

## ASSURANCE STATEMENT

### Context

NORMEC VERIFAVIA has been engaged by UNITED AIRLINES INC. to perform an independent verification of carbon inventory data under the CARB's SB253 with limited assurance for Scope 1, Scope 2 and Scope 3 emissions, along with the Biogenic emissions for the reporting year 2025 (1<sup>st</sup> January 2025 – 31<sup>st</sup> December 2025) as presented in UNITED AIRLINES's Carbon Footprint report. Scope 2 emissions were calculated using market and location-based emission factors. Scope 3 emissions consist of categories 3, 4, 7, 14 and 15(1, 2) as per the Greenhouse Gas Protocol – "A Corporate Accounting and Reporting Standard" (Revised Edition).

A summary of the emissions data reported by UNITED AIRLINES INC is given in the table below:

Source	Emissions (tCO <sub>2</sub> e)	%Total value chain
<b>Direct (Scope 1) emissions</b>	<b>39,976,609</b>	73.05%
Mainline aircraft direct emissions	39,832,745	72.78%
Conventional jet fuel	39,830,741	72.78%
Sustainable aviation fuel - CH4 and N2O	2,005	0.00%
Mainline vehicles (diesel, gasoline, CNG, LPG)	60,813	0.11%
Facilities (natural gas combustion, engine test cells)	83,051	0.15%
Dry ice from catering	0	0.00%
<b>Biogenic emissions - outside of scopes</b>	<b>256,578</b>	N/A
Mainline aircraft emissions - CO2 from sustainable aviation fuel	256,578	N/A
<b>Indirect (Scope 2) emissions (market-based)</b>	<b>143,722</b>	0.26%
Electricity consumption (location-based)	172,010	0.31%
Electricity consumption (market-based)	143,722	0.26%
Steam consumption	0	0.00%
<b>Other Indirect (Scope 3) emissions</b>	<b>14,607,876</b>	26.69%
3: Mainline aircraft fuel production	8,169,049	14.93%
Conventional jet fuel	8,121,251	14.84%
Sustainable aviation fuel	47,798	0.09%
4: Regional aircraft direct emissions and fuel production	5,913,947	10.81%
Regional aircraft and bus-operated flights flown under capacity purchase agreement - direct emissions	4,864,833	8.89%
Regional vehicles (diesel, gasoline, CNG, LPG)	14,111	0.03%
Regional aircraft flown under capacity purchase agreement - fuel production	991,793	1.81%

Regional aircraft flown on an at-risk basis - fuel production	43,211	0.08%
7: Employee commuting	128,018	0.23%
14: Regional aircraft flown on an at-risk basis	210,374	0.38%
15: Ownership stake in Azul Brazilian Airlines	186,405	0.34%
15: United Airlines Ventures investments	83	0.00%
<b>Total (Scope 1 + 2 market-based + 3)</b>	<b>54,728,208</b>	<b>100%</b>

Note: Numbers may not exactly sum to totals due to rounding to nearest whole number. Total excludes biogenic emissions.

SAF Volumes	Millions of Gallons
SAF fuel use	27.7

Emission intensities	Value
United-specific metric tons CO <sub>2</sub> e per million RTKs	1,044.7
General-use customer metric tons CO <sub>2</sub> e per million RTKs	1,047.9
United-specific metric tons CO <sub>2</sub> e per million ASMs	165.1
General-use customer metric tons CO <sub>2</sub> e per million ASMs	165.6

Verifier did not independently assure RTK or ASM but relied on reported values by United.

Any other information in the UNITED AIRLINES INC's Carbon Footprint report is not subject to our assurance engagement, and we do not report and do not opine on that information. The Sustainability Department of UNITED AIRLINES INC is responsible for the preparation and presentation of UNITED AIRLINES's Carbon Footprint report, including the reported annual environmental data and information presented therein.

We are responsible for providing an Assurance Statement on the reported annual environmental data presented in the table above. NORMEC VERIFAVIA disclaims any liability or responsibility to a third party for decisions, whether investment or otherwise, based on this Assurance Statement.

### Criteria

The framework used by UNITED AIRLINES INC to report the carbon inventory is the Greenhouse Gas Protocol – "A Corporate Accounting and Reporting Standard" (Revised Edition).

We conducted the independent audit based on the following verification criteria:

- ISO/IEC 17029:2019 - Conformity assessment - General principles and requirements for validation and verification bodies.
- ISO 14064-3:2019 – Greenhouse Gases – Specification with guidance for the validation and verification of greenhouse gas emissions and removals.
- ISO 14065:2020 - General principles and requirements for bodies validating and verifying environmental information.
- The GHG Protocol (Revised Edition) - Corporate Accounting and Reporting Standard.

### Responsibilities

UNITED AIRLINES INC is solely responsible for the preparation and reporting of its carbon inventory data, for any information and assessments that support the reported data, for determining the group's objectives concerning carbon information and management, and for establishing and maintaining appropriate performance management and internal control systems from which reported information is derived.

In accordance with the verification contract, it is our responsibility to form an independent opinion, based on the examination of information and data presented in the Carbon Footprint report, and to report that opinion to UNITED AIRLINES INC. We also report if, in our opinion:

- the carbon inventory data is or may be associated with misstatements (omissions, misrepresentations, or errors), non-conformities; or
- the verification team/verifier has not received all the information and explanations that it requires to conduct its examination; or
- improvements can be made to the group's performance in monitoring and reporting carbon inventory data.

### Independence statement

We confirm that NORMEC VERIFAVIA and the verification team are independent of UNITED AIRLINES INC and have not assisted in any way with the development of the carbon inventory or in the preparation of any text or data provided in the Carbon Footprint report, except for this Assurance Statement.

### Work performed & basis of the opinion

We conducted our examination having regard to the verification criteria documents listed above. This involved a virtual site visit performed on the 13<sup>th</sup> of January 2026, to interview the staff responsible to gain reasonable assurances that the amounts and disclosures relating to the data have been properly prepared in accordance with the requirements of the Greenhouse Gas Protocol in terms of relevance, completeness, consistency, transparency, and accuracy. This also involved assessing where necessary estimates and judgements made by UNITED AIRLINES INC in preparing the data and considering the overall adequacy of the presentation of the data in the Carbon Footprint report.


### Materiality threshold

For the purpose of this audit, a materiality threshold of 5% was determined as GHG quantification has inherent uncertainties due to measurement instrumentation capabilities, testing methodologies, and incomplete scientific knowledge used in determining emissions factors and global warming potentials.


### Opinion

NORMEC VERIFAVIA conducted the verification of the carbon inventory data reported by UNITED AIRLINES INC in its Carbon Footprint report and presented above. Based on the verification work undertaken, including interviews and walkthrough of the data, and assessment of technical assumptions and judgments to gain limited assurance for Scope 1, 2, 3 and the Biogenic emissions, that the data is fairly stated and contains no material misstatements or material non-conformities.


Paris France, 3<sup>rd</sup> of April 2026



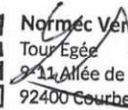
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