HELICOPTERS

Airbus Helicopters UK Ltd

2021 Carbon Reduction Plan

AIRBUS

Commitment to achieving net zero

Airbus Helicopters UK Ltd is committed to achieving Net Zero emissions for its UK operations by 2050.

This commitment is made as part of and according to the global Airbus SE ("Airbus") ambition to reach Net Zero Greenhouse Gas (GHG) emissions for its manufacturing sites and its site operations by 2050 as disclosed in the 2020 Airbus Annual Report.

Baseline emissions footprint

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: 2015

Additional Details Relating to the Baseline Emissions Calculations.

Airbus has set 2015 as the baseline year for its Scope 1 and 2 2030 emission reduction plan. For Scope 3, a 2018 baseline is used due to data availability reasons.
Scope 1 and 2 figures, for both the baseline and current years, are calculated as pro-rata (by reference to the number of Airbus full-time employees) of global Airbus environmental reported data (Ref: Airbus Annual Report). In 2021 Airbus SE improved its reporting methodology and all scope 1 and 2 data in this document has been restated to reflect these evolutions.

Baseline year emissions:

Emissions	Total (tCO_2e)
Scope 1	973
Scope 2	644
Scope 3 – included sources	1,362.2 (Baseline 2018)
Total emissions	**2979.2**

Current emissions reporting

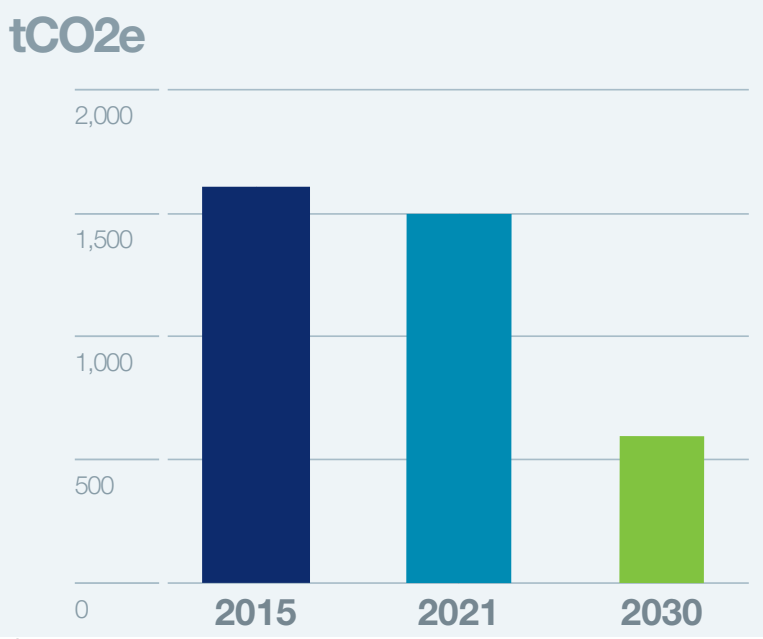
Reporting year 2021:	
Emissions	**Total (tCO_2e)**
Scope 1	1,026
Scope 2	484
Scope 3 – included sources	1,488.1
Total emissions	**2,998.1**

Emissions reduction targets

In order to continue to progress towards achieving net zero, Airbus has adopted the following GHG emissions reduction targets.

Airbus Helicopters UK Ltd projects that its Scope 1 and 2 GHG emissions will decrease to a total of 1019 tCO2e by 2030. This is a reduction of 63%.

Progress against these targets can be seen in the graph



Carbon reduction projects

Completed and future carbon reduction initiatives

In 2019, Airbus rolled out high5+, a plan to reduce the environmental footprint of its industrial operations globally by 2030 in the areas of energy and water consumption, waste production and VOC (volatile organic compound) and CO2e emissions. These 2030 objectives have been set in absolute reduction value compared to their 2015 Baseline levels.

Specifically on energy and CO_2, the objective is to achieve an energy reduction of 20% and Scope 1 and Scope 2 net GHG emissions reduction of 63% by 2030. This target has been set by applying the relevant "Science Based Target Initiative" (SBTi) methodology for a near-term target in line with a "1.5°C" pathway. While Airbus is working on a detailed pathway for a long-term target in line with the SBTi Net-Zero standard, it has committed to neutralise the scopes 1 and 2 residual emissions from 2030 by using only carbon removals.

Airbus continues to demonstrate its commitment to improving its environmental performance by having been recertified to ISO 14001: 2015 version in November 2019, and confirmed by a certification surveillance audit in 2021. Airbus actively monitors its environmental data in order to measure the environmental impact of its site operations, track its performance and communicate with internal and external stakeholders. Since 2010, Airbus has published environmental data verified by external auditors.

In 2019, Airbus introduced a process to compensate for GHG emissions in Scope 1 and 2 and partially in Scope 3, (i.e. air business travels and certain logistic activities) for which efforts to reduce emissions and use of renewable energy are not sufficient to meet internal targets. This mechanism follows a climate mitigation hierarchy according to which, firstly efforts are placed for avoiding and reducing GHG emissions in absolute value to later compensate. As part of its plan to tackle Scope 3 emissions, Airbus compensates all emissions from air business travel at corporate level.

In the same timeframe, the share of renewable electricity used in industrial operations in Europe is scheduled to progressively increase to reach 100% by 2030.

Airbus Helicopters

With regards to its own product fleet, Airbus Helicopters has a roadmap to reduce carbon emissions and is focusing efforts on six key areas:

1. Replacing current fleets with more performant aircrafts – improving its products through new designs (progress on aerodynamics), advanced materials (to decrease mass), upgraded systems and high efficiency turbines combined with electrical engines to decrease fuel consumption.
2. Investing in disruptive technologies that will enable Airbus Helicopters to market full electrical vehicles, in particular for Urban Air Mobility.
3. Exploring the feasibility to use zero carbon alternative fuels like H2
4. Investing in solutions to support its customers to minimise fuel consumption with best operational practises, innovative services and training.
5. Developing in cooperation with its suppliers/value chain and deploying SAF - all Airbus helicopters are certified to fly with a fuel blend including up to 50% of SAF.
6. Encouraging temporary CO_2 emission compensation schemes – temporary CO_2 emission compensation will be instrumental to stabilising aviation's emissions in the medium term until disruptive solutions reach maturity.

Other environmental management measures and projects have been completed or implemented by Airbus since 2015.

For Airbus Helicopters UK Ltd:

The 9% increase in Scope 3 emissions in 2021 is largely due to increased commuting as staff returned to office working. An additional installation of EV chargers near the end of 2021 is anticipated to assist in reducing some of this impact.

Throughout 2021 Airbus Helicopters UK Ltd worked its current landlord at Oxford Airport to secure new premises for the business moving forwards. The intention is for the new premises to be as energy efficient as possible and to minimise the impact on the environment both during construction and operational phases.

The requirements of 2022 regulations will ensure that the construction of the new premises includes far higher standards of insulation and energy efficiency than the current premises, and all possible options to enhance these are being examined.

As in previous years, at each vehicle renewal/replacement phase, Airbus is reviewing the capability and suitability of hybrid and EV light commercial vehicles for the duties required to support its operations.

Declaration and sign-off

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 standard[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2] .

Scope 1 and Scope 2 emissions are calculated as pro-rata (by reference to the number of Airbus full-time employees) of global Airbus environmental reported data (Ref: Airbus Annual Report). 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 off by the board of directors (or equivalent management body).

Signed on behalf of Airbus Helicopters UK Ltd

13 June 2022

Colin James

Managing Director
Airbus Helicopters UK Ltd

Click:

[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

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