UK Carbon Reduction Plan

September 2024

Commitment to achieving Net Zero

DEA Aviation Limited is committed to Net Zero emissions by 2050 which is enabled through its agile approach to deploying a carefully chosen fleet of efficient, flexible and modern aircraft designed and tailored airborne technology solutions that meet and anticipate specific and diverse requirements of its Customers in the sectors in which it operates.

Baseline & Reporting Year Emissions Footprint

Baseline Year: **2021/2022** (01 Sep 21 to 31 Aug 22)
Reporting Year: **2023/2024** (01 Sep 23 to 31 Aug 24)

	EMISSIONS	Baseline Year TOTAL (tCO_2e)	Reporting Year TOTAL (tCO_2e)
SCOPE 1	Fuels (Owned Aircraft)	747.62	800.29
	Refrigerants (HFCs)[1]	43.80	43.80
	Owned vehicles[2]	0	0
	Bioenergies[3]	0	0
	Scope 1 Total	**791.42**	**844.09**
SCOPE 2	Electricity Grid[4]	29.80	0
	Scope 2 Total	**29.80**	**0**
SCOPE 3[5]	Cat 4: Upstream T&D	0	0
	Cat 5: Waste generated in operations	20.79	28.94
	Cat 6: Business Travel	22.63	213.40
	Cat 7: Employee commuting	63.35	107.52
	Cat 9: Downstream T&D	0	0
	Scope 3 Total	**106.77**	**349.86**
Total Emissions		**927.99**	**1193.95**

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 a renewable source supplier with a specific emission factor of 2e0kg/kWh. 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.

Baseline emissions are a record of the UK 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.

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 reduction targets

DEA Aviation Limited is committed to reaching Carbon Net Zero before 2050. To achieve this commitment, two key areas of focus have been identified:

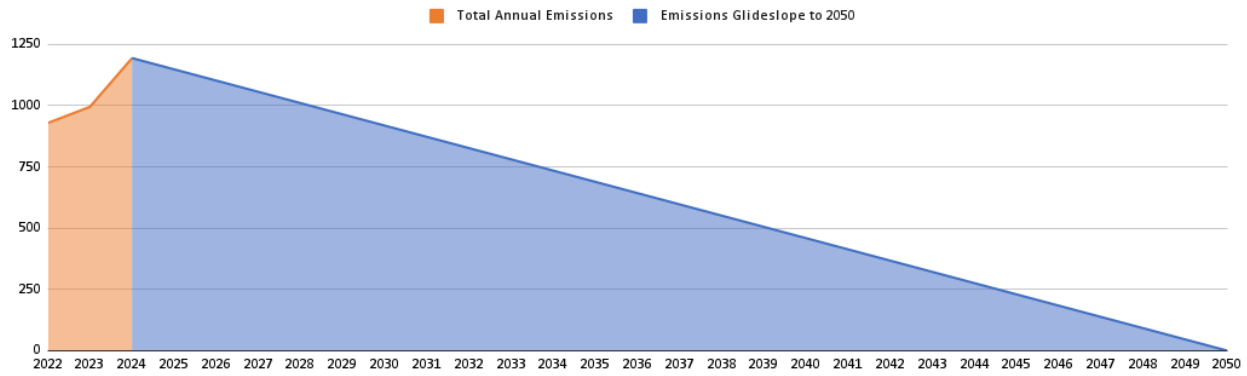
1. Increasing the use of sustainable aviation fuels inline with growing SAF availability across the UK (minimum 10% SAF usage by 2030).
2. Commitment to conducting and actioning the findings from annual Environmental Impact Assessments (EIA) in accordance with NEBOSH Environmental Management training standards.

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. SAF is currently available at select airports in the UK, it is not yet distributed in appropriate quantities to smaller, regional aerodromes in the UK.

The UK Government has set a target of 10% (1.5 billion litres) of UK fuel to be made from sustainable sources from 2030; this should ensure availability continues to increase throughout the UK. Use of SAF across the DEA fleet of aircraft (all of which are SAF accredited) 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).

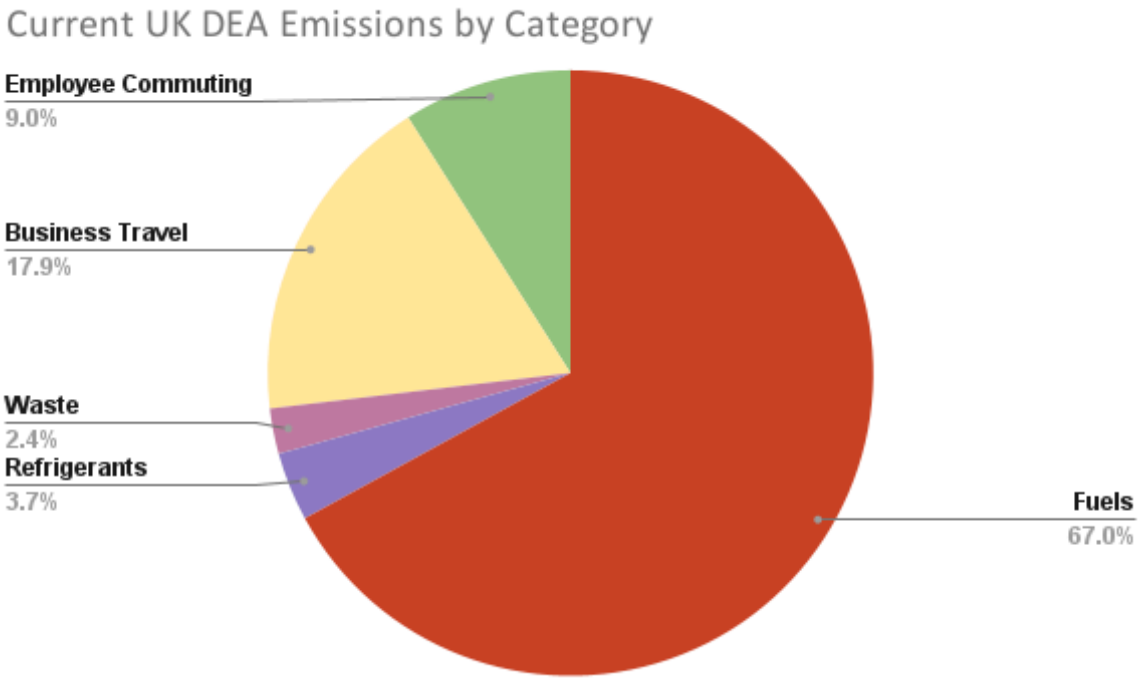
DEA is committed to achieving Net Zero by 2050 and is implementing a number of carbon reduction projects and initiatives in order to continue the company's progress towards Net Zero, whilst recognising that the growth of the company will necessitate an increase in the volume and scale of operations, including the number of aircraft operated..

Current statistical charts are provided below, demonstrating DEA's emissions journey, alongside the glideslope to reaching Net Zero by 2050:



The emission reduction graph above tracks DEA's ambition to meet Net Zero by 2050; this assumes the new **average** annual reduction of 46 tCO_2e. This graph will be updated annually to track DEA's carbon emissions. The orange block shows this year's increase due to the increase in aircraft and activity levels, along with improved availability of data following DEA's recent accreditation to AS/EN9100.

DEA remains committed to its sustainability goals and is actively implementing strategies to reduce its environmental impact, during a period of organisational growth. DEA is committed to achieving its annual net reduction target and contributing to a more sustainable future for aviation.



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

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

- Launched an electric vehicle salary sacrifice scheme in conjunction with one of the largest leasing companies (Octopus) estimating 1.5 tonnes of carbon reduction per vehicle per year.
- Launched a cycle to work scheme, which provides the opportunity for employees to benefit from salary sacrifice to use the bicycle for work commuting, providing the opportunity for carbon reduction through reduced Internal Combustion Engine (ICE) vehicle usage.
- Invested into NEBOSH Environmental Management training, to further develop DEA's Environmental Management knowledge and identify new carbon reduction opportunities.
- Committed to 100% renewable electricity, provided by Octopus Energy. DEA uses zero gas for office heating or hot water, allowing for DEA's Scope 2 emissions to be $0tCO_2e$.
- DEA has a hybrid working policy which provides an opportunity to minimise and/or reduce need for travel.
- Use of multiple waste management providers for correct recycling practices across paper/cardboard, hazardous waste, electronic waste and general waste.
- Certified to the ISO 14001 Environment Management System and utilises this through the conducting of ISO14001 internal audits.
- Committed to its fleet selection of fuel-efficient aircraft to which will meet customer requirements.

Future Carbon Reduction Considerations

- Carbon Offsetting via UK based charitable options to make net carbon emission reductions.
- Increased use of SAF through growth of airfield availability, with future goals to have SAF readily available onsite when practicable.

Declaration and approval

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standards 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 standard[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

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) Standard[3].

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

Signed on behalf of DEA Aviation Ltd.

Gerald Cooper

Chief Executive Officer, DEA Aviation Ltd.

Date: December 2024

[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghgprotocol.org/standards/scope-3-standard