start

January 1, 2008

Base year end

December 31, 2008

Base year emissions (metric tons CO2e)

604,544

Comment

Scope 2 (market-based)

Base year start

January 1, 2008

Base year end

December 31, 2008

Base year emissions (metric tons CO2e)

605,730

Comment

Scope 3 category 1: Purchased goods and services

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 2: Capital goods

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

Base year start

January 1, 2020

Base year end

December 31, 2020

Base year emissions (metric tons CO2e)

143,344

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 5: Waste generated in operations

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 6: Business travel

Base year start

January 1, 2020

Base year end

December 31, 2020

Base year emissions (metric tons CO2e)

101,450

Comment

Scope 3 category 7: Employee commuting

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 12: End of life treatment of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

The Greenhouse Gas Protocol: Scope 2 Guidance

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)

307,359

Comment

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based

408,822

Scope 2, market-based (if applicable)

370,828

Comment

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

No

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status

Relevant, not yet calculated

Please explain

Capital goods

Evaluation status

Relevant, not yet calculated

Please explain

Fuel-and-energy-related activities (not included in Scope 1 or 2)

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

144,524

Emissions calculation methodology

Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Please explain

This value is calculated for all upstream and T&D emissions for fuels, electricity, steam, and chilled water.

Upstream transportation and distribution

Evaluation status

Relevant, not yet calculated

Please explain

Waste generated in operations

Evaluation status

Relevant, not yet calculated

Please explain

We undertake projects across our business to improve efficiencies, including initiatives to reduce waste and energy usage. We do not currently estimate the emissions associated with waste but intend to in the future

Business travel

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

51,993

Emissions calculation methodology

Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Please explain

To calculate emissions from business travel General Dynamics worked with its invoicing and travel departments, including at our business units, to obtain travel information regarding personal car mileage, car rentals, hotel stays, rail, and air travel. Emission factors were compiled from the EPA GHG Hub “Scope 3 Category 6: Business Travel,” which leverages the IPCC 4th assessment.

Employee commuting

Evaluation status

Relevant, not yet calculated

Please explain

Upstream leased assets

Evaluation status

Relevant, not yet calculated

Please explain

Downstream transportation and distribution

Evaluation status

Relevant, not yet calculated

Please explain

Processing of sold products

Evaluation status

Not relevant, explanation provided

Please explain

Sold products are made as a complete unit within General Dynamics facilities before delivery to the customer, and therefore no processing of sold products occur.

Use of sold products

Evaluation status

Relevant, not yet calculated

Please explain

End of life treatment of sold products

Evaluation status

Relevant, not yet calculated

Please explain

Downstream leased assets

Evaluation status

Relevant, not yet calculated

Please explain

Franchises

Evaluation status

Not relevant, explanation provided

Please explain

General Dynamics does not have any franchises within its business operations.

Investments

Evaluation status

Not relevant, explanation provided

Please explain

General Dynamics does not have any investments in the reporting year which were not already included in scope 1 or scope 2

Other (upstream)

Evaluation status

Not relevant, explanation provided

Please explain

General Dynamics does not have any "Other (upstream)" emissions associated with its operations.

Other (downstream)

Evaluation status

Not relevant, explanation provided

Please explain

General Dynamics does not have any "Other (downstream)" emissions associated with its operations.

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure

0.00001721

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

678,187

Metric denominator
unit total revenue

Metric denominator: Unit total
39,407,000,000

Scope 2 figure used
Market-based

% change from previous year
3.56

Direction of change
Decreased

Reason(s) for change
Other emissions reduction activities
Change in revenue

Please explain
General Dynamics experienced an increase in revenue from 2021 to 2022 and a slight increase in absolute emissions from 2021 and 2022, which decreased our intensity-based figure. Emission intensity reductions can be attributed to upgrading many of our facilities' lighting systems from traditional incandescent lighting to more energy-efficient LED. In addition, GD has increased the use of renewable energy at multiple sites in our Aerospace business and consolidated some of our IT operations into fewer, more energy-efficient sites.

Intensity figure
0.00001817

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
716,181

Metric denominator
unit total revenue

Metric denominator: Unit total
39,407,000,000

Scope 2 figure used
Location-based

% change from previous year
2.08

Direction of change

Decreased

Reason(s) for change

Other emissions reduction activities
Change in revenue

Please explain

General Dynamics experienced an increase in revenue from 2021 to 2022 and a slight increase in absolute emissions from 2021 and 2022, which decreased our intensity-based figure. Emission intensity reductions can be attributed to upgrading many of its lighting systems from traditional incandescent lighting to more energy efficient LED. In addition, General Dynamics consolidated some of our IT operations into fewer, more energy-efficient sites.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	299,250	IPCC Fourth Assessment Report (AR4 - 100 year)
CH4	251	IPCC Fourth Assessment Report (AR4 - 100 year)
N2O	802	IPCC Fourth Assessment Report (AR4 - 100 year)
HFCs	7,056	IPCC Fourth Assessment Report (AR4 - 100 year)

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.

Country/area/region	Scope 1 emissions (metric tons CO2e)
United States of America	271,522
Canada	23,166

Spain	2,140
Switzerland	2,328
Germany	1,695
United Kingdom of Great Britain and Northern Ireland	1,604
Mexico	1,918
Australia	238
Austria	494
Other, please specify All other countries	1,695
Egypt	559

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By business division

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Aerospace	78,403
Marine Systems	71,548
Technologies	30,146
Combat Systems	121,921
Corporate Operations	5,341

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	78,403	The scope 1 emissions associated with General Dynamics transport service activities are provided. This figure comprises the scope 1 emissions from our Aerospace segment.

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
United States of America	384,190	344,375
Mexico	9,969	9,969
Canada	2,980	2,980
Switzerland	2,391	2,310
United Kingdom of Great Britain and Northern Ireland	1,873	3,325
Germany	485	489
Spain	1,388	1,811
Singapore	877	877
United Arab Emirates	1,290	1,289
Australia	852	852
Kuwait	952	952
Saudi Arabia	114	114
China	310	310
Puerto Rico	290	290
Italy	156	268
Austria	153	44
Turkey	135	135
Other, please specify All other countries	282	303
Philippines	135	135

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By business division

C7.6a

(C7.6a) Break down your total gross global Scope 2 emissions by business division.

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Aerospace	108,270	105,175

Marine Systems	106,182	86,558
Technologies	96,207	88,999
Combat Systems	97,094	89,009
Corporate Operations	1,069	1,087

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Yes

C7.7a

(C7.7a) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Subsidiary name

Aerospace Segment

Primary activity

Select the unique identifier(s) you are able to provide for this subsidiary

No unique identifier

ISIN code – bond

ISIN code – equity

CUSIP number

Ticker symbol

SEDOL code

LEI number

Other unique identifier

Scope 1 emissions (metric tons CO2e)

78,403

Scope 2, location-based emissions (metric tons CO2e)

108,270

Scope 2, market-based emissions (metric tons CO2e)

105,175

Comment

This table includes data reported on the segment level. Consistent with our approach to financial data in mainstream reports, we do not present emissions data on the subsidiary level.

Subsidiary name

Marine Segment

Primary activity

Select the unique identifier(s) you are able to provide for this subsidiary

No unique identifier

ISIN code – bond

ISIN code – equity

CUSIP number

Ticker symbol

SEDOL code

LEI number

Other unique identifier

Scope 1 emissions (metric tons CO2e)

71,548

Scope 2, location-based emissions (metric tons CO2e)

106,182

Scope 2, market-based emissions (metric tons CO2e)

86,558

Comment

This table includes data reported on the segment level. Consistent with our approach to financial data in mainstream reports, we do not present emissions data on the subsidiary level.

Subsidiary name

Combat Segment

Primary activity

Select the unique identifier(s) you are able to provide for this subsidiary

No unique identifier

ISIN code – bond

ISIN code – equity

CUSIP number

Ticker symbol

SEDOL code

LEI number

Other unique identifier

Scope 1 emissions (metric tons CO2e)

121,921

Scope 2, location-based emissions (metric tons CO2e)

97,094

Scope 2, market-based emissions (metric tons CO2e)

89,009

Comment

This table includes data reported on the segment level. Consistent with our approach to financial data in mainstream reports, we do not present emissions data on the subsidiary level.

Subsidiary name

Technologies Segment

Primary activity

Select the unique identifier(s) you are able to provide for this subsidiary

No unique identifier

ISIN code – bond

ISIN code – equity

CUSIP number

Ticker symbol

SEDOL code

LEI number

Other unique identifier

Scope 1 emissions (metric tons CO2e)

30,146

Scope 2, location-based emissions (metric tons CO2e)

96,207

Scope 2, market-based emissions (metric tons CO2e)

88,999

Comment

This table includes data reported on the segment level. Consistent with our approach to financial data in mainstream reports, we do not present emissions data on the subsidiary level.

C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7

(C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport OEM activities	108,270	105,175	The scope 2 emissions associated with General Dynamics, transport service activities, is provided. This figure comprises the scope 2 emissions from our Aerospace segment.

C-TO7.8

(C-TO7.8) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Increased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	7,579	Decreased	1.1	This year, several facilities increased the amount of electricity secured from suppliers via contracts for 100% renewable electricity. This reduced our total S1+S2 (market-based) emissions by 1.1%. In total 7,579 tCO2e were avoided by these renewable energy purchases and our total S1 and S2 (market-based) emissions in the previous year were 670819 tCO2e, therefore we arrived at 1.1% through (7,579/670819) *100% = 1.1%.

Other emissions reduction activities	0	No change	0	
Divestment	0	No change	0	
Acquisitions	0	No change	0	
Mergers	0	No change	0	
Change in output	14,946	Increased	2	Emissions increased as a result of our manufacturing, test and production ramp-up at numerous business units and locations in support of the revenue increase of 2.4% across the business in 2022. This is a combination of the emissions which would have increased in lieu of our increase in renewable energy consumption plus the increase based off of manufacturing production ramp-up.
Change in methodology	0	No change	0	
Change in boundary	0	No change	0	
Change in physical operating conditions	0	No change	0	
Unidentified	0	No change	0	
Other	0	No change	0	

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Market-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	Yes
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)	0	1,465,105	1,465,105
Consumption of purchased or acquired electricity		41,661	1,283,683	1,325,344
Consumption of purchased or acquired steam		0	8,847	8,847

Consumption of self-generated non-fuel renewable energy		0		0
Total energy consumption		41,661	2,678,071	2,719,732

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Yes
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	Yes
Consumption of fuel for the generation of cooling	Yes
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value

HHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

Other biomass

Heating value

HHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

Other renewable fuels (e.g. renewable hydrogen)

Heating value

HHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

Coal

Heating value

HHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

Oil

Heating value

HHV

Total fuel MWh consumed by the organization

8,989

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

Gas

Heating value

HHV

Total fuel MWh consumed by the organization

1,456,115

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

970,167.5

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

Other non-renewable fuels (e.g. non-renewable hydrogen)

Heating value

HHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

Total fuel

Heating value

HHV

Total fuel MWh consumed by the organization

1,465,105

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

970,167.5

MWh fuel consumed for self-generation of steam

0

MWh fuel consumed for self-generation of cooling

0

Comment

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	0	0	0	0
Heat	970,167.5	970,167.5	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.

Country/area of low-carbon energy consumption

United States of America

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Nuclear

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

79,565

Tracking instrument used

Other, please specify

Emissions Free Energy Credits (EFECs)

Country/area of origin (generation) of the low-carbon energy or energy attribute

United States of America

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

One major facility is enrolled in Constellation Energy's Carbon-Free Electricity Plan, which matches all electricity purchased with emissions free energy credits (EFECs) that certify the electricity purchased is carbon free. The retirement is verified by LRQA to ensure no double counting.

Country/area of low-carbon energy consumption

United States of America

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Wind

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

8,394

Tracking instrument used

US-REC

Country/area of origin (generation) of the low-carbon energy or energy attribute

United States of America

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

One facility is enrolled in TXU Energy's renewable energy program that matches 100% of the annual electricity consumption to Green-e certified RECs from wind farms.

Country/area of low-carbon energy consumption

Austria

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

907

Tracking instrument used

Contract

Country/area of origin (generation) of the low-carbon energy or energy attribute

Austria

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Based on the utility contract, one facility's electricity consumption is 100% from hydropower sources.

Country/area of low-carbon energy consumption

United States of America

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Wind

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

11,789

Tracking instrument used

US-REC

Country/area of origin (generation) of the low-carbon energy or energy attribute

United States of America

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

One facility purchased Green-e certified RECs from national wind farms through Constellation NewEnergy

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

Country/area

Argentina

Consumption of purchased electricity (MWh)

153

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

153

Country/area
Austria

Consumption of purchased electricity (MWh)
1,274

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

1,274

Country/area
Bahamas

Consumption of purchased electricity (MWh)
2

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

2

Country/area
Brazil

Consumption of purchased electricity (MWh)
473

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

473

Country/area
Canada

Consumption of purchased electricity (MWh)
102,065

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

102,065

Country/area
China

Consumption of purchased electricity (MWh)
153

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

153

Country/area

Hong Kong SAR, China

Consumption of purchased electricity (MWh)

109

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

109

Country/area

Colombia

Consumption of purchased electricity (MWh)

148

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

148

Country/area

Ecuador

Consumption of purchased electricity (MWh)

57

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

57

Country/area

Egypt

Consumption of purchased electricity (MWh)

3

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

3

Country/area

Ethiopia

Consumption of purchased electricity (MWh)

6

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

6

Country/area

Germany

Consumption of purchased electricity (MWh)

1,550

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

1,550

Country/area

Israel

Consumption of purchased electricity (MWh)

12

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

12

Country/area

Italy

Consumption of purchased electricity (MWh)

586

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

586

Country/area

Jamaica

Consumption of purchased electricity (MWh)

13

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

13

Country/area

Japan

Consumption of purchased electricity (MWh)

26

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

26

Country/area
Kuwait

Consumption of purchased electricity (MWh)
1,545

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

1,545

Country/area
Malta

Consumption of purchased electricity (MWh)
2

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

2

Country/area
Mexico

Consumption of purchased electricity (MWh)
24,941

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

24,941

Country/area

Netherlands

Consumption of purchased electricity (MWh)

129

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

129

Country/area

Oman

Consumption of purchased electricity (MWh)

1

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

1

Country/area

Peru

Consumption of purchased electricity (MWh)

35

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

35

Country/area

Philippines

Consumption of purchased electricity (MWh)

190

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

190

Country/area

Puerto Rico

Consumption of purchased electricity (MWh)

409

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

409

Country/area
Saudi Arabia

Consumption of purchased electricity (MWh)
186

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

186

Country/area
Singapore

Consumption of purchased electricity (MWh)
2,155

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

2,155

Country/area
Spain

Consumption of purchased electricity (MWh)
9,005

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

9,005

Country/area
Switzerland

Consumption of purchased electricity (MWh)
15,586

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
8,847

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

24,433

Country/area
Turkey

Consumption of purchased electricity (MWh)
325

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

325

Country/area

United Arab Emirates

Consumption of purchased electricity (MWh)

2,441

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

2,441

Country/area

United Kingdom of Great Britain and Northern Ireland

Consumption of purchased electricity (MWh)

9,680

Consumption of self-generated electricity (MWh)

0

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

9,680

Country/area
United States of America

Consumption of purchased electricity (MWh)
1,150,475

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

1,150,475

Country/area
Australia

Consumption of purchased electricity (MWh)
1,260

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]

1,260

C-TO8.5

(C-TO8.5) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Activity
Aviation

Metric figure

8.51

Metric numerator

Other, please specify

liters of fuel

Metric denominator

Other, please specify

p mile

Metric numerator: Unit total

21,855,304

Metric denominator: Unit total

2,569,175.67

% change from previous year

2

Please explain

This calculation uses liters of fuel as the numerator and passenger miles flown as the denominator.

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

Description

Other, please specify

No additional metrics

Metric value

0

Metric numerator

No additional metrics

Metric denominator (intensity metric only)

No additional metrics

% change from previous year

0

Direction of change

No change

Please explain

No additional metrics

C-TO9.3/C-TS9.3

(C-TO9.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Activity

Aviation

Metric

Yearly purchase

Technology

Other, please specify

Sustainable Alternative Jet Fuel

Metric figure

328,761

Metric unit

Other, please specify

gallons

Explanation

General Dynamics has purchased 328,761 gallons of SAF. This helps reduce the emissions associated with flying our aircraft. We will continue to explore purchasing additional SAF as it becomes available.

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	Yes	We continue exploring using batteries and other renewable solutions to power armored vehicles. For example, in the Combat segment, we developed prototypes of hybrid drive armored fighting vehicles, known as the AbramsX and the Stryker X. In the Aerospace segment, we have invested in

		a fleet of new, more fuel efficient aircraft. Efforts include the use of a new engine and improved avionics.

C-TO9.6a/C-TS9.6a

(C-TO9.6a/C-TS9.6a) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Activity

Aviation

Technology area

Airframe

Stage of development in the reporting year

Full/commercial-scale demonstration

Average % of total R&D investment over the last 3 years

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

Average % of total R&D investment planned over the next 5 years

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

We have invested in a fleet of new aircraft, including the G400, G500, G600, G700, and G800, which are highly efficient business jets. Efforts include the use of a new engine and improved avionics.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	Third-party verification or assurance process in place

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

UQA00002345 CY22 GD Verification AS July 12 2023 Final.doc

Page/ section reference

Page 1

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach

Scope 2 location-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

UQA00002345 CY22 GD Verification AS July 12 2023 Final.doc

Page/ section reference

Page 1

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

Scope 2 approach

Scope 2 market-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

UQA00002345 CY22 GD Verification AS July 12 2023 Final.doc

Page/ section reference

Page 1

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
Scope 3: Business travel

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

UQA00002345 CY22 GD Verification AS July 12 2023 Final.doc

Page/section reference

Page 1

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?

No, but we are actively considering verifying within the next two years

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Yes

C11.1a

(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.

EU ETS

UK ETS

Other carbon tax, please specify

ICAO’s Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

C11.1b

(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

EU ETS

% of Scope 1 emissions covered by the ETS

0

% of Scope 2 emissions covered by the ETS

0

Period start date

January 1, 2022

Period end date

December 31, 2022

Allowances allocated

0

Allowances purchased

0

Verified Scope 1 emissions in metric tons CO2e

4,291

Verified Scope 2 emissions in metric tons CO2e

0

Details of ownership

Other, please specify

Aircraft we operate or manage

Comment

Jet Aviation participates in the EU ETS which is a ‘cap-and trade’ system for reducing GHG emissions. Jet Aviation was not required to undergo verification due to an EU ETS Directive (December 29, 2017) granting an option of simplified reporting procedures to aircraft operators with annual GHG emissions from flights within the European Economic Area (EEA) of less than 3,000 metric tons. While the data have been verified, since there was no requirement, these data are not included in the calculation of emissions covered. The main features of the EU ETS are the emission cap (a ceiling on the maximum amount) and the trading of EU emission allowances (EUAs). The cap guarantees that total emissions are kept to a pre-defined level (and do not rise above it – in the period for which the cap applies). Covered installations must submit an EUA for each tonne of carbon dioxide equivalent (CO2 eq) they emit during a year. Data are verified through Verifavia. In phase 4 of the EU ETS (2021-2030), the cap on emissions continues to decrease annually at an increased annual linear reduction factor of 2.2%.

The Union-wide cap for 2021 from stationary installations is fixed at 1,571,583,007 allowances. The annual reduction corresponding to the linear reduction factor is 43,003,515 allowances.

As of 2021, the UK is no longer part of the EU, however, pursuant to the Protocol of

Ireland and Northern Ireland, the EU ETS applies to electricity generation located in Northern Ireland. These developments are reflected in the Union-wide cap for phase 4.

UK ETS

% of Scope 1 emissions covered by the ETS

0

% of Scope 2 emissions covered by the ETS

0

Period start date

January 1, 2022

Period end date

December 31, 2022

Allowances allocated

0

Allowances purchased

0

Verified Scope 1 emissions in metric tons CO2e

2,037

Verified Scope 2 emissions in metric tons CO2e

0

Details of ownership

Other, please specify

Aircraft we operate and manage

Comment

The UK ETS replaced the UK's participation in the EU ETS on January 1, 2021. The UK ETS is a cap and trade system that caps the total level of GHG emissions.

Aircraft operators covered by the scheme are required to obtain and surrender allowances to cover their annual GHG emissions. The cap is reduced overtime, so that total emissions must fall.

Gulfstream and Jet Aviation are exempt from reporting as their emissions are below the mandatory reporting threshold.

C11.1c

(C11.1c) Complete the following table for each of the tax systems you are regulated by.

Other carbon tax, please specify

Period start date

January 1, 2021

Period end date

December 31, 2035

% of total Scope 1 emissions covered by tax

9

Total cost of tax paid

0

Comment

The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is a carbon offset and carbon reduction scheme to lower CO2 emissions for international flights to curb the aviation industry's impact on climate change. CORSIA was developed by the International Civil Aviation Organization (ICAO) and adopted in October 2016. CORSIA is an ICAO Assembly Resolution designed to help the aviation industry reach its "aspirational goal" to make all growth in international flights after 2020 "carbon neutral." CORSIA was amended such that 2019 emissions are the baseline year, against which emissions in future years are compared.

C11.1d

(C11.1d) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

EU Emissions Trading System (EU ETS)

We have been working with the EU ETS program since 2008, and data have been verified since 2017. We have established procedures to ensure compliance with current and future EU ETS regulations. We will continue to work with our data verifier and the EU on amended legislation to ensure compliance and participation.

ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

CORSIA was adopted in October 2016 and began operating in January 2021 with a voluntary phase that will last until the end of 2023. Although we are exempt from reporting because international emissions must be above 10,000 tCO2 per year, we will monitor, report, and benchmark during the voluntary phase.

Both EU ETS and CORSIA have the goal of reducing or capping emissions. In addition to our continuous participation and monitoring of these programs and others, our use of Sustainable Aviation Fuel and more efficient aircraft will contribute to our reduction in emissions.

We applied the strategy with the following case study. For each applicable aircraft, Jet Aviation worked with Shockwave Aviation to verify the emissions with each operator within applicable airspace. Data is compiled through filed flight plans and actual flown routes and prepared for verification. All data is compiled utilizing the European Commission template called the Annual

Emissions Report for Aircraft Operations, which is a combined template for the EU ETS and ICAO CORSIA programs. The EU ETS program assigns a unique operator identifier that ties the aircraft's registration number into their tracking systems. As standard practice, the CO2 emissions of jet fuel and other related gasses, the number of flights in EU ETS airspace, total emissions in the reporting year and other emissions-related information is included in the submission. The detailed 20-page report and processes were completed under Version 2-3799 of the approved operating monitoring plan.

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?

Yes

C11.2a

(C11.2a) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

Project type

Fossil fuel switch

Type of mitigation activity

Carbon removal

Project description

Jet Aviation Services GmbH purchased SAF Claims related to a volume of 50,000 metric tonne (mt) SAF. The SAF volume delivered had a carbon intensity of 14.883 g CO2eq/MJ or 0.655 mt CO2eq/mt SAF, and reduced emissions by 3,261 mt CO2eq/mt SAF compared to fossil jet fuel. Jet Aviation Services GmbH has therefore reduced its customers' carbon footprint by 163,057 mt CO2eq. The purchased SAF Claims related to the total volume of SAF and emissions reduction are verified and accredited by an independent third party: SCS Global Services. Certificates are retired by our suppliers, with the customer who requested the service receiving only a certificate as evidence they save an amount of CO2.

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

163,057

Purpose of cancellation

Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?

No

Vintage of credits at cancellation

Were these credits issued to or purchased by your organization?

Purchased

Credits issued by which carbon-crediting program

Method(s) the program uses to assess additionality for this project

Approach(es) by which the selected program requires this project to address reversal risk

Potential sources of leakage the selected program requires this project to have assessed

Provide details of other issues the selected program requires projects to address

Comment

C11.3

(C11.3) Does your organization use an internal price on carbon?

No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers

Yes, our customers/clients

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Information collection (understanding supplier behavior)

Details of engagement

Other, please specify

information from suppliers on climate-related risks and monitor suppliers that have had climate-related incidents.

% of suppliers by number

25

% total procurement spend (direct and indirect)

25

% of supplier-related Scope 3 emissions as reported in C6.5

0

Rationale for the coverage of your engagement

Climate risks and opportunities impact the way we engage our supply chain in the short term. For example, our Gulfstream business unit engages with its supply base on a regular basis to make our aircraft and our operations more efficient. Gulfstream suppliers are encouraged to look for ways to save weight in their products to improve overall aircraft performance. Through our Supplier Code of Conduct, our suppliers are expected to operate in a manner that actively manages risk, conserves natural resources and protects the environment in the communities where they operate. Recyclable packaging materials are used in the Gulfstream shipping areas, and we have worked with suppliers to use returnable containers where viable. Gulfstream is engaged with the leaders in the SAF industry to continue to increase both Gulfstream and customer use of SAF. In the area of risk mitigation, it is typically not practical for Gulfstream to select suppliers based solely on their geographic location, however we do consider climate-related geographic risks in our sourcing decisions.

Impact of engagement, including measures of success

The measure of success is determined by the results of our suppliers and ultimately our customers. We strive to create efficient products, and we base our success on the new technologies that our suppliers can provide us to ensure efficient design to help mitigate climate impacts. We measure this success not only on how effective our suppliers' technology is but also on how our customers benefit from these technologies through customer engagement and evaluation.

Comment

General Dynamics does not currently quantify the emissions associated with its suppliers. It has been GD's practice to work with its suppliers to ensure that our products are as efficient as possible. Our current generation of aircraft reduces fuel consumption by roughly 30%, which has a direct correlation to the overall GHG emitted. Additionally, we continue to work with our suppliers to ensure we can supply our aircraft with SAF, which further reduces our GHG impacts.

C12.1b

(C12.1b) Give details of your climate-related engagement strategy with your customers.

Type of engagement & Details of engagement

Collaboration & innovation

Run a campaign to encourage innovation to reduce climate change impacts

% of customers by number

1

% of customer - related Scope 3 emissions as reported in C6.5

0

Please explain the rationale for selecting this group of customers and scope of engagement

Our business aviation customers have shown a desire to utilize SAF in their aircraft to reduce emissions. Jet Aviation has been offering SAF at our Van Nuys, Amsterdam and Singapore facilities. Jet Aviation is engaged with our customers to promote the use of SAF in business aircraft and offering customers the ability to purchase carbon offset credits as part of our climate-related strategy.

Impact of engagement, including measures of success

We measure success by the number of gallons of SAF sold. Improved availability of the fuel would increase demand as it would lower the price and increase locations where it is available. The impact of SAF is a reduction in CO2, improved local air quality, and improved fuel efficiency. Sustainable fuel, such as biofuel, is critical to the net-zero emissions outcome. Jet Aviation has been working with partners such as World Energy and Neste to increase the availability of SAF in the market and aircraft operators have been responding. Success is measured in many ways, which include promotion of SAF, education, gallons of SAF utilized, and increasing the production and availability of SAF globally. Customers can claim a reduction for their Scope 3 emissions.

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization’s purchasing process?

Yes, suppliers have to meet climate-related requirements, but they are not included in our supplier contracts

C12.2a

(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization’s purchasing process and the compliance mechanisms in place.

Climate-related requirement

Other, please specify

environmental risk management and resource conservation

Description of this climate related requirement

Our business units use different mechanisms to address supply chain environmental risk. These codes of conduct generally do not impose requirements specifically. Many have supplier codes of conduct that specify environmental standards. For example, Gulfstream has a supplier code of conduct that outlines the company's expectations of suppliers as it relates to human rights, employment practices, and environmental activities, among other criteria. These environmental criteria are not in suppliers' contracts, but the code of conduct is applicable to all suppliers Gulfstream contracts with. Specifically, suppliers are expected to actively manage risk while protecting the environments they operate in and conserving natural resources. Gulfstream expects suppliers to have an EHS management system to address these issues while acting in compliance with applicable EHS laws and regulations. The 70% of suppliers listed in this response is a conservative estimate based on business units that expressly direct suppliers to a code of conduct. In practice the number is likely higher. The 70% in compliance reflects our assumption that our suppliers act in accordance with their obligations absent evidence to the contrary.

% suppliers by procurement spend that have to comply with this climate-related requirement

70

% suppliers by procurement spend in compliance with this climate-related requirement

70

Mechanisms for monitoring compliance with this climate-related requirement

Other, please specify

Supplier conduct and compliance varies based on business unit and particular supplier management mechanisms. Whistleblowers or others concerned with compliance with law or company standards can use our hotline to anonymously report concerns.

Response to supplier non-compliance with this climate-related requirement

Other, please specify

Depending on the nature and extent of a known violation of our supplier code of conduct by a supplier, we will take appropriate action to remedy the situation, up to and including spending or terminating engagement with the supplier.

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

Describe the process(es) your organization has in place to ensure that your external engagement activities are consistent with your climate commitments and/or climate transition plan

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication

In voluntary sustainability report

Status

Underway – previous year attached

Attach the document

gd-2022-corporate-sustainability-report.pdf

Page/Section reference

General Dynamics published information relating to environmental responsibility, including our 2021 emissions results, in the 2022 Corporate Sustainability Report (p.26-39). The document is publicly available on our website (see https://www.gd.com/responsibility).

Content elements

Governance
Emissions figures
Emission targets
Other metrics

Comment

The approach General Dynamics has taken is to use our annual Corporate Sustainability Report to represent the past year's sustainability plans and performance, including in environmental matters and GHG emissions. Our 2022 Corporate Sustainability Report included our 2021 emissions performance. Our 2022 emissions

performance will be included in our 2023 Corporate Sustainability Report. Throughout the year as we take proactive steps on sustainability matters and as we receive real-time feedback from stakeholders, we will update the Responsibility section of our website.

Publication

In other regulatory filings

Status

Complete

Attach the document

gd-2023-proxy-statement.pdf

Page/Section reference

General Dynamics published information relating to environmental responsibility in the 2023 Proxy Statement (p. 30-32). The document is publicly available on our website (see https://www.gd.com/responsibility).

Content elements

Governance
Emission targets

Comment

Our Proxy Statement provides additional information regarding the governance of sustainability matters and the annual incentive compensation related to its management for our named executive officers.

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Other, please specify World Economic Forum's (WEF) Clean Skies for Tomorrow 2030 Ambition Statement	Both Gulfstream and Jet Aviation are signatories of the World Economic Forum's (WEF) Clean Skies for Tomorrow 2030 Ambition Statement. The program aims to gain state, industry and public support to help accelerate production and adoption of SAF so it can reach 10% of the global jet aviation fuel supply by 2030.

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues
Row 1	

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity
Row 1	

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity-sensitive areas in the reporting year?

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?
Row 1	

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1		

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Chief Financial Officer (CFO)	Chief Financial Officer (CFO)

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below

I have read and accept the applicable Terms