



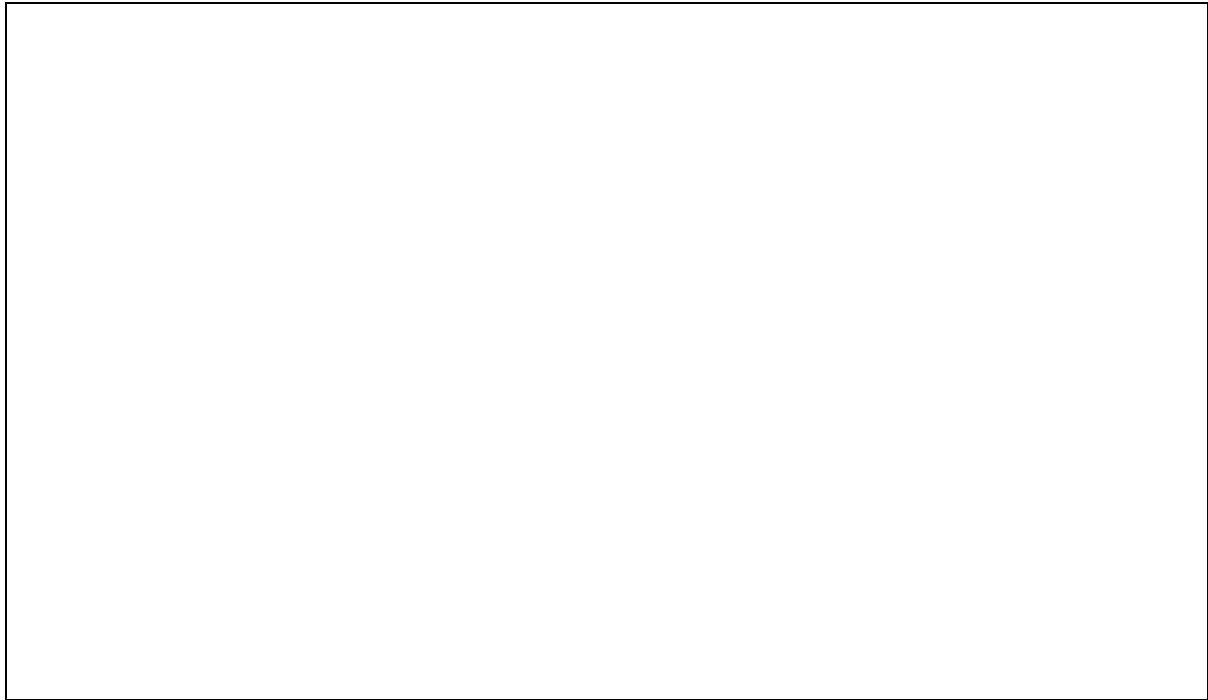
## **CARBON REDUCTION PLAN**

**2024**

**Version 2.0**

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Author: Andy Baker  
Ascent Flight Training (Management) Limited



23/10/24	2	2024 issue	AB	RD	TJ
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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.

## Table of Contents

Section	Page
<b>1 Introduction .....</b>	<b>4</b>
<b>2 Commitment to achieving Net Zero .....</b>	<b>4</b>
<b>3 Baseline Emissions Footprint .....</b>	<b>4</b>
<b>4 Current Emissions Reporting.....</b>	<b>6</b>
<b>5 Emissions reduction targets .....</b>	<b>6</b>
<b>6 Carbon reduction projects.....</b>	<b>7</b>
6.1 Completed carbon reduction initiatives .....	7
6.3 Future carbon reduction initiatives .....	8
<b>7 Declaration and Sign Off.....</b>	<b>9</b>

## **1 Introduction**

- 1.1 Ascent Flight Training (Management) Ltd, otherwise known as 'Ascent', is a fast growing and innovative provider of integrated training solutions. We employ over 410 UK-based staff and operate primarily in the UK aerospace, Defence sector and Energy sector, designing, developing and delivering training, technology products and technical services including flying operations, aircraft maintenance and sustainment, simulation, learning and training management.
- 1.2 In partnership with our customers, we provide a full range of integrated solutions to create highly affordable, bespoke training systems - from digital classrooms to instructor led training, immersive simulation, virtual and augmented reality environments, and live operations.
- 1.3 We leverage a global network of supply chain partners to provide customers with a tailorable turnkey solution. This includes building and equipping training centres, developing learning management and training management systems, and procuring aircraft and ground-based training equipment, delivered by our highly experienced operations and instructional staff.
- 1.4 Ascent is well-established and uniquely positioned in the UK Aerospace and Defence sector thanks to our current and future UK Government Ministry of Defence contracts. The opportunity for international growth draws on existing capabilities within the business and a focus on adjacent markets. This includes business services in mission-critical sectors, including defence, energy and government-critical services.
- 1.5 Ascent is a 50/50 joint venture between Lockheed Martin UK and Babcock International. We grow and currently operate 110 aircraft and over 100 simulators, across our six UK modern training centres and Bristol Training Hub. This Carbon Reduction Plan covers all Ascent Group Companies<sup>1</sup>.
- 1.6 A significant proportion of our current business is generated from our UK Ministry of Defence contracts delivering the UK Military Flying Training System (UKMFTS) – a long-term, public-private partnership arrangement, which has recapitalised and modernised aircrew training for all three UK military services out to 2033.

## **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.

<b>Baseline Year: 2021/22</b>											
<b>Additional Details relating to the Baseline Emissions calculations.</b>											
<p>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.</p> <p>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.</p> <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>											
<b>Baseline year emissions:2021/22</b>											
<b>EMISSIONS</b>	<b>TOTAL (tCO<sub>2</sub>e)</b>										
<b>Scope 1</b>	<b>8.843</b>										
<b>Scope 2</b>	<b>0</b>										
<b>Scope 3 (Included Sources)</b>	<p><b>332.255</b></p> <p><b>Our Scope 3 breakdown is as follows:</b></p> <table border="1"> <tr> <td><b>4. Upstream transportation Purchased good and services</b></td> <td><b>0</b></td> </tr> <tr> <td><b>5. Waste generated in operations</b></td> <td><b>10.242</b></td> </tr> <tr> <td><b>6. Business travel</b></td> <td><b>104.647</b></td> </tr> <tr> <td><b>7. Employee commuting</b></td> <td><b>217.366</b></td> </tr> <tr> <td><b>9. Downstream transportation and distribution</b></td> <td><b>0</b></td> </tr> </table>	<b>4. Upstream transportation Purchased good and services</b>	<b>0</b>	<b>5. Waste generated in operations</b>	<b>10.242</b>	<b>6. Business travel</b>	<b>104.647</b>	<b>7. Employee commuting</b>	<b>217.366</b>	<b>9. Downstream transportation and distribution</b>	<b>0</b>
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<b>6. Business travel</b>	<b>104.647</b>										
<b>7. Employee commuting</b>	<b>217.366</b>										
<b>9. Downstream transportation and distribution</b>	<b>0</b>										
<b>Total Emissions</b>	<b>341.098</b>										

**Table 1 – Baseline Emissions Footprint**

<sup>1</sup> 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.

## 4 Current Emissions Reporting

Reporting Year: 2023/24											
EMISSIONS	TOTAL (tCO <sub>2</sub> e)										
Scope 1	13.168										
Scope 2	1.518 (Bristol Hub)										
Scope 3 (Included Sources)	<p>366.884</p> <p>Our Scope 3 breakdown is as follows:</p> <table border="1"> <tbody> <tr> <td>4. Upstream transportation Purchased good and services</td> <td>0</td> </tr> <tr> <td>5. Waste generated in operations</td> <td>11.731</td> </tr> <tr> <td>6. Business travel</td> <td>132.794</td> </tr> <tr> <td>7. Employee commuting</td> <td>222.359</td> </tr> <tr> <td>9. Downstream transportation and distribution</td> <td>0</td> </tr> </tbody> </table>	4. Upstream transportation Purchased good and services	0	5. Waste generated in operations	11.731	6. Business travel	132.794	7. Employee commuting	222.359	9. Downstream transportation and distribution	0
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5. Waste generated in operations	11.731										
6. Business travel	132.794										
7. Employee commuting	222.359										
9. Downstream transportation and distribution	0										
<b>Total Emissions</b>	<b>381.570</b>										

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 Our previous target published in 2022, projected that carbon emissions would decrease over the following five years to 2026/27 by 256 tCO<sub>2</sub>e. This was a projected reduction of 20%. Unfortunately, growth in the company (with an associated increase in the number of employees) and the relocation of our headquarters in Bristol (from a customer provided building outside our reporting scope to a new office within our reporting scope), has led to a short-term increase in emissions. We had therefore assumed emissions would be 341 tCO<sub>2</sub>e in FY23/24, whereas they were 382 tCO<sub>2</sub>e.
- 5.3 We now project that carbon emissions will decrease over the next five years to 323 tCO<sub>2</sub>e by 2028/29. This is a reduction of 15%.
- 5.4 Progress against this target can be seen in the graph below:

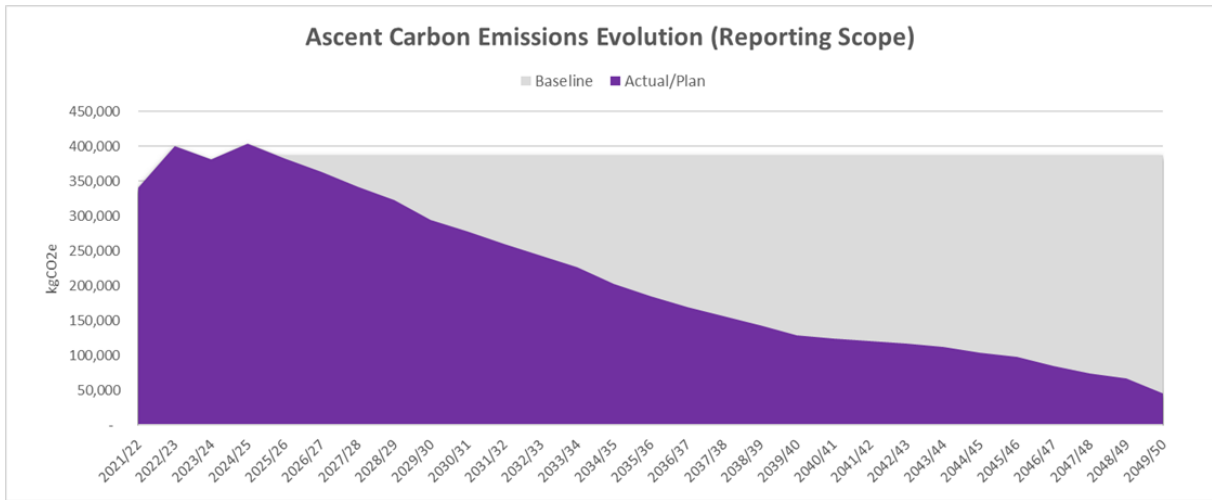


Figure 1 – Carbon Reduction Plan

## 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 have established an EV car scheme to support employees to switch to electric vehicles. To date 21 employees have signed up to the scheme in its first year of operation (approximately 5% of total workforce);
- Our business strategy focuses on four key components of our sustainability strategic initiative: fighting climate change, community support, employee experience and value chain;
- We have established a sustainability working group with representatives from each of our sites to raise awareness amongst our employees of the impact of their decisions and to seek ideas and suggestions on our journey to net zero;
- We have completed a lighting upgrade in our new Bristol Hub introducing an energy saving lighting solution (including LED bulbs and sensors), installed

more energy efficient plant with heating controls, created cycle storage and new shower facilities to encourage walking and cycling to the office, installed “follow-me” printing technology (that prevents uncollected printing), use recyclable paper towels rather than electric air driers, no longer use paper cups, and lunch buffets are all provided with reusable platters all contributing to reducing our carbon footprint;

- We have engaged Train Hugger for all rail bookings who plant a tree for every booking;
- We now use local SMEs with sustainability certifications for all minor purchases;
- All business travel is now booked and monitored centrally, with a central calendar to identify car sharing opportunities;
- We are recycling all old uniforms via our supplier;
- 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 e-bikes;
- We continue to use a hybrid working model for our employees, 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:

- Actively promote commuting by bicycle and car sharing scheme;
- Reduce business travel by air, rail, and road through effective measurement and a sustainable travel policy, including the increasing use of EV hire vehicles;
- Continue to increase awareness amongst our workforce of the impact of their decisions on our journey to net zero;
- Continue expansion in the use of technology through our digital strategy, to reduce the need for business travel and move to a paperless office in the Hub;
- Continue promotion of our bicycle, e-bike and EV car schemes and business car sharing scheme;
- Long term consideration and adoption of various carbon capture schemes to eliminate residual but inevitable business carbon output; and
- Work with our customers to help them reduce their own carbon emissions.



## 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 standard<sup>2</sup> and uses the appropriate Government emission conversion factors for greenhouse gas company reporting<sup>3</sup>.
- 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) Standard<sup>4</sup>.

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:

Signed by:  
.....  
*Tom Newman*  
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26-11-2024

Date: .....

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

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

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