

## INDEPENDENT ASSURANCE STATEMENT

### Introduction

DNV Business Assurance USA, Inc. (DNV) was commissioned by Lockheed Martin Corporation (Lockheed Martin) to conduct independent assurance of its 2025 Sustainability Performance Report (SPR), Sustainability website language<sup>1</sup>, and specified performance indicators in its Sustainability Performance Index (together, ‘the Report’), as published on the company’s website for the year ended 31 December 2025. In 2025, Lockheed Martin updated its current and historical Go Green reporting period from November to October to the calendar year (01 January 2025 - 31 December 2025). Lockheed Martin further commissioned DNV to conduct independent verification of the recalculation of the 2020 baseline year Scope 1 and 2 Greenhouse Gas (GHG) emissions from the November to October reporting period to the calendar year reporting period (1 January 2020 – 31 December 2020).

### Boundary and Scope

- **Reporting Boundary:** Global Operations
- **Consolidation approach:** Operational Control

**For Reporting period:** 1 January 2025 - 31 December 2025

2025 SMP
21 reportable performance indicators within Lockheed Martin’s Sustainability Management Plan (SMP), which is in effect 2021 to 2025, that represent its four core issues: Advancing Resource Stewardship, Elevating Digital Responsibility, Fostering Workforce Resiliency, and Modeling Business Integrity.

Specified Performance Indicators	Corresponding GRI, SASB & ISSB of Specified Performance Indicators reported in Performance Index
<b>GHG Emissions &amp; Climate Change</b>	
<ul style="list-style-type: none"> <li>• Scope 1 – Direct Emissions</li> <li>• Scope 2 (location- and market-based) – Indirect Emissions</li> <li>• Scope 3 – Other indirect GHG Emissions               <ul style="list-style-type: none"> <li>◦ Category 1: Purchased Goods and Services</li> <li>◦ Category 2: Capital Goods</li> <li>◦ Category 3: Fuel and Energy Related Activities (not included in Scope 1 and 2)</li> <li>◦ Category 4: Upstream Transportation and Distributions</li> <li>◦ Category 5: Waste Generated in Operations</li> <li>◦ Category 6: Business Travel</li> <li>◦ Category 7: Employee Commuting</li> <li>◦ Category 11: Use of Sold Products</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• GRI 305 – Emissions (2016)               <ul style="list-style-type: none"> <li>◦ 305-1: Direct (Scope 1) GHG emissions</li> <li>◦ 305-2: Energy indirect (Scope 2) GHG emissions</li> <li>◦ 305-3: Other indirect (Scope 3) GHG emissions</li> <li>◦ 305-5: Reduction of GHG Emissions</li> </ul> </li> <li>• ISSB RT-AE-410a.2. Description of approach and discussion of strategy to address fuel economy and greenhouse gas (GHG) emissions of products</li> </ul>
<b>Energy</b>	
<ul style="list-style-type: none"> <li>• Total Energy Consumption</li> <li>• Energy Intensity Ratio</li> <li>• Total Renewable Electricity</li> </ul>	<ul style="list-style-type: none"> <li>• GRI 302: Energy (2016)               <ul style="list-style-type: none"> <li>◦ 302-1: Energy consumption within the organization</li> <li>◦ 302-4: Reduction of energy consumption</li> </ul> </li> <li>• ISSB RT-AE-130a.1. Total energy consumed, Total Renewable (Green) Power</li> </ul>

<sup>1</sup> Published May, 2026 - <https://sustainability.lockheedmartin.com/sustainability/index.html>

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<sup>3</sup> Total waste generated does not include waste generated from construction, demolition, and remediation.

Waste	
<ul style="list-style-type: none"> <li>Total Waste Generated (excluding construction, demolition, and remediation)</li> <li>Total Hazardous Waste Generated</li> </ul>	<ul style="list-style-type: none"> <li>GRI 306: Waste (2020)               <ul style="list-style-type: none"> <li>306-5a: Total weight of waste directed to disposal (excludes construction, demolition, and remediation waste)</li> <li>306-5b: Total weight of hazardous waste directed to disposal (excludes breakdown by disposal operations)</li> </ul> </li> <li>RT-AE-150a.1. Amount of Hazardous Waste Generated, Percentage Recycle</li> </ul>
Water	
<ul style="list-style-type: none"> <li>Total Water Use</li> </ul>	<ul style="list-style-type: none"> <li>GRI 303: Water and Effluents (2018)               <ul style="list-style-type: none"> <li>303 -3a: Water withdrawal</li> </ul> </li> </ul>

Other GRI Indicators in Scope
<ul style="list-style-type: none"> <li>GRI 2 – General Disclosures (2021)               <ul style="list-style-type: none"> <li>2-29: Approach to stakeholder engagement</li> </ul> </li> <li>GRI 3 – Material Topics (2021)               <ul style="list-style-type: none"> <li>3-1: Process to determine material topics</li> <li>3-2: List of material topics</li> <li>3-3 a-f: Management of Material Topics (for Topic Specific Standards below)</li> </ul> </li> <li>GRI 205: Anti-Corruption (2016)               <ul style="list-style-type: none"> <li>205-2: Communication and training about anti-corruption policies and procedures</li> </ul> </li> <li>GRI 401: Employment               <ul style="list-style-type: none"> <li>401-1a: New employee hires (total and %)</li> <li>401-1b: Employee turnover (total, voluntary, involuntary and %)</li> <li>401-3a-e: Parental leave</li> </ul> </li> <li>GRI 403: Occupational Health and Safety (2018)               <ul style="list-style-type: none"> <li>403-2: Hazard identification, risk assessment, and incident investigation</li> </ul> </li> <li>GRI 404: Training and Education               <ul style="list-style-type: none"> <li>404-1a: Average hours of training during the reporting period</li> <li>404-3: Employees receiving regular performance and career development reviews (% of total employees)</li> </ul> </li> <li>GRI 406: Non-Discrimination               <ul style="list-style-type: none"> <li>406-1a: Number of incidents of discrimination</li> </ul> </li> <li>GRI 412: Human Rights Assessment               <ul style="list-style-type: none"> <li>412-2 a-b: Employee training on human rights policies or procedures</li> </ul> </li> <li>GRI 414: Supplier Social Assessment               <ul style="list-style-type: none"> <li>414-1: New suppliers that were screened using social criteria</li> <li>414-2a: Number of suppliers assessed for social impacts</li> <li>414-2b: Number of suppliers identified as having significant actual and potential negative social impacts</li> </ul> </li> </ul>

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#### Other ISSB Indicators in Scope

- RT-AE-230a.2. Description of approach to identifying and addressing data security risks in (1) company operations and (2) products
- RT-AE-250a.2. Number of counterfeit parts detected
- RT-AE-410a.2. Description of approach and discussion of strategy to address fuel economy and greenhouse gas (GHG) emissions of products
- RT-AE-440a.1. Description of management of risks associated with the use of critical materials
- RT-AE-510a.3. Discussion of processes to manage business ethics risks throughout the value chain

**For Reporting period:** 1 January 2020 - 31 December 2020

#### 2020 Baseline Year Recalculation

- GHG Emissions - Scope 1
- GHG Emissions - Scope 2 (location- and market-based)

Unless otherwise specified, we have not performed any work, and do not express any conclusion, on any other information that may be published outside of the Report and/or on Lockheed Martin's website for the current or previous reporting periods.

### Reporting Criteria and Standards

The disclosures have been prepared by Lockheed Martin:

- "With reference" to requirements of Global Reporting Initiative (GRI) sustainability reporting standards 2021
- International Sustainability Standards Board - IFRS S2 Climate-related Disclosures Appendix B Industry-based disclosure requirements Volume B46—Aerospace & Defense
- Sustainability Accounting Standard, Resource Transformation Sector – Aerospace & Defense
- The World Business Council for Sustainable Development's (WBCSD)/World Resources Institute's (WRI) "The Greenhouse Gas Protocol, A corporate accounting and reporting standard – Revised edition" (2004);
- WRI's "GHG Protocol, Scope 2 guidance, An amendment to the GHG Protocol corporate standard" (2015); and
- WBCSD/WRI "Corporate Value Chain (Scope 3) Accounting and Reporting Standard, Supplement to the GHG Protocol corporate accounting and reporting standard" (2013).

### Assurance Methodology/Standard

This assurance engagement was planned and carried out in accordance with AA1000 Assurance Standard (AA1000AS) v3, Type 2 engagement. We evaluated the Report for adherence to the AA1000 Principles (the "Principles") of inclusivity, materiality, responsiveness, and impact. We used the Global Reporting Initiative (GRI) Quality of Information Principles (Balance, Clarity, Accuracy, Reliability, Timeliness and Comparability) as criteria for evaluating performance information.

For greenhouse gas emissions and related metrics, the assurance process was carried out in accordance with ISO14064-3:2019 Greenhouse gases—Part 3: Specification with guidance for the verification and validation of greenhouse gas statements (ISO14064-3).

These standards require that we comply with ethical requirements and plan and perform the assurance engagement.

DNV applies its own management standards and compliance policies for quality control, in accordance with ISO/IEC 17029:2019 – Conformity assessment – General principles are requirements for validation and verification bodies, and accordingly maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards, and applicable legal and regulatory requirements.

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DNV's assurance engagements are based on the assumption that the data and information provided by the client to us as part of our review have been provided in good faith. This includes, but is not limited to, sales and acquisitions, and financial/operational control. Financial disclosures and data, including financial data that feeds into the calculation of the Specified Performance Indicators, is outside of the scope of the assurance.

### Level of Assurance

- For AA1000AS v3, we are providing a 'moderate level' (limited) of assurance
- For ISO 14064-3, we are providing a limited level of assurance

We planned and performed our work to obtain the evidence we considered necessary to provide a basis for our assurance opinion so that the risk of this conclusion being in error is reduced but not reduced to very low. A 'high level' or reasonable level of assurance would have required additional work at headquarters and site level to gain further evidence to support the basis of our assurance opinion.

### Materiality Level for GHG Statements

Errors/omissions which represent 5% of single or aggregated total emissions are considered material. Additionally, any omissions or inconsistencies that affect the GHG statement such as those identified in ISO 14064-3:2019, Clause 5.1.7 are considered qualitatively material, regardless of size.

### Responsibilities of the Management of Lockheed Martin and of the Assurance Provider

The Management of Lockheed Martin has the sole responsibility for the preparation of the Report and is responsible for all information disclosed in the Report. The company is responsible for maintaining processes and procedures for collecting, analyzing and reporting the information and also, ensuring the quality and consistency of the information presented in the Report. Lockheed Martin is also responsible for ensuring the maintenance and integrity of its website and any referenced disclosures on their website.

DNV's responsibility is to plan and perform the work to obtain assurance about whether the Report has been prepared in accordance with the reporting requirements. In performing this assurance work, DNV's responsibility is to the Management of the Company; however, this statement represents our independent opinion and is intended to inform the outcome of the assurance to the stakeholders of the Company.

### Inherent Limitation(s):

DNV's assurance engagements are based on the assumption that the data and information provided by the Company to us as part of our review have been provided in good faith, are true, and free from material misstatements. Because of the selected nature (sampling) and other inherent limitations of both procedures and systems of internal control, there remains the unavoidable risk that errors or irregularities, possibly significant, may not have been detected.

The assurance scope has the following limitations:

- Data outside the operations specified in the assurance boundary is excluded from the assurance, unless explicitly mentioned otherwise in this statement.
- The engagement excludes the sustainability management, performance, and reporting practices of the Company's suppliers, contractors, and any third parties mentioned in the Report. We did not interview external stakeholders as part of this assurance engagement.
- The assurance does not cover the Company's statements that express opinions, claims, beliefs, aspirations, expectations, aims, or future intentions. Additionally, assertions related to Intellectual Property Rights and other competitive issues are beyond the scope of this assurance.
- The assurance does not extend to mapping the Report with reporting frameworks other than those specifically mentioned. Any assessments or comparisons with frameworks beyond the specified ones are not considered in this engagement.
- Aspects of the Report that fall outside the mentioned scope and boundary are not subject to assurance. The assessment is limited to the defined parameters.

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- The assurance engagement does not include a review of legal compliances. Compliance with legal requirements is not within the scope of this assurance, and the Company is responsible for ensuring adherence to relevant laws.

DNV expressly disclaims any liability or co-responsibility for any decision a person or an entity may make based on this Independent Assurance Statement.

### Basis of Our Opinion

As part of the Limited level of assurance process, a multi-disciplinary team of assurance specialists performed assurance work for Lockheed Martin. We adopted a risk-based approach, that is, we concentrated our assurance efforts on the issues of high material relevance to the Company's business and its key stakeholders. We carried out the following activities:

1. Reviewed the disclosures in the report. Our focus included general disclosures, management processes, principle wise performance (essential indicators and leadership indicators) and any other key metrics specified under the reporting framework.
2. Understanding the key systems, processes and controls for collecting, managing and reporting the non-financial disclosures in report.
3. Walk-through of key data sets. Understand and test, on a sample basis, the processes used to adhere to and evaluate adherence to the reporting principles.
4. Collect and evaluate documentary evidence and management representations supporting adherence to the reporting principles.
5. Interviews with the senior managers responsible for management of disclosures. We were free to choose interviewees and interviewed those with overall responsibility of monitoring, data collation and reporting the selected GRI disclosures.
6. DNV audit team conducted on-site/remote audits for corporate offices and site (mentioned in Annexure II). Sample based assessment of site-specific data disclosures was carried out. We were free to choose sites for conducting our assessment.
7. Reviewed the process of reporting as defined in the assessment criteria.

In addition, the following methods were applied during the verification of Lockheed Martin's environmental footprint inventories and management processes:

- Review of documentation, data records and sources relating to the corporate environmental data claims and GHG emission assertions;
- Review of the processes and tools used to collect, aggregate and report on all environmental data and metrics;
- Assessment of environmental information systems and controls, including:
  - Selection and management of all relevant environmental data and information;
  - Processes for collecting, processing, consolidating, and reporting the relevant environmental data and information;
  - Design and maintenance of the environmental information system;
  - Systems and processes that support the environmental information system.
- Performed sample-based audits of the processes for generating, gathering and managing the quantitative and qualitative environmental data;
- Examination of all relevant environmental data and information to develop evidence for the assessment of the environmental claims and assertions made; and,
- Confirmation of whether the organization conforms to the verification criteria.

### Conclusion

On the basis of the work undertaken, nothing came to our attention to suggest that the Report does not properly describe Lockheed Martin's adherence to the principles described below. In terms of reliability of the performance data, nothing came to our attention to suggest that this data have not been properly collected from information reported at operational level, nor that the assumptions used were inappropriate. In our opinion, the Report provides sufficient information for readers to understand the company's management approach to its most material issues and impacts.

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With respect to GHG statements, DNV provided a limited level of assurance to Lockheed Martin's GHG Emissions Inventory. DNV found no evidence that the information is not materially correct, not a fair representation of the GHG emissions information, and not prepared in accordance with the listed criteria.

Without affecting our assurance opinion, we also provide the following observations:

### **1. Inclusivity**

*Actively identifying stakeholders and enabling their participation in establishing an organization's material sustainability topics, and developing a strategic response to them.*

In 2025, Lockheed Martin continued to strengthen stakeholder inclusion and engagement through its comprehensive double materiality assessment, which engaged both internal and external stakeholders. Additionally, stakeholder engagement is embedded throughout governance structures and business processes. Internal working groups, such as the Critical Materials Working Group, AI Governance Committees, and Energy Working Group, include cross-functional representation from areas such as Environment, Safety, Health, and Sustainability, Supply Chain, Engineering, and Human Resources. Employees from across the business provide input on emerging risks, regulatory developments, and technological advancements.

In 2025, Lockheed Martin maintained active participation in sector initiatives such as the IAEG Sustainability Assessment Program, collaboration with The Nature Conservancy, and ongoing engagement with investors on topics including climate risk, Scope 3 emissions, and human rights. The company's approach supports systematic integration of stakeholder perspectives into strategy, governance, and disclosures.

### **2. Materiality**

*The identification and prioritization of the most relevant sustainability topics, taking into account the effect each topic has on an organization and its stakeholders.*

As Lockheed Martin concluded the 2025 Sustainability Management Plan (SMP), it completed a double materiality assessment that informs the development of the 2030 SMP. The process applied enhanced analytical processes, including the use of AI enabled tools for benchmarking and analysis.

Leveraging the Risk and Compliance Committee (RCC), the company continuously monitors emerging trends such as evolving climate regulations, supply chain risks, human rights expectations, and advancements in AI to support alignment between enterprise risks, sustainability priorities, and stakeholder expectations. As the company transitions to the 2030 SMP, it has established a clear governance structure, from business areas to the Sustainability Management Team, to the RCC and Board-level oversight, ensuring that material issues remain closely integrated with enterprise strategy.

### **3. Responsiveness**

*Timely and relevant reaction to material sustainability topics and their related impacts.*

Lockheed Martin continues to demonstrate management of stakeholder concerns, including climate risk, human rights, chemical stewardship, supply chain resilience, and responsible AI development. Notably in 2025, the company has advanced its AI governance by establishing a centralized leadership structure, expanding AI ethics oversight, launching additional audits in 2025, and operationalizing responsible AI evaluation frameworks. These actions address stakeholders' expectations related to the safety, reliability, and ethical use of emerging technologies. In supply chain sustainability, Lockheed Martin expanded its use of EcoVadis assessments and strengthened collaboration with IAEG to enhance transparency and improve sector-wide sustainability performance. Stakeholder expectations related to human rights were addressed through the establishment of a cross-functional Human Rights Focus Group and preparations for deeper governance integration within the 2030 SMP.

Overall, the company demonstrates a consistent pattern of refining programs, strengthening governance, and adapting strategies to align with evolving stakeholder expectations and emerging sustainability priorities.

### **4. Impact**

*Effect of behavior, performance and/or outcomes on the part of the organization on the economy, environment, society, stakeholders or the organization itself.*

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In 2025 SMP, Lockheed Martin demonstrated measurable progress across its established sustainability goals. The company focused on hazardous chemical stewardship, mitigated supply vulnerability, advocate digital responsibility, and ensure business integrity and workplace safety and resiliency. For 2030 SMP, the company continuous to advance its environmental commitments by reducing its scope 1 and 2 Greenhouse Gas (GHG) emissions and matching electricity used with electricity produced from renewable sources. Chemical stewardship, continued to progress through testing programs, cross-industry collaboration, and targeted reduction initiatives. The company had focused investment in workforce development, safety, and employee well-being. The Target Zero program continues to contribute to fostering a culture of safety across the organization.

## 5. Reliability/Accuracy

*The accuracy and comparability of information presented in the report, as well as the quality of underlying data management systems.*

Overall, we have confidence in the processes in place to ensure reasonable accuracy for the information presented in the Report and data management systems. Goals and performance data are presented clearly and in an objective manner.

Based on the evidence given in the limited assurance processes, we have confidence to ensure reasonable accuracy for the information and data presented in the report and its data management system. Overall, there is no evidence that the GHG assertions and environmental footprint data are not materially correct, not a fair representation of GHG and environmental data, and has not been prepared with the calculation method referenced.

## Statement of Competence and Independence

We have complied with the DNV Code of Conduct<sup>2</sup> during the assurance engagement. DNV's established policies and procedures are designed to ensure that DNV, its personnel and, where applicable, others are subject to independence requirements (including personnel of other entities of DNV) and maintain independence where required by relevant ethical requirements. This engagement work was carried out by an independent team of sustainability assurance professionals. DNV was not involved in the preparation of any statements or data included in the Report except for this Assurance Statement.

For DNV Business Assurance USA, Inc.

Xu,  
Yishuang

Digitally signed  
by Xu, Yishuang  
Date:  
2026.04.28  
19:57:49 -07'00'

Owen Chen  
Lead Verifier

Yishuang Xu  
Lead Verifier

Yun,  
Chang  
Rok

Digitally signed  
by Yun, Chang  
Rok  
Date: 2026.04.29  
16:57:00 +09'00'

Chang Rok Yun  
Technical Reviewer



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*This Statement is for the sole use and benefit of the party contracting with DNV Business Assurance USA, Inc. to produce this Statement (the "Client"). Any use of or reliance on this document by any party other than the Client shall be at the sole risk of such party. In no event will DNV or any of its parent or affiliate companies, or their respective directors, officers, shareholders, employees or subcontractors, be liable to any other party regarding any statements, findings, conclusions or other content in this Statement, or for any use of, reliance on, accuracy, or adequacy of this Statement*

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## Annex I Data Verified

### GHG Emissions

#### **2020 Baseline Year**

Scope 1 and 2 (market-based) 790,074 MTCO<sub>2</sub>e

#### **2025 Calendar Year**

Scope 1	330,897 MTCO <sub>2</sub> e
Scope 2 (market-based)	323,438 MTCO <sub>2</sub> e
Scope 2 (location-based)	492,943 MTCO <sub>2</sub> e
Scope 3	
<ul style="list-style-type: none"> <li>• Category 1: Purchased Goods and Services</li> <li>• Category 2: Capital Goods</li> <li>• Category 3: Fuel and Energy Related Activities (not included in Scope 1 and 2)</li> <li>• Category 4: Upstream Transportation and Distributions</li> <li>• Category 5: Waste Generated in Operations</li> <li>• Category 6: Business Travel</li> <li>• Category 7: Employee Commuting</li> <li>• Category 11: Use of Sold Products</li> </ul>	<p>4,019,048 MTCO<sub>2</sub>e</p> <p>420,626 MTCO<sub>2</sub>e</p> <p>19,310 MTCO<sub>2</sub>e</p> <p>17,073 MTCO<sub>2</sub>e</p> <p>6,846 MTCO<sub>2</sub>e</p> <p>284,291 MTCO<sub>2</sub>e</p> <p>218, 819</p> <p>24,819,988 MTCO<sub>2</sub>e</p>

### Energy

- 2025 Total Energy Consumption 3,268,148 MWh
- Energy Intensity Ratio 149 MMBTU per \$ million in revenue
- 2025 Total Renewable Electricity 562,152 MWh

### Waste

- 2025 Total Waste Generated<sup>3</sup> 51,500,327 lbs
- 2025 Total Hazardous Waste Generated 6,253,258 lbs

### Water

- 2025 Water Use 1,313 million gallons

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## Annex II

### Sites selected for On-site/Remote audits

S.no	Site	Location	Mode of Audit
1.	Corporate office	6801 Rockledge Dr, Bethesda, MD 20817	Remote
2.	Location	1111 Lockheed Martin Way, Sunnyvale, CA 94089	Onsite

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