

UK Carbon Reduction Plan

September 2025

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: 2024/2025 (01 Sep 24 to 31 Aug 25)

	EMISSIONS	Baseline Year TOTAL (tCO ₂ e)	Reporting Year TOTAL (tCO ₂ e)
	Fuels (Owned Aircraft & Hangar Heaters)	747.62	869.51
	Refrigerants (HFCs) ¹	43.80	43.80
SCOPE 1	Owned/Leased Vehicles	0	4.62
	Bioenergies ²	0	0
	Scope 1 Total	791.42	917.93
SCOPE 2	Electricity Grid ³	29.80	0
	Scope 2 Total	29.80	0
	Cat 4: Upstream T&D	0	0
	Cat 5: Waste generated in operations	20.79	2.03
SCOPE 3⁴	Cat 6: Business Travel	22.63	200.02
	Cat 7: Employee commuting	63.35	116.66
	Cat 9: Downstream T&D	0	0
	Scope 3 Total	106.77	318.71
	Total Emissions	927.99	1236.64

1. Refrigerants are used in office air conditioning units and across the fleet of aircraft.
2. No sources of Bioenergy are used.
3. DEA electricity is sourced from a supplier providing 100% of its electricity from a renewable source supplier with a specific emission factor of 0g/kWh for Carbon Dioxide. No other sources of Scope 2 emissions are used.
4. 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, three key areas of focus have been identified:

1. DEA's UK operations have been able to benefit from the minimum 2% SAF blend mandate which began on 1st January 2025. This includes DEA's UK HQ at Retford Gamston Airport.
2. Increasing the use of sustainable aviation fuels inline with growing SAF availability across the UK (minimum 10% SAF usage by 2030).
3. Commitment to conducting and actioning the findings from annual Environmental Impact Assessments (EIA) in accordance with NEBOSH Environmental Management training standards.

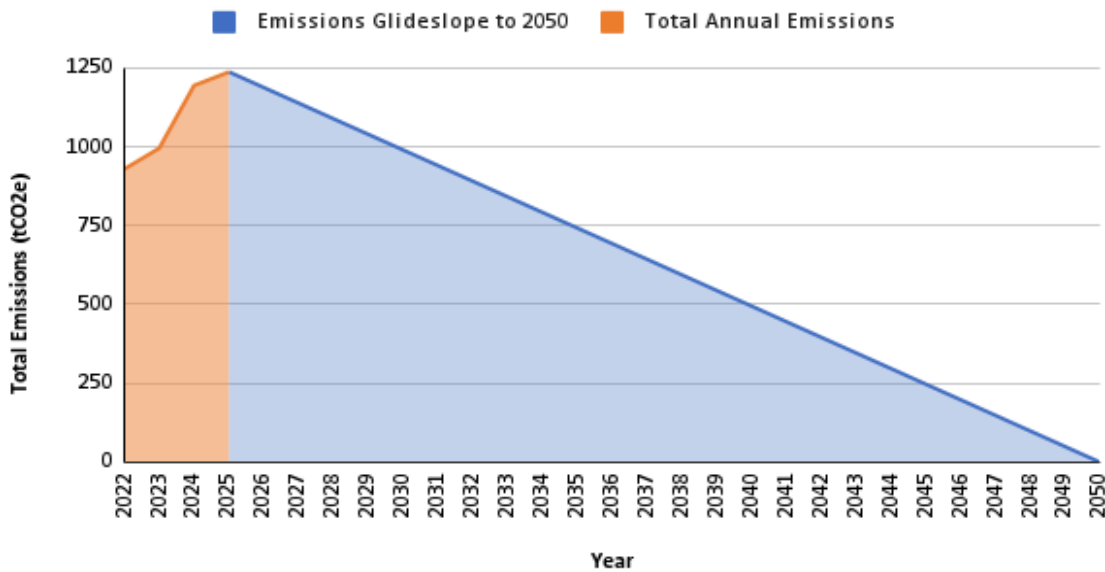
The nature of the company's business makes it reliant upon the development and availability of low and zero emission technologies in the aviation sector that will provide a significant contribution to DEA's carbon reduction ambitions, e.g. Sustainable Aviation Fuel (SAF), electric engines, zero carbon (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 begun the mandatory 2% minimum SAF requirement, which has proved beneficial to reducing DEA's emissions per flight hour. In addition, a target of 10% (1.5 billion litres) of UK fuel is to be made from sustainable sources from 2030; this should ensure availability continues to increase throughout the UK and continue to benefit DEA's environmental efforts.

Use of maximum blend 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 maximum of 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.

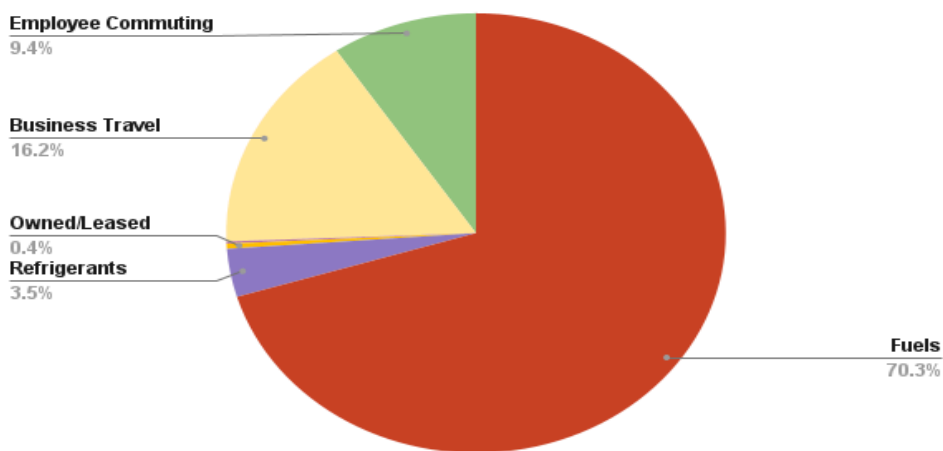
Current statistical charts are provided below, demonstrating DEA’s emissions journey, alongside the glideslope to reaching Net Zero by 2050:



The emission reduction graph above tracks DEA’s ambition to meet Net Zero by 2050; currently we need to reduce by 49 tCO₂e per year for DEA’s UK Operations to meet this requirement. In 2025, DEA opened a new satellite office in Lincoln due to ongoing growth and essential expansion of the business, this is a contributor to the increase in employee commuting figures. 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 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.

Current UK DEA Emissions by Category



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. Since its introduction, ~10.25tCO₂e have been saved, equivalent to the CO₂e absorption of 5126 trees.
- 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, with a dedicated Environmental Lead assigned to further develop DEA's Environmental Management and 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 0tCO₂e.
- 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 with ~99% of waste being recycled by the respective firms in order to avoid going to landfill.
- 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 in higher percentage blends 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 standard¹ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting².

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) Standard³.

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

Signed on behalf of DEA Aviation Ltd.

Gerald Cooper

Managing Director, DEA Aviation Ltd.

Date: December 2025

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>