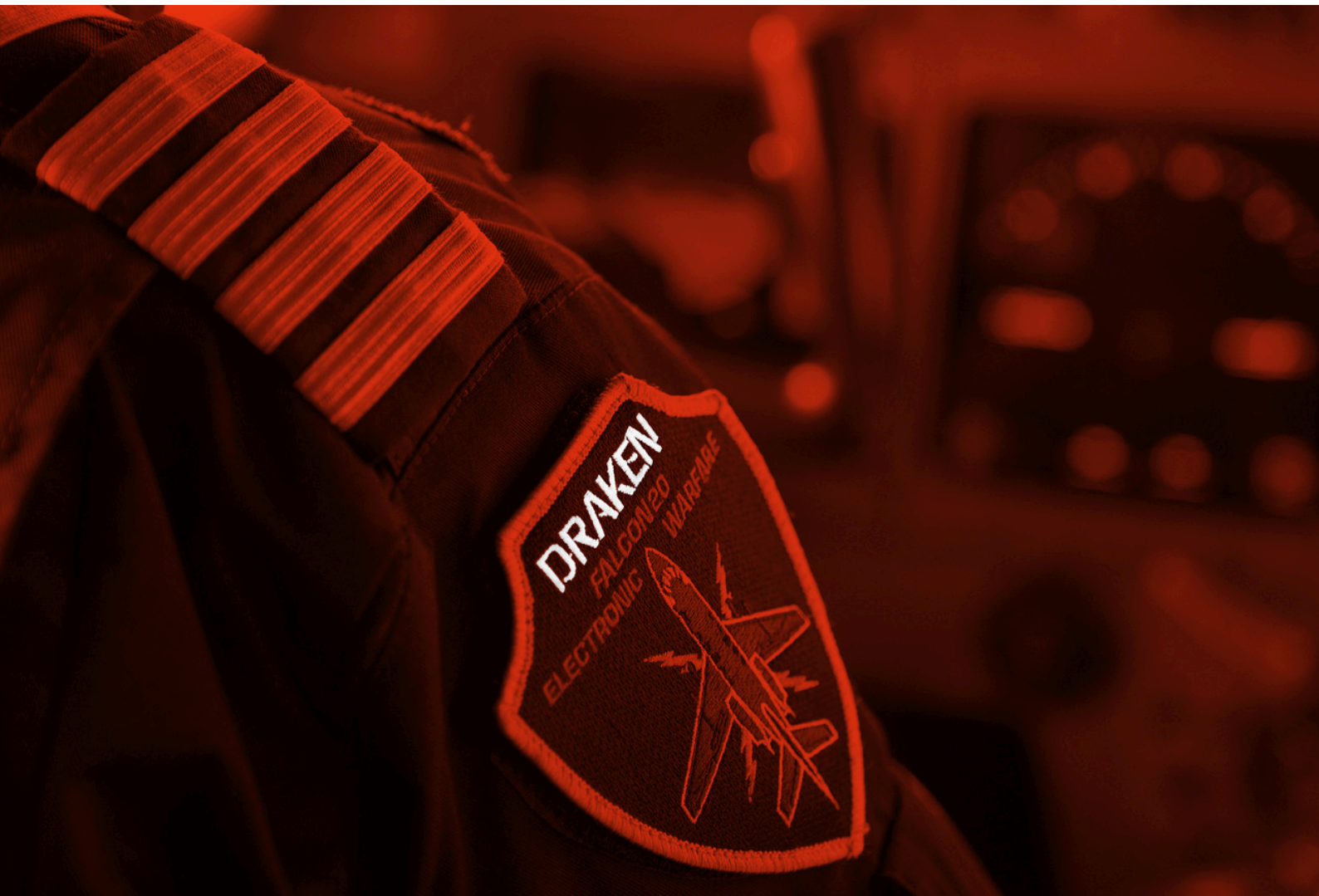
DRAKEN

Carbon Reduction Plan



Carbon Reduction Plan

Introduction

Draken Europe is committed to reducing carbon emissions to Net Zero before 2050.

We recognise the urgency to support the global climate crisis we are facing and this Carbon Reduction Plan sets out our baseline and approach to support the UK with achieving the net zero target by 2050.

Draken Europe have recognised that the current climate change crisis the world is facing provides significant changes to the future and over the past few years, have undertaken projects to reduce carbon emissions.

As an aviation business, we are keen to work with out landlords and suppliers to improve on the products we use to support out business to ensure it is cleaner for the environment - for example, reducing distance travelled by our distributors to provide spares, chemical replacements for degreasing, and supporting alternative jet fuels where feasible and available at our base locations.

Achieving Net Zero

The UK Government has implemented the Climate Change Act, which requires all businesses to reduce greenhouse gas emissions by 2050.

Our commitment is that by 2050, we will have reduced our greenhouse gas emissions to Net Zero by introducing a reduction in our Scope 1, 2 and 3 emissions to minimal quantities by changes to our processes and investment in carbon offsetting schemes

Baseline Emissions

We have collated our greenhouse gas emissions (GHG) as part of our Environmental Management System (EMS). These figures are reported to the Government via the legislation Streamlined Energy and Carbon Reporting (SECR).

Carbon Reduction Plan

Below is Draken Europe's Baseline Emissions recorded in 2020:

2020 Baseline Emissions			tCO2e	% Total
Scope 1	Gas	Emissions from heating office and hangar areas	671	4.1
	Aircraft Fuel (direct)	Emissions from flights for testing, maintenance and training purposes	296	1.8
	Car Fuel	Emissions from road mileage conducted business	7.8	0.05
Scope 2	Electricity	Emissions from energy usage for our office and hangar operations	314	1.9
Scope 3	Waste	Emissions from waste sent to energy incineration	2.8	0.02
	Aircraft Fuel (indirect)	Emissions from aircraft sorties conducted at the customer's request	15059	92.1

Emissions reporting

Previously all environmental reporting was completed at group level of our former PLC company. Since 2020, we have been reporting our metrics through our annual report, which includes Scope 1 and 2. Scope 3 recording is evolving as the metrics become available through improved recording systems and suppliers.

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These will include:

- Business travel - improved reporting on air and rail travel to gather accurate data.
- Transportation and distribution - improve on origin and destination data for goods received or sent to allow accurate data recording on GHG.
- Aircraft fuel (indirect) - it must be noted that these flights are very much requested by our customer and set contractually, of which Draken have no control over timescales and speed requests for the operations

Below are Draken Europe's Baseline Emissions recorded in 2025:

2025 Baseline Emissions			tCO2e	% Total
Scope 1	Gas	Emissions from heating office and hangar areas	840.9	4.5
	Aircraft Fuel (direct)	Emissions from flights for testing, maintenance and training purposes	662.5	3.6
	Car Fuel	Emissions from road mileage conducted business	50.98	0.2
Scope 2	Electricity	Emissions from energy usage for our office and hangar operations	231.3	1.2
Scope 3	Waste	Emissions from waste sent to energy incineration	0.4	0.002
	Aircraft Fuel (indirect)	Emissions from aircraft sorties conducted at the customer's request	16592	90.5

Carbon Reduction Plan

Emissions reduction target

To achieve net zero by 2050, various targets will be set to achieve this across all scopes. Certain scopes will reduce quicker than others due to reliance on third parties, financial investment and available technology.

Our targets are very much manually set based on projects planned and technology replacement

- Scope 1 - reduction of 3% by 2030.

This target is set based on future investment in travel modes, replacement of efficient aircraft types and renewable energy sources being available in our locations based on the size of small demand.

- Scope 2 - reduction of 3% by 2030.

Investment in renewable energy sources planned alongside working with our landlord on options available to use at our sites.

- Scope 3 - reduction of 3% by 2030.

Aircraft fuel usage is the greatest in this scope, which is set by the customer, aligned to their defence operations, or which Draken Europe has no control over the fuel burn for the operation. Investigation into the use of Sustainable Aviation Fuel (SAF) is currently being conducted alongside efficient flying methods during transit to operating zones.

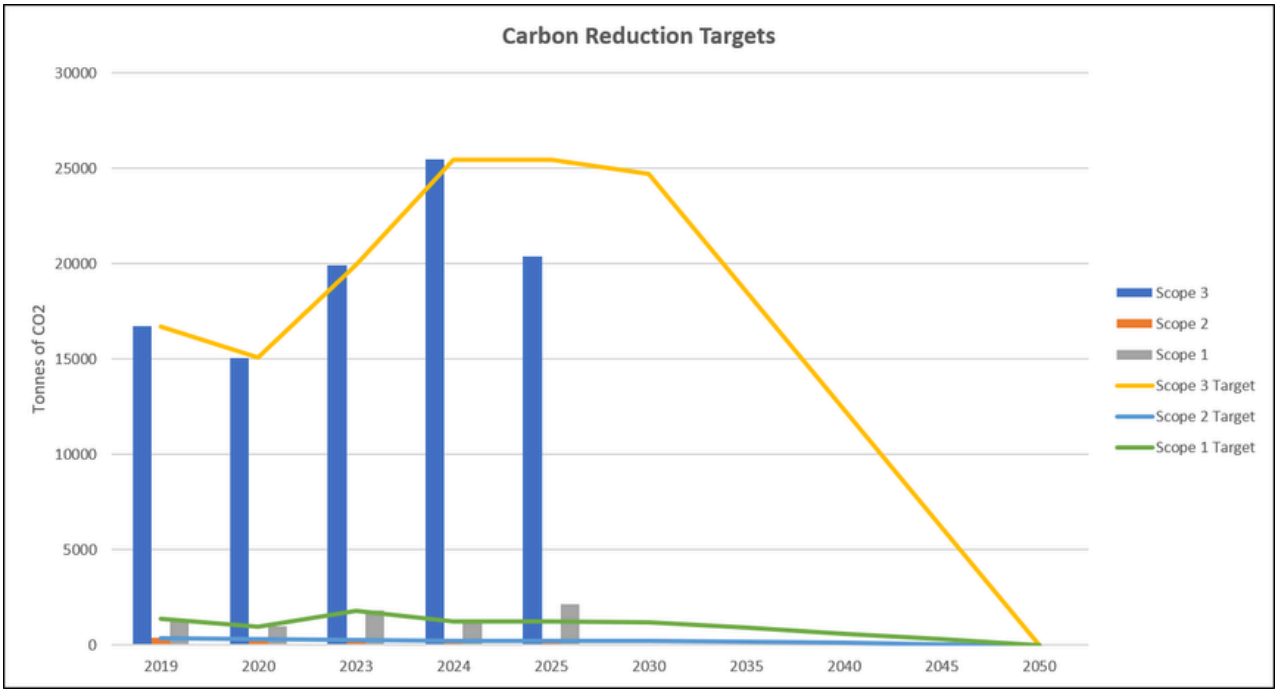
- At 2030, a target of 9% reduction in GHG is predicted.

From 2030 to 2040, a reduction of 50% is anticipated, which will increase rapidly as global changes are made to improve GHG reductions in transport, energy, fuels, etc, as the world and UK improve technology to support these achievements within out industry

- At 2040, a planned reduction of 50%, with a linear decline to zero by 2050

Carbon Reduction Plan

Emissions reduction target graph



Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2020 baseline:

- 100% Renewable energy contract supplied by Bournemouth Airport
- Zero waste to landfill
- Improvement of data and accuracy through the use of Greenly platform
- Replaced diesel pool cars with hybrids
- Investment in electric tugs to replace diesel types
- Upgrade lighting to LED type

Carbon Reduction Plan

Carbon reduction projects

To achieve the set carbon reduction targets for the business, the following environmental projects will be implemented and measured:

Reduce Scope 1 Emissions:

- Move away from fossil fuels used to heat the offices and hangars
- Investigate use of Sustainable Aviation Fuel (SAF)

Reduce Scope 2 Emissions:

- Reduce energy consumption and improve energy efficiency
- Support our landlord with investment in renewable energy sources at our sites

Reduce Scope 3 Emissions:

- Improve on data recorded and accuracy
- Invest in efficient aircraft types
- Use of sustainable fuel alternatives in the future
- Managing a supplier carbon reduction programme
- Behaviour changes by staff on how we do business

Next Steps

An annual review will be conducted to ensure that emission reduction targets are met. This will be reported on via the annual GHG Report.

Carbon Reduction Plan

Declaration and sign off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard 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 36 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 by the MD UK.



Date 2 Nov 26

*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