



CARBON REDUCTION PLAN

2022

Version 1.0

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Ascent Flight Training (Management) Limited



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|----------|-----|---------------------------|--------|----------|----------|
| Date | Rev | Reason for Issue/Revision | Author | Reviewer | Approver |

Once fully authorised, this document becomes a configuration controlled item. Signatories shall agree and approve amendments to this document. The contents of this document comply with the Ascent Quality Management System and Quality Manual, unless otherwise stated.

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1 Introduction

- 1.1 Ascent Flight Training (Management) Ltd, otherwise known as 'Ascent', is the Training Service Partner (TSP) for the Ministry of Defence's (MOD) UK Military Flying Training System (UKMFTS). It is operated as a Joint Venture between Lockheed Martin and Babcock International Group. This Carbon Reduction Plan covers all Ascent Group Companies¹
- 1.2 Aircrew training involves students being put through increasingly tailored training to operate different aircraft and systems and undertake specific roles. The MOD selects students (Phase 1). Core flying skills are then taught (Phase 2). Students then progress to operational training on front-line aircraft, within units across the Frontline Command (Phase 3). Finally, students join operational squadrons. The scope of UKMFTS includes the training design services, and the training service delivery, for Phase 2 aircrew training for Fast Jet, Rear Crew, Rotary Wing, and Fixed Wing across the Royal Navy, British Army, and Royal Air Force. Ascent therefore designs, produces and delivers the courseware, and acquires the services necessary to deliver Phase 2 training. The training assets including aircraft, simulators and buildings are owned by the MOD.

2 Commitment to achieving Net Zero

- 2.1 Ascent Flight Training (Management) Ltd is committed to achieving Net Zero emissions by 2050.

3 Baseline Emissions Footprint

- 3.1 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.

Baseline Year: 2021/22

Additional Details relating to the Baseline Emissions calculations.

Our reporting against scope 1 only includes the use of Ascent lease cars on site. All other direct combustion and emissions are owned by the MOD and already included in their reporting.

All Ascent electricity and other sources of energy are purchased direct or sourced by the MOD as all Ascent building and facilities are owned by the MOD. Therefore, all scope 2 emissions related to Ascent operations will already be captured by MOD reporting.

¹ Ascent Flight Training (Holdings) Limited; Ascent Flight Training (Management) Limited; Ascent Flight Training (Services) Limited; Advanced Jet Training Holdings Limited; Advanced Jet Training Limited; Rear Crew Training Holdings Limited; Rear Crew Training Limited; Fixed Wing Training Holdings Limited; Fixed Wing Training Limited; and Rotary Wing Training Limited.

| | | | | | | | | | | | |
|--|--|--|---|----------------------------------|--------|--------------------|---------|-----------------------|---------|---|---|
| <p>Our scope 3 reporting only relates to waste generated in operations, business travel and employee commuting. In the reporting period, Ascent had no upward or downstream transportation and distribution of products.</p> | | | | | | | | | | | |
| <p>Baseline year emissions:2021/22</p> | | | | | | | | | | | |
| EMISSIONS | TOTAL (tCO₂e) | | | | | | | | | | |
| Scope 1 | 8.843 | | | | | | | | | | |
| Scope 2 | 0 | | | | | | | | | | |
| Scope 3 (Included Sources) | <p>332.255</p> <p>Our Scope 3 breakdown is as follows</p> <table border="1"> <tr> <td>4. Upstream transportation Purchased good and services</td> <td>0</td> </tr> <tr> <td>5. Waste generated in operations</td> <td>10.242</td> </tr> <tr> <td>6. Business travel</td> <td>104.647</td> </tr> <tr> <td>7. Employee commuting</td> <td>217.366</td> </tr> <tr> <td>9. Downstream transportation and distribution</td> <td>0</td> </tr> </table> | 4. Upstream transportation Purchased good and services | 0 | 5. Waste generated in operations | 10.242 | 6. Business travel | 104.647 | 7. Employee commuting | 217.366 | 9. Downstream transportation and distribution | 0 |
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| 5. Waste generated in operations | 10.242 | | | | | | | | | | |
| 6. Business travel | 104.647 | | | | | | | | | | |
| 7. Employee commuting | 217.366 | | | | | | | | | | |
| 9. Downstream transportation and distribution | 0 | | | | | | | | | | |
| Total Emissions | 341.098 | | | | | | | | | | |

Table 1 – Baseline Emissions Footprint

4 Current Emissions Reporting

| | |
|---------------------------------------|---------------------------------|
| <p>Reporting Year: 2021/22</p> | |
| EMISSIONS | TOTAL (tCO₂e) |
| Scope 1 | 8.843 |

| | | | | | | | | | | | |
|---|--|---|----------|---|---------------|---------------------------|----------------|------------------------------|----------------|--|----------|
| Scope 2 | 0 | | | | | | | | | | |
| Scope 3 (Included Sources) | 332.255 Our Scope 3 breakdown is as follows <table border="1" style="margin-left: 20px;"> <tr> <td>4. Upstream transportation Purchased good and services</td> <td>0</td> </tr> <tr> <td>5. Waste generated in operations</td> <td>10.242</td> </tr> <tr> <td>6. Business travel</td> <td>104.647</td> </tr> <tr> <td>7. Employee commuting</td> <td>217.366</td> </tr> <tr> <td>9. Downstream transportation and distribution</td> <td>0</td> </tr> </table> | 4. Upstream transportation Purchased good and services | 0 | 5. Waste generated in operations | 10.242 | 6. Business travel | 104.647 | 7. Employee commuting | 217.366 | 9. Downstream transportation and distribution | 0 |
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| 6. Business travel | 104.647 | | | | | | | | | | |
| 7. Employee commuting | 217.366 | | | | | | | | | | |
| 9. Downstream transportation and distribution | 0 | | | | | | | | | | |
| Total Emissions | 341.098 | | | | | | | | | | |

Table 2 – Current Emissions Reporting

5 Emissions reduction targets

- 5.1 In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction target.
- 5.2 We project that carbon emissions will decrease over the next five years to 256 tCO₂e by 2026/27. This is a reduction of 20%
- 5.3 Progress against this target can be seen in the graph below:

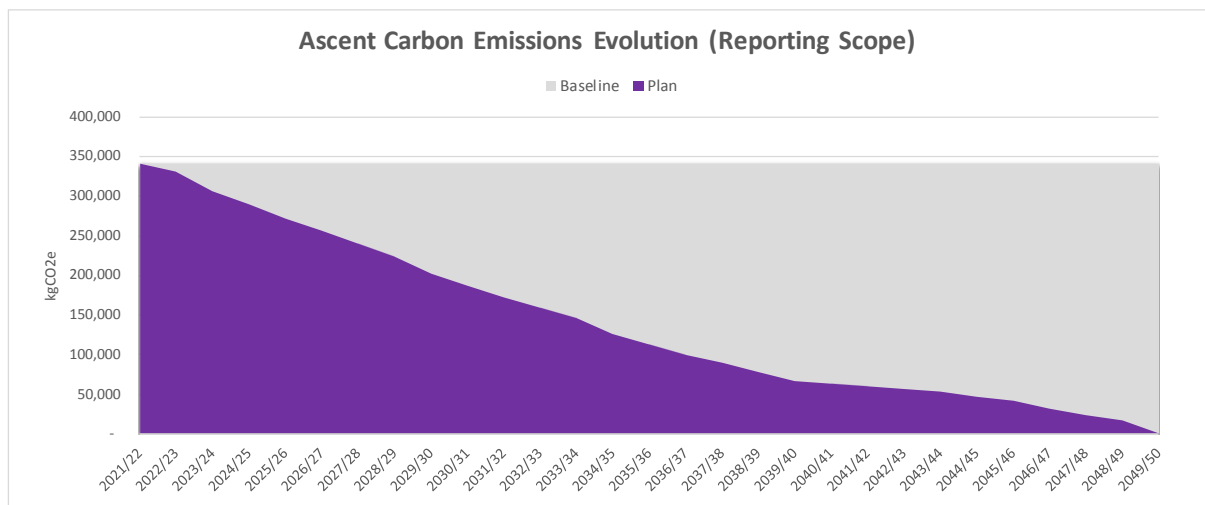


Figure 1 – Carbon Reduction Plan

6 Carbon reduction projects

6.1 Completed carbon reduction initiatives

6.2 The following environmental management measures and projects have been completed or implemented by Ascent:

- We launched our sustainability framework as part of the annual Ascent business plan including our net zero carbon initiative;
- We have established a carbon reduction working group with representatives from each of our operating sites to raise awareness amongst our workforce of the impact of their decisions and to seek ideas and suggestions on our journey to net zero;
- We have introduced additional recycling points, installed “follow-me” printing technology (that prevents uncollected printing), all contributing to reducing our carbon footprint in our Bristol hub and operating sites;
- We have encouraged sustainable ways of employee commuting to the office including Supporting our colleagues through a cycle to work scheme, with salary sacrifice available to support the purchase of a bicycle and recently increased the amount available to allow the purchase of e-bikes; and
- Launched a hybrid approach to working for our staff, which supports homeworking and brings a reduction in the amount of carbon generated through employee commuting.

6.3 Future carbon reduction initiatives

6.4 In the future we hope to implement further measures such as:

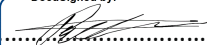
- Establishing a EV salary sacrifice scheme to support employees to switch to electric vehicles;
- Actively quantifying carbon emissions from commuting and working from home via a rolling employee survey and use this as an opportunity to decrease scope 3 emissions via employee engagement including promoting the use of greener alternatives;
- Reducing business travel by air, rail, and road through effective measurement and a sustainable travel policy, including the increasing use of EV hire vehicles;
- Continuing to increase awareness amongst our workforce of the impact of their decisions on our journey to net zero;
- Continued expansion in the use of technology through our ICT and data strategies to reduce the need for business travel and move to a paperless office; and
- Long term consideration and adoption of various carbon capture schemes to eliminate residual but inevitable business carbon output.

7 Declaration and Sign Off

- 7.1 This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.
- 7.2 Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard² and uses the appropriate Government emission conversion factors for greenhouse gas company reporting³.
- 7.3 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) Standard⁴.

This Carbon Reduction Plan has been reviewed and signed off by the Ascent Board of Directors.

Signed on behalf of Ascent Flight Training (Management) Ltd:

DocuSigned by:

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Date: 16-Jun-2022

² <https://ghgprotocol.org/corporate-standard>

³ <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

⁴ <https://ghgprotocol.org/standards/scope-3-standard>