



CARBON REDUCTION PLAN

2025

Version 3.0

12/09/2025

Author: Andy Baker
Ascent Flight Training (Management) Limited

© 2025 Ascent Flight Training (Management) Limited

20/08/25	3	2025 issue	AB	RD	LW
23/10/24	2	2024 issue	AB	RD	TJ
30/04/22	1	2022 issue	SD	AB	TJ
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
1	Introduction	4
2	Commitment to achieving Net Zero.....	4
3	Baseline Emissions Footprint.....	4
4	Current Emissions Reporting	6
5	Emissions reduction targets	6
6	Carbon reduction projects	7
6.1	Completed carbon reduction initiatives	7
6.3	Future carbon reduction initiatives	8
7	Declaration and Sign Off.....	9

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 420 UK-based staff and operate primarily in the UK Aerospace, Defence and Energy sectors, 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 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 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 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 Companies¹.
- 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 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.											
<p>Our reporting against scope 1 only includes the use of the Ascent Hub in Bristol and Ascent lease cars on sites. All other direct combustion and emissions are owned by the MOD and already included in their reporting.</p> <p>Other than our Bristol Hub, 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>											
Baseline year emissions:2021/22											
EMISSIONS	TOTAL (tCO₂e)										
Scope 1	9										
Scope 2	27 (Bristol Hub)²										
Scope 3 (Included Sources)	332 Our Scope 3 breakdown is as follows: <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</td></tr> <tr> <td>6. Business travel</td><td>105</td></tr> <tr> <td>7. Employee commuting</td><td>217</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	6. Business travel	105	7. Employee commuting	217	9. Downstream transportation and distribution	0
4. Upstream transportation Purchased good and services	0										
5. Waste generated in operations	10										
6. Business travel	105										
7. Employee commuting	217										
9. Downstream transportation and distribution	0										
Total Emissions	368										

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.

² This figure has been re-baselined from 0 to 27 to reflect the relocation of our headquarters in Bristol, from a customer provided building outside our reporting scope to a new office within our reporting scope.

Table 1 – Baseline Emissions Footprint

4 Current Emissions Reporting

Reporting Year: 2024/25											
EMISSIONS	TOTAL (tCO ₂ e)										
Scope 1	8										
Scope 2	27 (Bristol Hub)										
Scope 3 (Included Sources)	<div>384</div> <div>Our Scope 3 breakdown is as follows:</div> <table><tr><td>4. Upstream transportation Purchased good and services</td><td>0</td></tr><tr><td>5. Waste generated in operations</td><td>4</td></tr><tr><td>6. Business travel</td><td>145</td></tr><tr><td>7. Employee commuting</td><td>236</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	4	6. Business travel	145	7. Employee commuting	236	9. Downstream transportation and distribution	0
4. Upstream transportation Purchased good and services	0										
5. Waste generated in operations	4										
6. Business travel	145										
7. Employee commuting	236										
9. Downstream transportation and distribution	0										
Total Emissions	420										

Table 2 – Current Emissions Reporting

5 Emissions reduction targets

5.1 To continue our progress to achieving Net Zero, we have adopted the following carbon reduction target.

5.2 Our previous target published in 2024, projected that carbon emissions would decrease over the following five years to 323 tCO₂e by 2028/29. This was a projected reduction of 12% from the baseline year of 2021/22. Unfortunately, further growth in the company (with an associated increase in the number of employees) and first full year of operation in our new headquarters in Bristol, has led to a short-term increase in emissions.

5.3 We now project that carbon emissions will decrease over the next four years to 332 tCO₂e by 2028/29. This is a reduction of 10% from the baseline (as opposed to last year's target of 12%) which will need to be achieved by reductions in the carbon footprint of business travel and employee commuting. This translates to a circa 25% reduction across both over the next four years.

5.4 Progress against this target can be seen in the graph below:

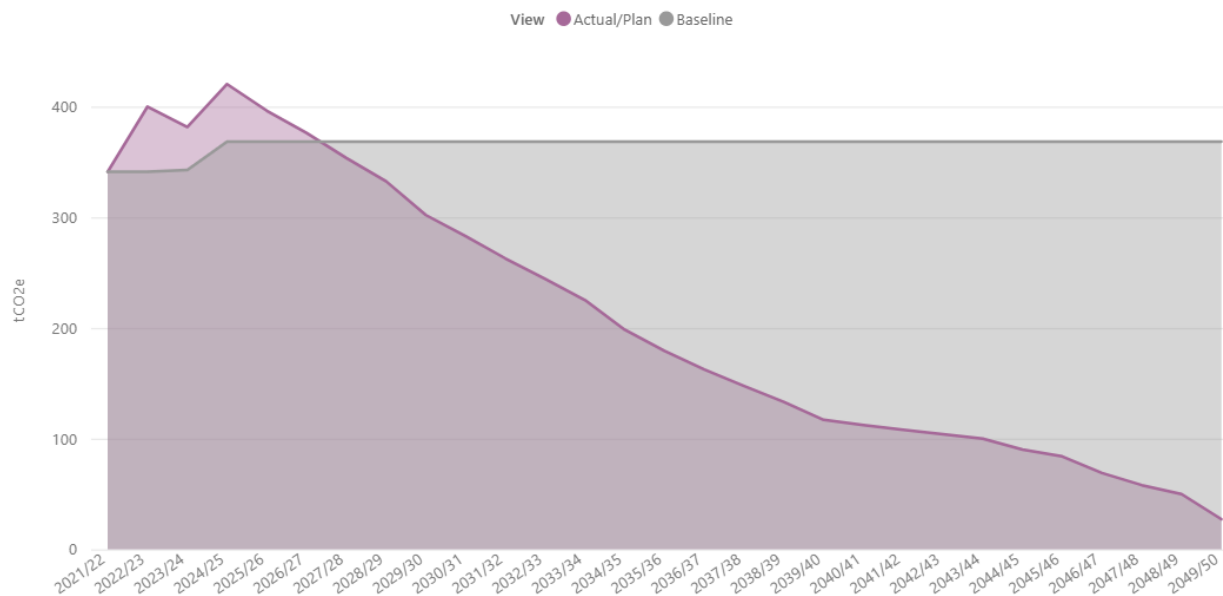


Figure 1 – Carbon Reduction Plan

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 30 employees have signed up to the scheme in its first year of operation (approximately 7% of total workforce up from 5% last year);
- We have installed EV charging points at our Bristol Hub which allows staff to pay to charge their EV cars while at work;

- 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 increased the conditioned air temperature in the Bristol Hub by 0.5° to reduce energy consumption during the summer months;
- 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:

- Provide all employees with energy awareness training to highlight the impact of their decisions on our journey to net zero;
- Lower the boiler temperature at our Bristol HQ;
- Implement a travel Hierarchy;
- Investigate improved monitoring of energy usages;
- Investigate improved understanding of our grey fleet energy usage;
- Investigate installing solar panels on our Bristol HQ;
- Continue to promote our hybrid working model for employees, bicycle, e-bike and EV car schemes and business car sharing scheme to reduce employee commuting emissions;
- Reduce the carbon footprint of our business travel by air, rail, and road through effective measurement and a sustainable travel policy, including increasing the use of EV hire cars and using trains instead of flying where practicable;

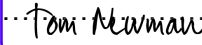
- Continue exploiting use of technology through our digital strategy to reduce the need for business travel;
- Long term consideration and adoption of various carbon capture schemes to eliminate residual but inevitable business carbon output; and
- Work with our customers to help them reduce their own 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 standard³ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting⁴.
- 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) Standard⁵.

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:

8338EC025AAB478...

17-09-2025
Date:

³ <https://ghgprotocol.org/corporate-standard>

⁴ <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

⁵ <https://ghgprotocol.org/standards/scope-3-standard>