



Carbon Reduction Plan

September 2022

Commitment to achieving Net Zero

DEA Aviation Limited is committed to achieving Net Zero emissions by 2050.

Baseline Emissions Footprint

Baseline Year - 2021/2022 (01 Sep 21 to 31 Aug 22)

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

The methodology for measuring our carbon footprint is in line with the Greenhouse Gas Protocol and the BEIS Environmental Reporting Guidelines. The calculations were completed using the current UK Government emissions factors.

2021/2022 is the baseline reporting year and, therefore, the current reporting period. Emission data details are recorded under the Current Emissions Reporting section, below.

EMISSIONS	TOTAL (tCO₂e)
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Scope 1	791.42
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Scope 2	29.80
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Scope 3	106.77
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Total Emissions	927.99
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Current Emissions Reporting

Reporting Year: 2021/2022 (01 Sep 21 to 31 Aug 22)

GHG emissions reporting has focused on the key mandatory reporting elements:

- All Scope 1 emissions - Direct GHG emissions;
- All Scope 2 emissions - Indirect GHG emissions;
- Scope 3 emissions: Categories 4, 5, 6, 7 and 9.

	EMISSIONS	TOTAL (tCO₂e)
SCOPE 1	Fuels (Owned Aircraft)	747.62
	Refrigerants (HFCs) ¹	43.80
	Owned vehicles ²	0
	Bioenergies ³	0
	Scope 1 Total	791.42
SCOPE 2	Electricity Grid ⁴	29.8
	Scope 2 Total	29.8
SCOPE 3⁵	Cat 4: Upstream T&D	0
	Cat 5: Waste generated in operations	20.79
	Cat 6: Business Travel	22.63
	Cat 7: Employee commuting	63.35
	Cat 9: Downstream T&D	0
	Scope 3 Total	106.77
	Total Emissions	927.99 tCO₂e

¹ Refrigerants are used in office air conditioning units and across the fleet of aircraft.

² DEA does not own any motor vehicles.

³ No sources of Bioenergy are used.

⁴ DEA electricity is sourced from a supplier providing 100% of its electricity from renewable sources. No other sources of Scope 2 emissions are used.

⁵ Categories 4 & 9 - T&D: As DEA is a Service based operation and no products are purchased for resale or distribution, it has no associated Upstream or Downstream Transport & Delivery emission costs.

Emissions reduction targets

The nature of the company's business makes it reliant upon the development and availability of low and zero emission technologies in the aviation sector that will provide a significant contribution to DEA's carbon reduction ambitions, e.g. Sustainable Aviation Fuel (SAF), electric engines, zero carbon (synthetic) fuels. Whilst SAF is currently available through suppliers such as Air BP, it is not yet distributed in appropriate quantities to smaller, outlying aerodromes.

However, it is anticipated that when distribution channels are more widely accessible, and once commercial considerations have been resolved, the implementation of SAF across the DEA fleet of aircraft could see up to a possible 40% carbon emissions reduction relative to Jet A-1 (based on the currently available 50% SAF/Jet A-1 mix).

Additionally, DEA is a successful enterprise which continues to grow. As such, the associated challenges of managing a growing business are recognised, for example: increased aircraft numbers, hours flown and therefore fuel consumed; additional personnel, commuting and business travel. As such DEA expects its GHG emissions will initially continue to increase until the widespread availability of low and zero carbon technologies deliver the potential for significant and meaningful reductions to our baseline data.

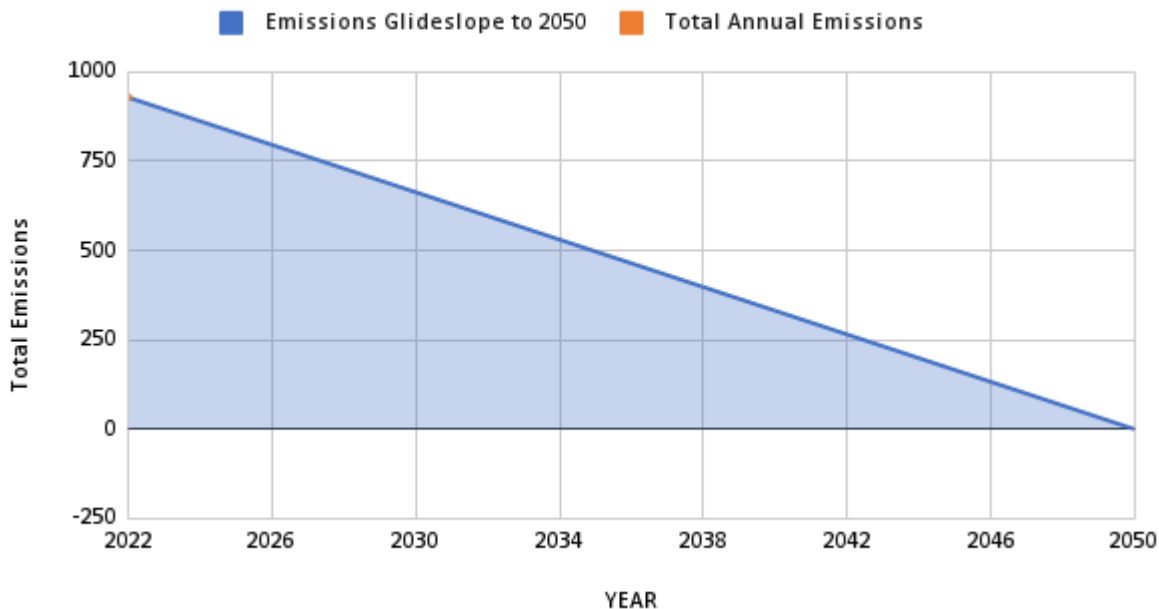
DEA is committed to achieving Net Zero by 2050 and is researching a number of carbon reduction projects and initiatives in order to continue the company's progress towards Net Zero.

Based on the baseline figures, the following targets have been identified:

Implementation Time frame	Reduction Plan	Projected Annual Reduction
0-10 years	Following introduction of Sustainable Aviation Fuels	Up to 40% reduction in Scope 1 fuel emissions
10-20 years	Following introduction of Zero Carbon Fuels	Up to 100% reduction in Scope 1 fuel emissions

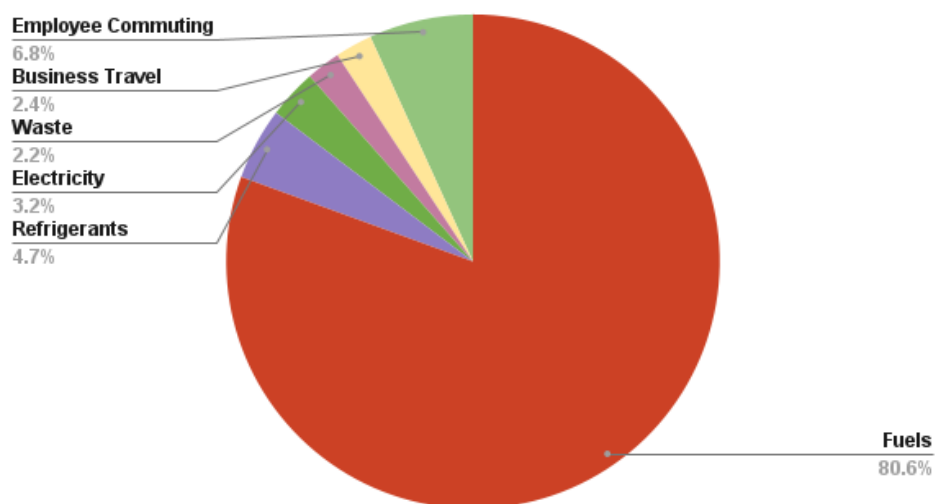
Current statistical charts are provided below:

Emission Reduction (tCO₂e)



The emission reduction graph above tracks DEA’s ambition to meet Net Zero by 2050. This assumes an average annual reduction of 33 tCO₂e. This graph will be updated annually to track DEA’s carbon emissions.

Current DEA Emissions by Category



The above chart provides emissions data by category percentage of total emissions.

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

As this is DEA's first reporting and baseline year, there are no completed initiatives in this reporting period.

DEA remains certified to the ISO 14001 Environment Management System.



Certificate No:290212018

Certificate Number: 290212018

Expiry Date: 10/05/2028

Carbon Reduction Initiatives

The following key projects and initiatives will undergo continual review as DEA evolves its 2050 Net Zero Environmental Strategy.

1. Aviation Fuel - Alternatives

DEA operates a fleet of modern, fuel-efficient aircraft whilst working with its customers to ensure that all flight operations are as environmentally conscious as possible. DEA will continue to consult with suppliers and customers in order to progress and secure the commercial viability of alternative sustainable aviation fuels.

Sustainable Aviation Fuel (SAF): Currently DEA's fleet operate using Jet A-1 aviation grade fuel which has a lower carbon footprint than standard leaded AvGas. DEA is currently engaged with SAF suppliers to maintain visibility of improving supply lines.

SAF is delivered as a 50/50 SAF/Jet A-1 blend, producing a reduction in GHG emissions of 40% when compared to 100% Jet A-1. Once in place, (and based on our baseline fuel figure), this will see the fuel usage emissions drop from 747 tCO₂e to approximately 448 tCO₂e.

Based on the overall Baseline figure, this equates to an effective total emissions reduction of 34%.

2. Carbon Offsetting

DEA is researching verified carbon offsetting projects. However, carbon offsetting is viewed as a temporary measure and, if implemented, is

expected to be reduced over time in preference for **carbon reduction** methods as new technologies are developed in line with the UK's Net and Jet Zero Strategies.

Declaration and approval

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard⁶ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting⁷.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard⁸.

This Carbon Reduction Plan has been reviewed and signed off by the DEA Executive.

Signed on behalf of DEA Aviation Ltd.

Gerald Cooper

Chief Executive Officer, DEA Aviation Ltd.

Date: 01 September 2022

⁶ <https://ghgprotocol.org/corporate-standard>

⁷ <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

⁸ <https://ghgprotocol.org/standards/scope-3-standard>