

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Signature Aviation, plc (formerly BBA Aviation) is a focused aviation service and systems support group. The Company's name changed at the end of November 2019 to "Signature Aviation plc" to better align with the Company's prominent brand in its core market. The continuing business (comprised of Signature FBO, EPIC and TECHNICAir) provides specialized on-airport support services including refueling and ground handling to owners and operators of private, business, military and commercial aircraft. Signature Aviation has approximately 200 locations worldwide, covering regions with large numbers of business jets and aircraft movements.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data.

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2019	December 31 2019	Yes	3 years

C0.3

(C0.3) Select the countries/areas for which you will be supplying data.

- Antigua and Barbuda
- Brazil
- Canada
- France
- Germany
- Greece
- Ireland
- Italy
- Panama
- Puerto Rico
- Saint Kitts and Nevis
- Saint Martin (French part)
- Singapore
- South Africa
- Trinidad and Tobago
- United Kingdom of Great Britain and Northern Ireland
- United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

- USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

- Operational control

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual(s)	Please explain
Board-level committee	The Audit and Risk Committee of the Board reviews information on climate related issues and risks from the Chief Risk Officer.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding strategy Reviewing and guiding major plans of action Reviewing and guiding risk management policies Setting performance objectives Overseeing major capital expenditures, acquisitions and divestitures Monitoring and overseeing progress against goals and targets for addressing climate-related issues	<Not Applicable>	The Audit and Risk Committee is responsible for reviewing and approving the adequacy and effectiveness of our risk management and internal controls, including identifying opportunities to improve our risk management processes to: • ensure consistent assessment of climate risk across our Group; • clarify expectations for risk management and reporting, including roles and responsibilities; • strengthen decision making through better visibility and understanding of the climate risk by line of business and geography; and • improve transparency in our climate disclosures. The Chief Risk Officer reports on key risks and risk mitigation activities to the Audit and Risk Committee. Climate risks are monitored by the HSE team and reports those to the Chief Risk Officer via the risk matrix. The Sustainability Committee makes day to day operational decisions regarding climate opportunities and presents strategic initiatives and goals to the Chief Risk Officer and/or directly to the Board.

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Executive Officer (CEO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	More frequently than quarterly
Chief Operating Officer (COO)	<Not Applicable>	Managing climate-related risks and opportunities	<Not Applicable>	More frequently than quarterly
Chief Risks Officer (CRO)	<Not Applicable>	Assessing climate-related risks and opportunities	<Not Applicable>	Quarterly

C1.2a

(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).

The CEO has overall responsibility for climate-related issues. At his direction, the ESG Steering Committee was formed in 2019 to outline a long-term strategy, based on climate risks and opportunities facing the business. The CEO integrates climate-related issues into the Board agenda to ensure the highest level of oversight and buy-in. He sets the expectations for the Leadership Team, including performance incentives tied to successful implementation of the strategy.

In 2019 a new principal risk was introduced to our Principal Risk Matrix: "Major safety or environmental incident or site closure resulting from factors including safety, pandemics, natural disasters, flood risks or other external actions." The Chief Operating Officer (COO) is the designated owner of this key risk and as such oversees the ESG Steering Committee and the Business Continuity Management Council.

The ESG Steering Committee, under the direction of the COO, was formed in 2019 with cross-functional senior leadership participation. The committee reports up to the CEO and the Board and is responsible for development of the climate strategy and implementation plan. Included in the strategy is our new corporate-wide 2050 Net Zero Scope 1+Scope 2 emissions target and implementation plan, as well as internal Scope 3 reduction targets through expansion of sustainability aviation fuel sales and associated delivery infrastructure. The COO, in overseeing the day-to-day administrative and operational functions of the business, ensures the strategy is integrated into the business and that resources are allocated appropriately to manage the climate risk and opportunities.

The Chief Risk Officer reports to the Group Finance Director who reports to the CEO. The Chief Risk Officer has a wide range of responsibilities, including leading corporate Risk Management, strategic change projects, Project Management Office, Insurance and Compliance functions (Internal Audit, and Health, Safety, and Environmental (HSE)) and thus is able to look at both transitional and physical climate related risks within the context of the overall business and strategy.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	Performance metrics such as Key Performance Indicators (KPIs) are integrated into all senior management annual performance reviews. These metrics are periodically reviewed and incorporated into a performance score and weighted as part of a performance bonus.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive	Type of incentive	Activity incentivized	Comment
Corporate executive team	Monetary reward	Emissions reduction project Emissions reduction target Energy reduction project Efficiency project Environmental criteria included in purchases	Executive compensation is tied to meeting both cost control targets and revenue targets as well as health, safety and environmental performance. Energy and resultant emissions are a key component in controlling costs. Revenue growth is related to process improvements and new products and product enhancements contribute to reducing global emissions.
Management group	Monetary reward	Emissions reduction project Emissions reduction target Energy reduction project Efficiency project Environmental criteria included in purchases	
Environmental, health, and safety manager	Monetary reward	Emissions reduction project Emissions reduction target Energy reduction project Efficiency project	
All employees	Non-monetary reward	Behavior change related indicator	The Engagement Council (EEC) has an employee recognition program that recognizes outstanding service or performance, including areas of sustainability and climate change. The EEC also works to promote certain behaviors with Sustainable actions such as carpooling, energy conservation, etc.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	3	This aligns with our three year financial forecast and risk assessment process.
Medium-term	3	10	This aligns with our climate strategy and associated Scope 1 and 2 emissions targets, which are based on 2025, 2030 and 2050 milestones.
Long-term	10	30	This aligns with our climate strategy and associated Scope 1 and 2 emissions targets, which are based on 2025, 2030 and 2050 milestones.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

We have identified 13 principal risks and uncertainties facing Signature Aviation which are considered by the Board to be material to the development, performance, position or future prospects of the Group. The substantive financial or strategic impact to the business is assessed with the following factors:

- Likelihood, velocity and impact – consistent scale across the business and functions
- Gross risk – maximum exposure before mitigating controls
- Mitigated risk – net risk after mitigating controls have been applied.

A new principal risk was introduced in 2019: Major safety or environmental incident or site closure resulting from factors including safety, pandemics, natural disasters, flood risks or other external actions.

The bi-annual risk assessment process looks forward three years to create Signature Aviation's risk profile. These key Group-level risks are input into the scenario modelling for the Viability Statement. The directors consider the three-year period to be the appropriate viability assessment period based on the historic performance of the Group and its key underlying markets. The directors give consideration to the levels of uncertainty within the global economic and political environment and to the risks faced by the Group and believe a three-year period remains the optimal balance of long-term projections and acceptable forecasting accuracy.

In making their assessments the directors have considered the potential financial and operational impacts of severe yet plausible scenarios that could impact the three-year financial performance of the Group. The plausible scenarios considered are broadly aligned to the 13 identified principal risks and uncertainties, and incorporate both external factors such as a potential downturn in the B&GA market and internal factors such as possibility that our planned strategic initiatives may prove ineffective.

In addition to the assessment of the Group's risk landscape over a three-year period, management also considers emerging risk over a longer time horizon with a particular focus on climate change. Three key themes have been identified in relation to emerging climate change risk and a comprehensive review is ongoing into the current state and future strategy of the Group in relation to environmental matters.

- Environmental consciousness impacting behaviour – increasing political and public pressure over the impact of flying, including B&GA travel, on the environment and the longer-term impact of customer behaviours in seeking mitigation strategies or alternative sources of travel.
- Regulations and taxes – the potential for increasing government regulation including programmes to reduce carbon emissions, increasing taxes on jet fuel, and actions taken against higher carbon emitting industries.
- Capital investment – in responding to changes in flight technology such as the introduction of emerging electric aircraft technology and electric vertical take-off and landing vehicles (eVTOLs) capital investment may be needed to meet new customer demand.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered

Direct operations
Upstream
Downstream

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

More than once a year

Time horizon(s) covered

Short-term
Medium-term
Long-term

Description of process

Our risk identification and assessment process is designed to improve the likelihood of delivering our business objectives, protect the interests of our shareholders and key stakeholders, and enhance the quality of our decision making through the awareness of risk-assessed outcomes. It also assists in the safeguarding of our assets, including people, finances, property and reputation. The process is effective in addressing both transitional and physical risks related to climate change. Signature Aviation's risk mitigation strategy and risk appetite are matters that are overseen by the Board, with the support of the Audit and Risk Committee, which manages the processes that underpin risk assessment and our systems of internal control. The Internal Audit team includes a number of questions on Corporate Responsibility matters in the annual Control Risk Assessment questionnaire which is completed by each of the operating businesses. Management teams in business units review risks through a self-assessment methodology and develop risk registers which, together with risk maps that are developed from the risk registers, are submitted to the Signature Leadership Team (previously the Executive Management Committee) and the Audit and Risk Committee on a bi-annual basis. Business units are responsible for identifying, assessing and managing risks within their business subject to Group risk appetite. The Signature Leadership Team is responsible for setting strategic direction, executing strategic decisions and implementing an effective corporate risk management system. The Signature Leadership Team, together with the Audit and Risk Committee, review the risk registers and other risk information provided by the Chief Risk Officer. The Board has established a framework for assessing substantive risk, including climate related risks. The framework evaluates risk in the context of likelihood and impact in financial and reputational terms. Each risk within the Group is assessed against this framework and the Board reassesses its risk appetite on a bi-annual basis when risk maps are presented to the Audit and Risk Committee. We continue to evolve our risk management process to provide practical and timely insight into the risks the business is facing. In 2019 our risk registers were extended to include a deep dive into climate change risk, identifying how this could impact our business now, and in the future, as emerging risk. In 2019 a new addition to our Principal Risk Matrix was introduced: "Major safety or environmental incident or site closure resulting from factors including safety, pandemics, natural disasters, flood risks or other external actions." The Chief Operating Officer is the designated owner of this key risk and as such oversees the ESG Steering Committee and the Business Continuity Management Council. The thirteen principle risks identified on this matrix are considered current risks, those which over a short-term horizon (3 years) could affect our business and key stakeholders and impact the delivery of our strategic objectives. In addition to the assessment of the Group's risk landscape over a three-year period, management also considers emerging risk over a longer time horizon (3-30 years) with a particular focus on climate change. The ESG Steering Committee, formed in 2019 and comprised of a cross-functional senior management team, reviews and provides input to the Chief Operating Officer on the management of current and emerging risks related to climate change. The Committee is also responsible for reviewing the Company's progress on climate strategy to mitigate risk, including emissions reduction targets.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Our Sustainability Committee is responsible for reviewing climate change regulations to determine their impact on our business and to mitigate those impacts within the regulatory framework. The Committee communicates identified risks/opportunities to our Chief Risk Officer, who reports to the Audit and Risk Committee of the Board. Examples of regulations that directly impact our operations include the UK GHG and CRC schemes and a number of California emission reduction programs.
Emerging regulation	Relevant, always included	Our Sustainability Committee reviews emerging regulations to determine if they are likely to impact our business strategy and climate related risks and reports material results to the Chief Risk Officer. The California Sustainable Freight initiative is an example of an emerging regulation that is likely to affect airport ground equipment.
Technology	Relevant, always included	Each Business Unit is responsible for reviewing and evaluating technologies with a potential to improve our business performance and reduce our carbon footprint. Our Sustainability Committee monitors external developments to ensure that we remain compliant with all environmental legislation and our ESG Steering Committee monitors developing technology – for example solar, alternative fuel vehicles, electric aircraft, and sustainable aviation fuel – to understand if they might have practical application for Signature Aviation. We have plans to increase the number of locations that are self-sufficient for electricity from solar by an additional 30 over the next two years. And we have partnered with Uber Elevate as its infrastructure advisor as it seeks to develop its eVTOL or electric vertical take-off and landing vehicles. Electric flying will continue to be a slower concept to evolve when considered against the automotive industry, but we do believe that hybrid planes for short distances could be increasingly present in the next 5-10 years. At our core, we are providers of real estate to facilitate business and general aviation; we do not operate any aircraft ourselves. In fuel, the move to sustainable aviation fuel has been a slow process given the lack of global production capacity, which often makes the product very expensive in today's market – often three to four times the cost of normal JetA product. We work with our supply chain, through both our customer and vendor channels, to influence behaviours to achieve a sustainable future.
Legal	Relevant, always included	Our Legal department continuously reviews policy and regulatory developments on a global basis that might impact our climate change risks. Examples include implementation of the Paris Agreement and legal impacts of Brexit.
Market	Relevant, always included	Each Business Unit is responsible for reviewing and evaluating market risks related to emerging technologies and regulations. As an example, Signature is currently working with a coalition of airlines, aircraft operators and fuel companies on a sustainable aviation fuel (SAF) initiative at various airports to identify bases with ability to sell SAF as a segregated product. Without a transition to SAF, increasing political and public pressure over the impact of flying, including B&G travel, on the environment could have longer term impacts on environmental consciousness and customer behaviour, resulting in customers seeking mitigation strategies or alternative sources of travel. At our core, we are providers of real estate to facilitate business and general aviation; we do not operate any aircraft ourselves. However, we have also partnered with Uber Elevate as its infrastructure advisor as it seeks to develop its electric vertical take-off and landing vehicles (eVTOL). Electric flying will continue to be a slower concept to evolve when considered against the automotive industry, but we do believe that hybrid planes for short distances could be increasingly present in the next 5-10 years.
Reputation	Relevant, always included	Our investors' and customers' inquiries related to our global footprint are considered in our climate change strategy. We publicly disclose our climate strategy and GHG emissions through CDP and other venues to respond proactively to these investor and customer inquiries. Reputation issues are incorporated into our risk registers and reviewed by our Chief Risk Officer.
Acute physical	Relevant, always included	We have robust plans in place for extreme weather events as part of our Business Continuity Planning process. For example, Hurricane Dorian in Florida and Hurricane Imelda in Texas required significant coordination in 2019. Prior to the storms, weather systems were monitored. A response plan and checklist were initiated along with daily status calls. At the locations, we sheltered or evacuated aircraft, staged equipment, and monitored fuel supplies. Our corporate office worked to ensure that payroll and other vital functions were handled.
Chronic physical	Relevant, always included	Chronic physical risks such as sea level rise and/or temperature increases would be included in our business risk registers if they are determined to be material risks. Due to the diverse nature of the business, with assets around the globe, any given event is anticipated to have isolated impact on our overall business; however the increased frequency and severity of physical impacts from climate change over time could present a cumulative risk with multiple locations affected simultaneously.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Carbon pricing mechanisms
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Primary potential financial impact

Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

The potential for increasing government regulation including programmes to reduce carbon emissions, increasing taxes on jet fuel, and actions taken against higher carbon emitting industries. We participate in several GHG emission reporting schemes. Some of these require us to pay a fee based on our utility usage at our facilities. This results in higher operating costs which are difficult to pass. This also requires additional internal resources to compile the data for reporting purposes.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

75000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

The financial impact comes from both the emission fees we must pay as well as the internal costs to gather and manage the data.

Cost of response to risk

50000

Description of response and explanation of cost calculation

We utilize internal and external resources for gathering and reporting utility data. Additionally, we are required to have 3rd party verification which is an additional cost.

Comment

The Carbon Reduction Commitment (CRC) in the UK is one driver for these costs. The current plan is to phase it out and replace it with a utility tax. This will not eliminate the compliance cost, but may reduce the management costs.

Identifier

Risk 2

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Increased severity and frequency of extreme weather events such as cyclones and floods
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Primary potential financial impact

Increased insurance claims liability

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Our business can be affected by severe seasonal weather conditions, such as hurricanes, floods, snowstorms or other inclement weather, which could cause temporary closure of some of our facilities and/or operations; degraded field work safety and efficiency; and/or property damage. While severe weather events and other natural disasters could affect our operations at any given location(s) and have a negative impact on our business, financial condition, operational results, or cash flows, the timing and location of these impacts are not known with any certainty. Because of the decentralized nature of our business, with facilities located globally, any given event is anticipated to have isolated impact on our overall business; however the increased frequency and severity of these events over time could present a cumulative risk with multiple locations affected simultaneously.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

1

Potential financial impact figure – maximum (currency)

100000

Explanation of financial impact figure

We incur up to the potential insurance deductible but not beyond \$100K. Additionally, while severe weather events can potentially have a negative financial impact on our business, these are typically offset by additional business opportunities. During severe weather, Signature facilities typically have more backup power and supplies than the commercial airlines. Also, relief support and supplies are often routed through our facilities.

Cost of response to risk

100000

Description of response and explanation of cost calculation

Property damage is covered by insurance. Our insurance deductible is \$100K. We are in the process of evaluating physical climate-related risks from water (water stress, water depletion, drought, flooding) utilizing the WRI Aqueduct tool. While droughts, flooding and other impacts from climate change could affect any given location(s), due to the decentralized nature of our business, with facilities located globally, impacts on our overall business would be limited and managed through our Business Continuity Plan. A sub-Committee of the Signature Leadership Team (formerly Executive Management Committee) provides guidance and leadership to ensure that Signature Aviation’s businesses are suitably protected from a Business Continuity Management (BCM) perspective. This includes ensuring compliance with the Group’s BCM Policy and providing support and expertise, both within Committee members’ respective operations and across the Group. The Committee consists of BCM coordinators from each business unit and the key global functions. The Committee meets for bi-annual reviews and strategy planning, monthly conference calls, and is the internal business driver for the BCM testing programme. Knowledge, learning and experiences are shared within the Group to deliver continuous improvement in BCM practice.

Comment

Insurance deductible is \$100K.

Identifier

Risk 3

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Technology	Substitution of existing products and services with lower emissions options
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Primary potential financial impact

Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

We are impacted by regulations that restrict the type of equipment we can utilize based on their emissions. For example, aircraft pushback tugs, baggage tugs, fuel trucks are all subject to these regulations. This equipment typically has a higher cost, but also increases the complexity within our operations since it requires us to track equipment being utilized in certain regulatory settings. Additionally, this equipment is not always readily available from our suppliers and we sometimes face challenges with lead time for orders. Increasing political and public pressure over the impact of flying, including B&GA travel, on the environment and the longer-term impact of customer behaviours in seeking mitigation strategies or alternative sources of travel can influence policy direction as well as speed to market for new technologies addressing some of these challenges.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

2000000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

The financial impact reflects the costs of adding new equipment, infrastructure such as charging stations, and management costs associated with tracking equipment. In responding to changes in flight technology such as the introduction of emerging electric aircraft technology and electric vertical take-off and landing vehicles (eVTOLs) capital investment may be needed to meet new customer demand.

Cost of response to risk

200000

Description of response and explanation of cost calculation

Each Business Unit is responsible for reviewing and evaluating technologies with a potential to improve our business performance and reduce our carbon footprint. Our Sustainability Committee monitors external developments to ensure that we remain compliant with all environmental legislation and our ESG Steering Committee monitors developing technology – for example solar, alternative fuel vehicles, electric aircraft, and sustainable aviation fuel – to understand if they might have practical application for Signature Aviation. We utilize internal software tracking as well as personnel from our environmental and equipment organizations; therefore response costs include indirect costs associated with the software licensing and staff allocation.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Opp1

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Products and services

Primary climate-related opportunity driver

Shift in consumer preferences

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

We may be able to offer additional ground services for customers who do not wish to invest in higher cost GSE. These might include aircraft handling, baggage handling, or fueling. Signature operates a large fleet of ground support equipment (GSE), from fuel trucks to smaller items such as tugs and lavatory and water carts. Availability and viability of alternative technology options for lighter equipment has improved significantly and we have many electric items in our fleet such as tugs, towbarless tractors and belt loaders, which also have a low cost to operate and maintain. At multiple airports in the USA, we are working with the airport authorities and other agencies on strategic plans to convert fully to electric, utilising new state funding. We have an active fuel truck renewal programme which, in the absence of in-production alternative technology models, is focused on vehicles with low emission, efficient diesel engines.

Time horizon

Short-term

Likelihood

About as likely as not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

30000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Increased tow movements, ground handling, or fueling equipment to third parties. Electric equipment is typically smaller in size and easier to maintain, with lower fuel costs. Additionally, public grant monies can be available for emerging technologies and future compliance costs can be minimized.

Cost to realize opportunity

10000

Strategy to realize opportunity and explanation of cost calculation

Investments in equipment replacement - from fossil fuels to electrification; Developing a marketing strategy to 3rd party customers. As a large purchaser of GSE, we have a significant opportunity to influence our supply chain and drive new product development as well as support new models coming to market. We are partnering with a number of suppliers in this way. We are also able to draw on and share our experience at San Francisco (SFO) where we have exclusively used biodiesel as running fuel for all fuel trucks and GPUs since 2007.

Comment

Identifier

Opp2

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Products and services

Primary climate-related opportunity driver

Other, please specify

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

During severe weather, Signature facilities typically have more backup power and supplies than the commercial airlines and thus are able to provide relief support, with supplies routed through our facilities. For instance: Both Signature Van Nuys (VNY) and Signature Santa Barbara (SBA) were on hand to support rescue and relief efforts during wildfires last year. In the aftermath of January's Thomas wildfire and subsequent mudflow event in Montecito, SBA's main terminal became a triage centre for air-rescued residents of the mudflow area and the location supported around 50 helicopter rescue operations. In the weeks following, with the freeway closed, local pilots volunteered their time to transport emergency responders from other airports to SBA. Signature donated approximately \$25k of aviation fuel to support these efforts. During wildfire season VNY becomes the base of operations and fueling post for Southern California Cal-Fire and its amphibious and tactical firefighting aircraft, including the 'Super Scooper', which has been supported by VNY for many years.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

50000

Potential financial impact figure – maximum (currency)

100000

Explanation of financial impact figure

Increased revenue from emergency response activities

Cost to realize opportunity

10000

Strategy to realize opportunity and explanation of cost calculation

Installation and expansion of redundant power generation systems

Comment

Identifier

Opp3

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Resource efficiency

Primary climate-related opportunity driver

Move to more efficient buildings

Primary potential financial impact

Reduced indirect (operating) costs

Company-specific description

Energy efficiency within our hangars and other facilities continues to provide opportunity for operational cost reductions. We have plans to increase the number of locations that are self-sufficient for electricity from solar by an additional 30 over the next two years.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

75000

Potential financial impact figure – maximum (currency)

150000

Explanation of financial impact figure

Cost savings from energy efficiency initiatives

Cost to realize opportunity

100000

Strategy to realize opportunity and explanation of cost calculation

Investment in energy efficiency projects. Following an investment of c.\$7 million, we already have seven FBOs on the US East Coast that are completely self-sufficient in electricity from solar panels. From these we are generating electricity over and above our needs and therefore returning clean energy to the grid. We have plans to increase the number of locations that are self-sufficient for electricity from solar by an additional 30 over the next two years.

Comment

C3. Business Strategy

C3.1

(C3.1) Have climate-related risks and opportunities influenced your organization's strategy and/or financial planning?

Yes, and we have developed a low-carbon transition plan

C3.1a

(C3.1a) Does your organization use climate-related scenario analysis to inform its strategy?

Yes, qualitative

C3.1b

(C3.1b) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenarios and models applied	Details
2DS IEA Sustainable development scenario	We modeled our emissions reduction strategy to 2050, factoring in assumptions for business growth, utilizing both the 2 degree scenario and well below 2 degree scenario options. We elected to set targets consistent with the well below 2 degree scenario (1.5 degree C) pathway, including a Net Zero goal for Scope 1+2 emissions by 2050. In setting our targets, we evaluated future technology and policy implications, consistent with the 2DS and IEA Sustainable Development Scenario models.

C3.1d

(C3.1d) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	We are highly supportive of the work being done by the aviation industry and fuel suppliers to improve both the availability and cost of sustainable aviation fuel (SAF). As market leader in the B&GA sector, we believe we have an important part to play, both providing infrastructure and generating demand. During 2019 we incorporated SAF into our climate strategy and partnered with customers and airport communities on three key SAF initiatives: • At Mobile Downtown (BFM) we have supplied and delivered SAF to Airbus to support new aircraft deliveries to Delta and JetBlue; • At Atlantic City (ACY), in a joint EPIC and Signature project, we provided SAF to support a Boeing 777 ecoDemonstrator flight; and • At Van Nuys (VNY) we participated in and delivered SAF as part of an airport-wide event. Within Signature Flight Services (SFS) approximately .01% of our fuel sales in 2019 were SAF, but we recognize that there is growing customer demand for SAF and plan to have it regularly available at some of our US locations by the end of 2020.
Supply chain and/or value chain	Yes	We have many electric items in our ground support equipment (GSE) fleet, as well as hybrid electric crew cars available at some locations. Alternative technology models of heavier items such as fuel trucks are not yet commercially available, so our renewal programme is focused on vehicles with low emission, efficient diesel engines. As a large purchaser of GSE, we have a significant opportunity to influence our supply chain and drive new product development as well as support new models coming to market. We are partnering with a number of suppliers in this way. We are also able to draw on and share our experience at San Francisco (SFO) where we have exclusively used biodiesel as running fuel for all fuel trucks and GPUs since 2007. The remaining balance of the fleet at SFO is powered by electricity and compressed natural gas. In 2019 we also partnered with Uber Elevate to facilitate ground based operations to support skyport infrastructure for UberAIR, which plans to operate a network of electric air taxis in cities worldwide. These electric vertical take-off and landing vehicles (eVTOLs) differ from helicopters as they are quieter, safer, more affordable and more environmentally friendly. This partnership will leverage Signature's leading scale, distribution and aviation expertise with Uber's innovative services and technology leadership to forge a vision for the future of transportation. Signature is also the ground based operator of choice for Uber's helicopter services in Manhattan.
Investment in R&D	No	We do not have climate specific R&D investments separate from our products/services investments.
Operations	Yes	Following an investment of c.\$7 million, we already have seven FBOs on the US East Coast that are completely self-sufficient in electricity from solar panels. From these we are generating electricity over and above our needs and therefore returning clean energy to the grid. We have plans to increase the number of locations that are self-sufficient for electricity from solar by an additional 30 over the next two years.

C3.1e

(C3.1e) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Indirect costs Capital expenditures Capital allocation Access to capital Assets	We modeled our emissions reduction strategy to 2050, factoring in assumptions for business growth, utilizing both the 2 degree scenario and well below 2 degree scenario options. We elected to set targets consistent with the well below 2 degree scenario (1.5 degree C) pathway, including a Net Zero goal for Scope 1+2 emissions by 2050. In setting our targets, we evaluated future technology and policy implications, consistent with the 2DS and IEA Sustainable Development Scenario models. We modeled implementation rates and capital outlay needed for renewable energy implementation, LED lighting conversions, hangar heating upgrades and GSE conversions to reach Net Zero Scope 1&2 emissions by 2050. We also included increased sales of sustainable aviation fuel in our climate strategy. We are principally providers of real estate to facilitate business and general aviation and do not operate any aircraft ourselves, thus our sales of sustainable aviation fuel are considered Scope 3 emissions. The International Energy Agency's Sustainable Development Scenario anticipates biofuels reaching around 10% of aviation fuel demand by 2030, and close to 20% by 2040. We are in the process of evaluating physical climate-related risks (water stress, water depletion, drought, flooding) utilizing the WRI Aqueduct tool. We will complete the assessment in 2020 and relevant findings will be incorporated into our risk matrices and Business Continuity Management (BCM) planning process, as appropriate. While droughts, flooding and other impacts from climate change could affect water availability at any given location(s), due to the decentralized nature of our business, with facilities located globally, impacts on our overall business would be limited, with any significant financial impacts covered by our insurance.

C3.1f

(C3.1f) Provide any additional information on how climate-related risks and opportunities have influenced your strategy and financial planning (optional).

Our business strategy includes looking for environmental efficiencies (e.g. energy use reduction) to improve our own carbon footprint as well as risk mitigation, cost-reduction and value enhancement mechanisms. Increasing regulations in some geographies (e.g., Europe and California) along with policy (e.g., Paris Agreement) are driving the need for GHG emission reductions. We monitor electricity consumption, GHG emissions and water consumption across our Group in order to drive efficiency through engagement of all employees. We also optimize our real estate investment activities by considering environmental performance in the design, materials and systems employed. We monitor external developments and emerging technologies (e.g., solar, alternative fuel vehicles, eVTOLs, sustainable aviation fuels) to understand if they might have practical application at Signature. For example, we have plans to increase the number of locations that are self-sufficient for electricity from solar by an additional 30 over the next two years.

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Absolute target

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number

Abs 1

Year target was set

2020

Target coverage

Company-wide

Scope(s) (or Scope 3 category)

Scope 1+2 (location-based)

Base year

2018

Covered emissions in base year (metric tons CO2e)

88665

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)

100

Target year

2025

Targeted reduction from base year (%)

29

Covered emissions in target year (metric tons CO2e) [auto-calculated]

62952.15

Covered emissions in reporting year (metric tons CO2e)

86583.8

% of target achieved [auto-calculated]

8.09400747097267

Target status in reporting year

New

Is this a science-based target?

Yes, we consider this a science-based target, but this target has not been approved as science-based by the Science-Based Targets initiative

Please explain (including target coverage)

Our target covers Scope 1 and Scope 2 emissions. We modeled emissions targets using the absolute contraction methodology under the 1.5 degree C scenario. 2025 represents one of our interim benchmark targets to a Net Zero goal in 2050.

Target reference number

Abs 2

Year target was set

2020

Target coverage

Company-wide

Scope(s) (or Scope 3 category)

Scope 1+2 (location-based)

Base year

2018

Covered emissions in base year (metric tons CO2e)

88665

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)

100

Target year

2030

Targeted reduction from base year (%)

50

Covered emissions in target year (metric tons CO2e) [auto-calculated]

44332.5

Covered emissions in reporting year (metric tons CO2e)

86583.8

% of target achieved [auto-calculated]

4.69452433316415

Target status in reporting year

New

Is this a science-based target?

Yes, we consider this a science-based target, but this target has not been approved as science-based by the Science-Based Targets initiative

Please explain (including target coverage)

Our target covers Scope 1 and Scope 2 emissions. We modeled emissions targets using the absolute contraction methodology under the 1.5 degree C scenario. 2030 represents one of our interim benchmark targets to a Net Zero goal in 2050.

Target reference number

Abs 3

Year target was set

2020

Target coverage

Company-wide

Scope(s) (or Scope 3 category)

Scope 1+2 (location-based)

Base year

2018

Covered emissions in base year (metric tons CO2e)

88665

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)

100

Target year

2050

Targeted reduction from base year (%)

100

Covered emissions in target year (metric tons CO2e) [auto-calculated]

0

Covered emissions in reporting year (metric tons CO2e)

86583.8

% of target achieved [auto-calculated]

2.34726216658208

Target status in reporting year

New

Is this a science-based target?

Yes, we consider this a science-based target, but this target has not been approved as science-based by the Science-Based Targets initiative

Please explain (including target coverage)

Our target covers Scope 1 and Scope 2 emissions. We modeled emissions targets using the absolute contraction methodology under the 1.5 degree C scenario. 2050 represents our Net Zero goal for Scope 1 + Scope 2 emissions.

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?

No other climate-related targets

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	20	2000
To be implemented*	5	500
Implementation commenced*	1	100
Implemented*	6	599.43
Not to be implemented	0	

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Low-carbon energy generation	Solar PV
------------------------------	----------

Estimated annual CO2e savings (metric tonnes CO2e)

599.43

Scope(s)

Scope 2 (location-based)

Voluntary/Mandatory

Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

547431

Investment required (unit currency – as specified in C0.4)

8224918

Payback period

1-3 years

Estimated lifetime of the initiative

16-20 years

Comment

With a focus on reducing our Scope 2 emissions we had solar panels in seven locations in 2019 (one of which started generating in 2020) and will add a further five locations in 2020 with a further 20+ locations under review for suitability.

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	When renewing leases, cities can include efficiency requirements in the lease negotiation.
Dedicated budget for energy efficiency	We are committed to achieving energy/emissions reductions and are investing in building and fleet efficiency as well as renewable energy sources to achieve our goals.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products or do they enable a third party to avoid GHG emissions?

Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products or that enable a third party to avoid GHG emissions.

Level of aggregation

Product

Description of product/Group of products

Sustainable Aviation Fuel

Are these low-carbon product(s) or do they enable avoided emissions?

Low-carbon product and avoided emissions

Taxonomy, project or methodology used to classify product(s) as low-carbon or to calculate avoided emissions

Other, please specify (This product meets ASTM 1655 standards and is considered able to be dropped into any Jet supply with no changes in QC or negative effects on aircraft performance or systems.)

% revenue from low carbon product(s) in the reporting year

1

% of total portfolio value

<Not Applicable>

Asset classes/ product types

<Not Applicable>

Comment

Sustainable Aviation Fuel (SAF) is a blend of at least 50% petroleum-based Jet-A and Jet-A produced from a sustainable feedstock. Feedstock examples are fats and greases, tallows, woody biomass and municipal waste. Most common blend is 70% Petroleum based Jet-A, 30% Sustainable Jet-A.

C5. Emissions methodology

C5.1

(C5.1) Provide your base year and base year emissions (Scopes 1 and 2).

Scope 1

Base year start

January 1 2013

Base year end

December 31 2013

Base year emissions (metric tons CO2e)

55658

Comment

Scope 2 (location-based)

Base year start

January 1 2013

Base year end

December 31 2013

Base year emissions (metric tons CO2e)

54257

Comment

Scope 2 (market-based)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.2

(C5.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Defra Voluntary 2017 Reporting Guidelines

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
39855.14

Start date
January 1 2019

End date
December 31 2019

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
40650

Start date
January 1 2018

End date
December 31 2018

Comment

Past year 2

Gross global Scope 1 emissions (metric tons CO2e)
35858

Start date
January 1 2017

End date
December 31 2017

Comment

Past year 3

Gross global Scope 1 emissions (metric tons CO2e)
62246

Start date
January 1 2016

End date
December 31 2016

Comment

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based
We are reporting a Scope 2, location-based figure

Scope 2, market-based
We have no operations where we are able to access electricity supplier emission factors or residual emissions factors and are unable to report a Scope 2, market-based figure

Comment

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based

46728.66

Scope 2, market-based (if applicable)

<Not Applicable>

Start date

January 1 2019

End date

December 31 2019

Comment

Past year 1

Scope 2, location-based

46221

Scope 2, market-based (if applicable)

<Not Applicable>

Start date

January 1 2018

End date

December 31 2018

Comment

Past year 2

Scope 2, location-based

55130

Scope 2, market-based (if applicable)

<Not Applicable>

Start date

January 1 2017

End date

December 31 2017

Comment

Past year 3

Scope 2, location-based

62628

Scope 2, market-based (if applicable)

<Not Applicable>

Start date

January 1 2016

End date

December 31 2016

Comment

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?

Yes

C6.4a

(C6.4a) Provide details of the sources of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure.

Source

In October 2019 Signature acquired IAM Jet Centre and its affiliated companies, adding five new sole source Caribbean locations to the network on Barbados (BGI), Grenada (GND), Tortola (EIS), Jamaica (MBJ) and the recently opened St Lucia (UVF).

Relevance of Scope 1 emissions from this source

Emissions excluded due to recent acquisition

Relevance of location-based Scope 2 emissions from this source

Emissions excluded due to recent acquisition

Relevance of market-based Scope 2 emissions from this source (if applicable)

Emissions excluded due to recent acquisition

Explain why this source is excluded

Acquisitions are incorporated into our sustainability reporting one year later; metrics from FY19 acquisitions will be incorporated into the FY20 reporting year.

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We are still working to gather scope 3 emissions throughout our supply/value chain.

Capital goods

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We are still working to gather scope 3 emissions throughout our supply/value chain.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We are still working to gather scope 3 emissions throughout our supply/value chain.

Upstream transportation and distribution

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We are still working to gather scope 3 emissions throughout our supply/value chain.

Waste generated in operations

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We are still working to gather scope 3 emissions throughout our supply/value chain.

Business travel

Evaluation status

Relevant, calculated

Metric tonnes CO2e

2744.728

Emissions calculation methodology

Air travel emissions supplied by third party: Global Crew Logistics.

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Air travel emissions supplied by third party: Global Crew Logistics.

Employee commuting

Evaluation status

Relevant, calculated

Metric tonnes CO2e

12560.87

Emissions calculation methodology

We estimate our employee commutes using assumptions from USDOT and FHWA on average commute distance and average fuel efficiency. Our annual estimate is based on 5300 employees commuting 25.2 miles per day, 5 days per week, 52 weeks per year, with an avg fuel economy of 22.4 mpg.

Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Please explain

Our employee commute emissions are based on estimates only.

Upstream leased assets

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We do not have upstream leased assets.

Downstream transportation and distribution

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We do not ship products as part of our business. Aviation fuel sold to our customers on site is accounted for elsewhere in our Scope 3 emissions.

Processing of sold products

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We do not process products as part of our business. Aviation fuel sold to our customers on site is accounted for elsewhere in our Scope 3 emissions.

Use of sold products

Evaluation status

Relevant, calculated

Metric tonnes CO2e

2557918.6

Emissions calculation methodology

Volume fuel sold, fuel emission factors.

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Emissions from aviation fuel sold to customers by Signature Flight Support (SFS), not including sustainable aviation fuel.

End of life treatment of sold products

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

Aviation fuel sold to our customers is consumed and accounted for in the Scope 3 emissions category "use of sold products". There is no end of life treatment.

Downstream leased assets

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We are still working to gather scope 3 emissions throughout our supply/value chain.

Franchises

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

Currently, franchises are responsible for reporting their own GHG emissions.

Investments

Evaluation status

Not evaluated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

We are still working to gather scope 3 emissions throughout our supply/value chain.

Other (upstream)

Evaluation status

Please select

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

Other (downstream)

Evaluation status

Relevant, calculated

Metric tonnes CO2e

2720.2

Emissions calculation methodology

Volume fuel sold, fuel emission factors.

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Emissions from sustainable aviation fuel sold to clients by SFS in 2019.

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure

28.69

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

86583.8

Metric denominator

unit total revenue

Metric denominator: Unit total

3017.4

Scope 2 figure used

Location-based

% change from previous year

22.48

Direction of change

Decreased

Reason for change

Solar installations and lighting conversions resulted in a 4% reduction in absolute Scope 2 emissions from 2018 to 2019. Expansion of business and increase in revenue led to 22.458% decrease in energy intensity.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	39712.62	IPCC Fourth Assessment Report (AR4 - 100 year)
CH4	29	IPCC Fourth Assessment Report (AR4 - 100 year)
N2O	94.41	IPCC Fourth Assessment Report (AR4 - 100 year)
HFCs	20.36	IPCC Fourth Assessment Report (AR4 - 100 year)

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/region.

Country/Region	Scope 1 emissions (metric tons CO2e)
Antigua and Barbuda	65.187
Brazil	0
Canada	0
United Kingdom of Great Britain and Northern Ireland	2126.564
France	160.856
Germany	18.727
Greece	14.156
Ireland	20.375
Italy	0
Netherlands	31.796
Panama	11.467
Singapore	0
South Africa	14.866
Trinidad and Tobago	5.938
United States of America	37458.428
Saint Kitts and Nevis	1.536
Philippines	0

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

- By business division
- By facility
- By activity

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Signature Flight Support	37422.444
Dallas Airmotive	584.15
H+S Aviation	992.179
ONTIC	95.118
TECHNICAir	836.007

C7.3b

(C7.3b) Break down your total gross global Scope 1 emissions by business facility.

Facility	Scope 1 emissions (metric tons CO2e)	Latitude	Longitude
Location: TECHNICAir L-370SYR	90.127	43.104956	-76.114463
Location: TECHNICAir SFS-193STP	46.193	18.339217	-64.962498
Location: TECHNICAir SFS-194OMA	2.934	41.303684	-95.885104
Location: TECHNICAir SFS-195MKC	0	39.115193	-94.591169
Location: TECHNICAir SFS-197BZN	50.979	45.772556	-111.152991
Location: TECHNICAir SFS-203IAD	0	38.95418	-77.442085
Location: TECHNICAir-BOH	237.135	50.783367	-1.84608
Location: TECHNICAir-Region EMEA	0	50.783367	-1.84608
Location: YVR Vancouver 699	0	49.181234	-123.165243
Location: YYC Calgary 697	0	51.100135	-114.027824
Location: YYZ Toronto 698	0	43.692771	-79.65358
Location: Closed-DAI-23-HeritagePark-Plant	47.859	32.930556	-97.109167
Location: Closed-DAI-25-PremierTurbines	0	36.4947	94.2128
Location: DAI-14-Charlotte(RTC)	0	35.409167	-80.151944
Location: DAI-17-Minneapolis(RTC)	18.193	44.859167	-93.038056
Location: DAI-20 DFW Center	286.266	32.8525	-97.021944
Location: DAI-22-InternationalTurbineService	33.267	32.930833	-97.105556
Location: DAI-24-BarrettTurbineEngineCompany	14.82	33.371944	-81.978611
Location: DAI-26-BoyntonBeach(RTC)	0	26.547222	-80.074167
Location: DAI-27-Pittsburgh(RTC)	24.909	40.128056	-80.286111
Location: DAI-28-Phoenix(RTC)	0	33.682778	-112.076944
Location: DAI-29-St.Louis(RTC)	0	38.663056	-90.648889
Location: DAI-796-InternationalGovernorService	158.836	39.909722	-105.078611
Location: DAI-Brazil(RTC)	0	-19.853889	-43.9575
Location: H+S Aviation Limited	992.179	50.831111	-1.0525
Location: L-Asheville, NC (309AVL)	265.643	35.44198	-82.5411
Location: L-Atlanta, Ga (335ATL)	20.207	33.65259	-84.424833
Location: L-Atlantic City, NJ (327ACY)	462.982	39.449629	-74.573527
Location: L-Baton Rouge, LA (352BTR)	30.445	30.52539	-91.150058
Location: L-Bullhead City, AZ (310IFP)	56.999	35.161648	-114.556517
Location: L-Cedar Rapids, IA (336CID)	366.228	41.889243	-91.706603
Location: L-Charleston, SC (316CHS)	40.802	32.897897	-80.030196
Location: L-Charlottesville, VA (348CHO)	72.082	38.135935	-78.451231
Location: L-Cincinnati, OH (315LUK)	491.035	39.105276	-84.427734
Location: L-Cleveland, OH (307BKL)	513.813	41.51213	-81.687294
Location: L-Coatesville, PA (353MQS)	59.093	39.979974	-75.862691
Location: L-Columbus, OH (314CMH)	588.727	39.990429	-82.891715
Location: L-Dallas, TX (345DAL)	20.005	32.852916	-96.847347
Location: L-Denver, Co (354BJC)	250.986	39.909242	-105.109975
Location: L-Fayetteville, NC (339FAY)	19.063	34.99282	-78.884644
Location: L-Frederick, MD (311FDK)	113.146	39.416602	-77.379632
Location: L-Grand Rapids, MI (338GRR)	696.083	42.881789	-85.534326
Location: L-Greensboro, NC (322GSO)	417.577	36.099764	-79.941153

Facility	Scope 1 emissions (metric tons CO2e)	Latitude	Longitude
Location: L-Hilo, HI (302ITO)	0	19.717791	-155.060457
Location: L-Honolulu, HI (301HNL)	0	21.32151	-157.912133
Location: L-Houston, TX (346IAH)	12.731	29.967821	-95.352719
Location: L-Houston, TX (359EFD)	38.579	29.60246	-95.168922
Location: L-Kahalui, HI (306OGG)	78.472	20.896462	-156.4281
Location: L-Kailua,Kona, HI (303KOA)	38.079	19.7295	-156.041715
Location: L-Key West, FL (332EYW)	78.633	24.553935	-81.75708
Location: L-Lafayette, LA (312LFT)	75.775	30.212424	-91.988369
Location: L-Laredo, TX (325LRD)	85.22	27.540157	-99.468811
Location: L-Lihue, HI (304LIH)	71.767	21.981883	-159.344465
Location: L-Los Angeles, Ca (329LAX)	58.103	33.933705	-118.395455
Location: L-Manchester, UK (EGCC)	10.076	53.356153	-2.281811
Location: L-Miami, FL (323MIA)	202.722	25.806518	-80.289935
Location: L-Miami, FL (324TMB)	30.399	25.646566	-80.42374
Location: L-Miami, FL (326OPF)	86.558	25.910425	-80.267955
Location: L-Midland, TX (355MAF)	241.461	31.939551	-102.208653
Location: L-New Orleans, LA (313NEW)	64.052	30.034291	-90.027508
Location: L-Nice, France (LFMN)	103.98	48.958794	2.444748
Location: L-Norfolk, VA (350ORF)	361.826	36.886465	-76.199461
Location: L-Oakland, CA (330OAK)	34.369	37.729916	-122.212943
Location: L-Pahokee,FL (333PHK)	0	26.788692	-80.691331
Location: L-Paris, France (LFPB)(LBGT3)	0	48.953711	2.44149
Location: L-Raleigh, NC (341RDU)	434.63	35.880838	-78.784192
Location: L-Roanoke, VA (351ROA)	275.855	37.323063	-79.973204
Location: L-San Antonio, TX (344SAT)	66.249	29.533631	-98.480124
Location: L-San Diego, CA (321SAN)	174.555	32.734117	-117.17831
Location: L-Santa Fe, NM (300SAF)	47.091	35.617649	-106.084805
Location: L-Seattle, WA (320BFI)	442.513	47.538352	-122.304754
Location: L-Sioux Falls, SD (308FSD)	557.769	43.584445	-96.734073
Location: L-Spokane, WA (356GEG)	438.671	47.620114	-117.52809
Location: L-Syracuse, NY (343SYR)	738.448	43.104956	-76.114463
Location: L-Tampa, FL (334TPA)	60.409	27.967439	-82.524788
Location: L-Teterboro, NJ (318TEB)	1603.414	40.844769	-74.066262
Location: L-Trenton, NJ (358TTN)	503.477	40.282023	-74.812563
Location: L-Waukegan,IL (337UGN)	1144.648	42.417212	-87.867233
Location: L-West Palm Beach, FL (331F45)	15.628	26.846922	-80.220057
Location: L-Wichita Falls, TX (347SPS)	10.766	33.964576	-98.490335
Location: L-Williston, ND (360ISN)	16.469	48.17605	-103.631178
Location: L-Winston-Salem, NC (340INT)	73.302	36.138976	-80.228936
Location: ONTIC Cheltenham	74.015	51.936944	-2.069167
Location: ONTIC-907Chatsworth	21.103	34.241389	-118.570833
Location: ONTIC-Singapore	0	0	0
Location: SFS-007EWR	43.397	40.707004	-74.170792
Location: SFS-009BWI	90.924	39.185554	-76.655734
Location: SFS-010DCA	17.106	38.845693	-77.048339
Location: SFS-016SEA	13.507	47.439236	-122.315672
Location: SFS-021ORD	169.718	41.991259	-87.889402
Location: SFS-025MDW	1089.037	41.786949	-87.761199
Location: SFS-045SAV	62.819	32.122156	-81.195875
Location: SFS-063HNL2 Honolulu HFFC	68.663	21.32151	-157.912133
Location: SFS-070ISM	19.783	28.293619	-81.43667
Location: SFS-071FTY	155.594	33.775995	-84.52257
Location: SFS-072HOU	102.422	29.646175	-95.273352
Location: SFS-074SAT	96.121	29.537599	-98.484819
Location: SFS-075ICT	164.885	37.659186	-97.424003
Location: SFS-077VNY	38.381	34.200637	-118.487252
Location: SFS-161PB3	53.462	26.678762	-80.082076
Location: SFS-202IAD	255.732	38.95418	-77.442085
Location: SFS-205SJC	69.299	37.361252	-121.935182
Location: SFS-208MCO	47.156	28.421892	-81.331935
Location: SFS-209DTW	1511.793	42.229362	-83.341232
Location: SFS-210LAS	528.245	36.080188	-115.171003
Location: SFS-211PIE	64.413	27.90416	-82.69037
Location: SFS-221AUS	147.153	30.184604	-97.662468
Location: SFS-222STL	341.864	38.745838	-90.347394
Location: SFS-225HSV	249.897	34.649143	-86.771286
Location: SFS-226MOB	68.175	30.682357	-88.249205
Location: SFS-227BFM	60.954	30.635232	-88.077102
Location: SFS-228SWF	99.595	41.501954	-74.099982
Location: SFS-231LGB	201.897	33.812073	-118.153324

Facility	Scope 1 emissions (metric tons CO2e)	Latitude	Longitude
Location: SFS-233TRM	11.635	33.63544	-116.162506
Location: SFS-235FAT	129.804	36.778713	-119.731215
Location: SFS-236MSY	14.267	29.997427	-90.265656
Location: SFS-237HXD	74.329	32.221595	-80.696924
Location: SFS-238STP	620.934	44.931618	-93.065102
Location: SFS-239RST	366.704	43.915397	-92.498026
Location: SFS-240ANC	209.741	61.164136	-149.987039
Location: SFS-242BOS	1375.185	42.37484	-71.023157
Location: SFS-244OMA	405.9	41.303684	-95.885104
Location: SFS-246CRP	104.958	27.776396	-97.500583
Location: SFS-247DSM	638.348	41.535077	-93.647257
Location: SFS-250MKE	437.961	42.958483	-87.898502
Location: SFS-251MSP	939.904	44.876842	-93.21759
Location: SFS-252BNA	352.201	36.120459	-86.673007
Location: SFS-253BDL	377.272	41.938286	-72.694207
Location: SFS-254BCT	55.604	26.377918	-80.111068
Location: SFS-255BZN	550.957	45.772556	-111.152991
Location: SFS-256MHT	940.731	42.933801	-71.431587
Location: SFS-257HPN	0	41.067411	-73.703318
Location: SFS-258SDL	71.125	33.625469	-111.904457
Location: SFS-260HPN	243.129	41.062977	-73.711888
Location: SFS-261PBI	138.742	26.678762	-80.082076
Location: SFS-262TEB	842.305	40.853843	-74.054703
Location: SFS-263DAL	658.219	32.846761	-96.838841
Location: SFS-265PDK	309.315	33.881335	-84.302658
Location: SFS-266APA	121.515	39.569972	-104.847385
Location: SFS-267MMU	469.125	40.795824	-74.420587
Location: SFS-269PWK	2073.859	42.116578	-87.89975
Location: SFS-271SBA	0.639	34.433308	-119.834938
Location: SFS-273JAX	602.459	30.496346	-81.677577
Location: SFS-274BED	527.508	42.463042	-71.290456
Location: SFS-282DAL	337.705	32.849272	-96.843675
Location: SFS-283DEN	387.853	39.838838	-104.665996
Location: SFS-284FLL	64.357	26.072529	-80.156558
Location: SFS-285IND	737.598	39.726053	-86.272169
Location: SFS-286MEM	390.407	35.054066	-89.981549
Location: SFS-287PSP	151.652	33.826551	-116.509939
Location: SFS-288SFO	86.346	37.628182	-122.384886
Location: SFS-414HSV	0	34.649143	-86.771286
Location: SFS-467OGGM&O	3.787	20.896462	-156.4281
Location: SFS-478HNL	41.925	21.32151	-157.912133
Location: SFS-641MKC	998.792	39.115193	-94.591169
Location: SFS-642IXD	202.003	38.832173	-94.8953
Location: SFS-643MCI	118.182	39.313695	-94.717339
Location: SFS-659POS (Port of Spain)	5.938	10.591961	-61.34352
Location: SFS-660SIG	23.645	18.454704	-66.103967
Location: SFS-661SXM	31.796	18.041384	-63.118021
Location: SFS-662ANU (Antigua)	65.187	17.140197	-61.775954
Location: SFS-847PTY	11.467	9.077862	-79.380087
Location: SFS-ABZ	14.932	57.198725	-2.191853
Location: SFS-ATH	10.696	37.94548	23.958022
Location: SFS-BHX	8.828	52.450087	-1.750658
Location: SFS-BOH	0.66	50.783367	-1.84608
Location: SFS-BQH	3.756	51.321763	0.030003
Location: SFS-CIA/LIRA- Rome Ciampino	0	41.797429	12.591428
Location: SFS-CPT	14.866	-33.979803	18.599303
Location: SFS-CWL	1.738	51.394186	-3.344618
Location: SFS-DUB	5.77	53.42778	-6.244841
Location: SFS-EDI	0	55.944395	-3.351951
Location: SFS-EHQ	0	51.882231	-0.376944
Location: SFS-EMA	4.218	52.826369	-1.339411
Location: SFS-GLA	15.933	55.86922	-4.425424
Location: SFS-HER	2.536	35.337121	25.173753
Location: SFS-INV	2.539	57.543349	-4.06401
Location: SFS-LBG	56.876	48.96257	2.449382
Location: SFS-LGW	3.797	51.157894	-0.16439
Location: SFS-LHR	0.944	51.460474	-0.438851
Location: SFS-LIN/LIML- Milan Linate	0	45.453617	9.261364
Location: SFS-LTN	743.566	51.877985	-0.381627
Location: SFS-MUC	18.728	48.357699	11.801999
Location: SFS-MXP/LIMC-Milan Malpensa	0	45.647591	8.724121

Facility	Scope 1 emissions (metric tons CO2e)	Latitude	Longitude
Location: SFS-SIN/XSP	0	1.34768	103.985483
Location: SFS-SKG	0.923	40.524058	22.975849
Location: SFS-SNN	14.601	52.690976	-8.909932
Location: SFS-SOU	12.25	50.953408	-1.359427
Location: SFS-VCE/LIPZ Venice Marco Polo	0	45.500664	12.337678
Location: TECHNICAir L-361FSD	0	43.584445	-96.734073
Location: TECHNICAir L-364FAT	6.228	36.778713	-119.731215
Location: TECHNICAir L-365GSO	258.512	36.099764	-79.941153
Location: TECHNICAir L-368GRR	45.908	42.881789	-85.534326
Location: TECHNICAir L-369INT	97.992	36.138976	-80.228936
SFS-663SKB-NEV (St Kitts & Nevis)	1.536	17.31142	-62.714153
L-Syracuse, NY (343SYR)	676.841	43.105063	-76.114433
SFS-062LIH1 Lihue HFFC	0.952	21.981871	-159.344564

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Heating	27753.079
Vehicle Fuel	12176.821

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/region.

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)	Purchased and consumed electricity, heat, steam or cooling (MWh)	Purchased and consumed low-carbon electricity, heat, steam or cooling accounted for in Scope 2 market-based approach (MWh)
Antigua and Barbuda	18.599		100.96	
Brazil	1.633		23.56	
Canada	0		0	
France	56.902		970.37	
Germany	0		0	
Greece	32.624		45.42	
Ireland	8.67		20.68	
Italy	0		0	
Netherlands	0		0	
Panama	0		0	
Singapore	0		0	
South Africa	154.63		180.37	
Trinidad and Tobago	0		0	
United States of America	44695.706		100975.79	
United Kingdom of Great Britain and Northern Ireland	1686		6596.24	
Philippines	0		0	
Saint Kitts and Nevis	0		0	
Latin or South America (LSA)	73.894		401.12	

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

- By business division
- By facility
- By activity

C7.6a

(C7.6a) Break down your total gross global Scope 2 emissions by business division.

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Dallas Airmotive	4832.158	
H+S Aviation	845.644	
ONTIC	259.761	
Signature Flight Support	40341.181	
TECHNICAir	709.654	

C7.6b

(C7.6b) Break down your total gross global Scope 2 emissions by business facility.

Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Location: Closed-DAI-23-HeritagePark-Plant	46.025	
Location: Closed-DAI-25-PremierTurbines	0	
Location: DAI-14-Charlotte(RTC)	36.527	
Location: DAI-17-Minneapolis(RTC)	52.962	
Location: DAI-20 DFW Center	4207.54	
Location: DAI-22-InternationalTurbineService	96.78	
Location: DAI-24-BarrettTurbineEngineCompany	36.374	
Location: DAI-26-BoyntonBeach(RTC)	56.147	
Location: DAI-27-Pittsburgh(RTC)	85.508	
Location: DAI-28-Phoenix(RTC)	44.217	
Location: DAI-29-St.Louis(RTC)	0	
Location: DAI-796-InternationalGovernorService	168.266	
Location: DAI-Brazil(RTC)	1.633	
Location: H+S Aviation Limited	845.664	
Location: L-Asheville, NC (309AVL)	178.894	
Location: L-Atlanta, Ga (335ATL)	107.099	
Location: L-Atlantic City, NJ (327ACY)	205.384	
Location: L-Baton Rouge, LA (352BTR)	139.09	
Location: L-Bullhead City, AZ (310IFP)	40.09	
Location: L-Cedar Rapids, IA (336CID)	244.085	
Location: L-Charleston, SC (316CHS)	145.358	
Location: L-Charlottesville, VA (348CHO)	126.172	
Location: L-Cincinnati, OH (315LUK)	413.279	
Location: L-Cleveland, OH (307BKL)	154.097	
Location: L-Coatesville, PA (353MQS)	97.513	
Location: L-Columbus, OH (314CMH)	394.626	
Location: L-Dallas, TX (345DAL)	0	
Location: L-Denver, Co (354BJC)	247.149	
Location: L-Fayetteville, NC (339FAY)	47.703	
Location: L-Frederick, MD (311FDK)	250.32	
Location: L-Grand Rapids, MI (338GRR)	152.396	
Location: L-Greensboro, NC (322GSO)	117.146	
Location: L-Hilo, HI (302ITO)	8.862	
Location: L-Honolulu, HI (301HNL)	134.154	
Location: L-Houston, TX (346IAH)	0	
Location: L-Houston, TX (359EFD)	399.944	
Location: L-Kahalui, HI (306OGG)	46.695	
Location: L-Kailua,Kona, HI (303KOA)	59.763	
Location: L-Key West, FL (332EYW)	116.547	
Location: L-Lafayette, LA (312LFT)	147.351	
Location: L-Laredo, TX (325LRD)	169.7	
Location: L-Lihue, HI (304LIH)	0	
Location: L-Los Angeles, Ca (329LAX)	50.469	
Location: L-Manchester, UK (EGCC)	64.662	
Location: L-Miami, FL (323MIA)	362.621	
Location: L-Miami, FL (324TMB)	225.873	
Location: L-Miami, FL (326OPF)	194.129	
Location: L-Midland, TX (355MAF)	231.416	
Location: L-New Orleans, LA (313NEW)	355.923	
Location: L-Nice, France (LFMN)	1.903	
Location: L-Norfolk, VA (350ORF)	299.021	
Location: L-Oakland, CA (330OAK)	311.212	
Location: L-Pahokee,FL (333PHK)	29.928	
Location: L-Paris, France (LFPB)(LBGT3)	4.678	
Location: L-Raleigh, NC (341RDU)	3.092	

Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Location: L-Roanoke, VA (351ROA)	189.583	
Location: L-San Antonio, TX (344SAT)	140.654	
Location: L-San Diego, CA (321SAN)	274.167	
Location: L-Santa Fe, NM (300SAF)	87.133	
Location: L-Seattle, WA (320BFI)	314.788	
Location: L-Sioux Falls, SD (308FSD)	336.368	
Location: L-Spokane, WA (356GEG)	108.176	
Location: L-Syracuse, NY (343SYR)	74.301	
Location: L-Tampa, FL (334TPA)	868.928	
Location: L-Teterboro, NJ (318TEB)	1671.974	
Location: L-Trenton, NJ (358TTN)	204.681	
Location: L-Waukegan,IL (337UGN)	225.598	
Location: L-West Palm Beach, FL (331F45)	260.176	
Location: L-Wichita Falls, TX (347SPS)	19.926	
Location: L-Williston, ND (360ISN)	143.659	
Location: L-Winston-Salem, NC (340INT)	29.558	
Location: ONTIC Cheltenham	174.791	
Location: ONTIC-907Chatsworth	84.971	
Location: ONTIC-Singapore	0	
Location: SFS-007EWR	209.982	
Location: SFS-009BWI	517.563	
Location: SFS-010DCA	554.37	
Location: SFS-016SEA	16.496	
Location: SFS-021ORD	118.051	
Location: SFS-025MDW	682.053	
Location: SFS-045SAV	104.273	
Location: SFS-063HNL2 Honolulu HFFC	2040.459	
Location: SFS-070ISM	62.543	
Location: SFS-071FTY	374.328	
Location: SFS-072HOU	578.016	
Location: SFS-074SAT	344.964	
Location: SFS-075ICT	423.313	
Location: SFS-077VNY	195.598	
Location: SFS-161PB3	143.843	
Location: SFS-202IAD	916.157	
Location: SFS-205SJC	352.184	
Location: SFS-208MCO	185.055	
Location: SFS-209DTW	211.208	
Location: SFS-210LAS	727.611	
Location: SFS-211PIE	227.687	
Location: SFS-221AUS	265.681	
Location: SFS-222STL	508.844	
Location: SFS-225HSV	182.111	
Location: SFS-226MOB	169.443	
Location: SFS-227BFM	124.358	
Location: SFS-228SWF	30.948	
Location: SFS-231LGB	41.598	
Location: SFS-233TRM	503.298	
Location: SFS-235FAT	77.657	
Location: SFS-236MSY	62.195	
Location: SFS-237HXD	68.174	
Location: SFS-238STP	507.951	
Location: SFS-239RST	329.491	
Location: SFS-240ANC	137.466	
Location: SFS-242BOS	81.395	
Location: SFS-244OMA	340.792	
Location: SFS-246CRP	189.65	
Location: SFS-247DSM	309.257	
Location: SFS-250MKE	226.127	
Location: SFS-251MSP	913.066	
Location: SFS-252BNA	435.984	
Location: SFS-253BDL	184.527	
Location: SFS-254BCT	393.819	
Location: SFS-255BZN	122.879	
Location: SFS-256MHT	248.285	
Location: SFS-257HPN	192.94	
Location: SFS-258SDL	832.881	
Location: SFS-260HPN	475.28	
Location: SFS-261PBI	222.252	
Location: SFS-262TEB	1545.68	
Location: SFS-263DAL	904.822	

Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Location: SFS-265PDK	525.246	
Location: SFS-266APA	149.689	
Location: SFS-267MMU	761.28	
Location: SFS-269PWK	559.489	
Location: SFS-271SBA	36.888	
Location: SFS-273JAX	591.577	
Location: SFS-274BED	229.724	
Location: SFS-282DAL	1128.549	
Location: SFS-283DEN	634.491	
Location: SFS-284FLL	500.463	
Location: SFS-285IND	649.249	
Location: SFS-286MEM	483.279	
Location: SFS-287PSP	73.212	
Location: SFS-288SFO	152.073	
Location: SFS-414HSV	0	
Location: SFS-467OGGM&O	0	
Location: SFS-478HNL	0.361	
Location: SFS-641MKC	1396.504	
Location: SFS-642IXD	462.662	
Location: SFS-643MCI	101.33	
Location: SFS-659POS (Port of Spain)	0	
Location: SFS-660SIG	24.155	
Location: SFS-661SXM	0	
Location: SFS-662ANU (Antigua)	18.599	
Location: SFS-847PTY	49.739	
Location: SFS-ABZ	6.296	
Location: SFS-ATH	32.624	
Location: SFS-BHX	0	
Location: SFS-BOH	0	
Location: SFS-BQH	116.949	
Location: SFS-CIA/LIRA- Rome Ciampino	0	
Location: SFS-CPT	154.63	
Location: SFS-CWL	0	
Location: SFS-DUB	0	
Location: SFS-EDI	18.289	
Location: SFS-EHQ	0	
Location: SFS-EMA	0	
Location: SFS-GLA	27.371	
Location: SFS-HER	0	
Location: SFS-INV	0	
Location: SFS-LBG	50.322	
Location: SFS-LGW	27.556	
Location: SFS-LHR	37.902	
Location: SFS-LIN/LIML- Milan Linate	0	
Location: SFS-LTN	482.102	
Location: SFS-MUC	0	
Location: SFS-MXP/LIMC-Milan Malpensa	0	
Location: SFS-SIN/XSP	0	
Location: SFS-SKG	0	
Location: SFS-SNN	8.67	
Location: SFS-SOU	7.15	
Location: SFS-VCE/LIPZ Venice Marco Polo	0	
Location: TECHNICAir L-361FSD	0	
Location: TECHNICAir L-364FAT	33.406	
Location: TECHNICAir L-365GSO	319.346	
Location: TECHNICAir L-368GRR	173.104	
Location: TECHNICAir L-369INT	31.994	
Location: TECHNICAir L-370SYR	15.326	
Location: TECHNICAir SFS-193STP	51.92	
Location: TECHNICAir SFS-194OMA	2.331	
Location: TECHNICAir SFS-195MKC	0	
Location: TECHNICAir SFS-197BZN	30.169	
Location: TECHNICAir SFS-203IAD	0	
Location: TECHNICAir-BOH	52.058	
Location: TECHNICAir-Region EMEA	0	
Location: YVR Vancouver 699	0	
Location: YYC Calgary 697	0	
Location: YYZ Toronto 698	0	
SFS-663SKB-NEV (St Kitts & Nevis)	0	
SFS-062LIH1 Lihue HFFC	0	

C7.6c

(C7.6c) Break down your total gross global Scope 2 emissions by business activity.

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Hangar and Terminal	46728.657	

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Decreased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	599.43	Decreased	0.63	The gross global emissions for this reporting year are 86,584 metric tons of CO2e. Its gross global emissions for the previous reporting year were 88,665 metric tons of CO2e. This means that the total change in emissions is 2,081 metric tons of CO2e, equal to a 2.3% decrease, according to the formula in the explanation of terms, above: $(2,081/88,665) * 100 = 2.3\%$. The change from 88,665 to 86,584 metric tonnes is attributed to: 1) an estimated reduction of 3,831 metric tonnes of CO2e achieved due to emissions reduction activities (of which 599.43 from solar installations and 3,272 from other emission reduction activities and 2) an increase of 1,750.2 metric tonnes of CO2e due to increased natural gas and JetA fuel usage.
Other emissions reduction activities	3272.55	Decreased	3.7	The gross global emissions for this reporting year are 86,584 metric tons of CO2e. Its gross global emissions for the previous reporting year were 88,665 metric tons of CO2e. This means that the total change in emissions is 2081 metric tons of CO2e, equal to a 2.3% decrease, according to the formula in the explanation of terms, above: $(2081/88,665) * 100 = 2.3\%$. The change from 88,665 to 86,584 metric tonnes is attributed to: 1) an estimated reduction of 3,831 metric tonnes of CO2e achieved due to emissions reduction activities (of which 599.43 from solar installations and 3,272 from other emission reduction activities and 2) an increase of 1,750 metric tonnes of CO2e due to increased natural gas and JetA fuel usage.
Divestment		<Not Applicable >		
Acquisitions		<Not Applicable >		
Mergers		<Not Applicable >		
Change in output	1750	Increased	2	The gross global emissions for this reporting year are 86,584 metric tons of CO2e. Its gross global emissions for the previous reporting year were 88,665 metric tons of CO2e. This means that the total change in emissions is 2,081 metric tons of CO2e, equal to a 2.3% decrease, according to the formula in the explanation of terms, above: $(2,081/88,665) * 100 = 2.3\%$. The change from 88,665 to 86,584 metric tonnes is attributed to: 1) an estimated reduction of 3,830 metric tonnes of CO2e achieved due to emissions reduction activities (of which 599.43 from solar installations and 3,272 from other emission reduction activities and 2) an increase of 1,750 metric tonnes of CO2e due to increased natural gas and JetA fuel usage.
Change in methodology		<Not Applicable >		
Change in boundary		<Not Applicable >		
Change in physical operating conditions		<Not Applicable >		
Unidentified		<Not Applicable >		
Other		<Not Applicable >		

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Location-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 5% but less than or equal to 10%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)	0	152566.77	152566.77
Consumption of purchased or acquired electricity	<Not Applicable>	0	109314.52	109314.52
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	1775.29	<Not Applicable>	1775.29
Total energy consumption	<Not Applicable>	1775.29	261881.29	263656.58

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	No
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Fuels (excluding feedstocks)

Natural Gas

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

151116.19

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

0.1825

Unit

kg CO2e per kWh

Emissions factor source

UK Government conversion factors for Company Reporting; 2018, EPA Emission Factors for Greenhouse Gas Inventories; 9 March 2018.

Comment

2019 emission factors provided by UK and US for 2019 GHG inventory use utilize the IPCC Fourth Assessment GWPs.

Fuels (excluding feedstocks)

Propane Liquid

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

32.49

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

0.1825

Unit

kg CO2e per kWh

Emissions factor source

UK Government conversion factors for Company Reporting; 2018, EPA Emission Factors for Greenhouse Gas Inventories; 9 March 2018.

Comment

2019 emission factors provided by UK and US for 2019 GHG inventory use utilize the IPCC Fourth Assessment GWPs.

Fuels (excluding feedstocks)

Motor Gasoline

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

13119.18

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

2.2613

Unit

kg CO2e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2018, EPA Emission Factors for Greenhouse Gas Inventories; 9 March 2018.

Comment

2019 emission factors provided by UK and US for 2019 GHG inventory use utilize the IPCC Fourth Assessment GWPs.

Fuels (excluding feedstocks)

Diesel

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

30098.44

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

2.6622

Unit

kg CO2e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2018, EPA Emission Factors for Greenhouse Gas Inventories; 9 March 2018.

Comment

2019 emission factors provided by UK and US for 2019 GHG inventory use utilize the IPCC Fourth Assessment GWPs.

Fuels (excluding feedstocks)

Fuel Oil Number 2

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

899.95

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

2.9847

Unit

kg CO2e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2018, EPA Emission Factors for Greenhouse Gas Inventories; 9 March 2018.

Comment

2019 emission factors provided by UK and US for 2019 GHG inventory use utilize the IPCC Fourth Assessment GWPs.

Fuels (excluding feedstocks)

Jet Kerosene

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

2562.58

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

2.5573

Unit

kg CO2e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2018, EPA Emission Factors for Greenhouse Gas Inventories; 9 March 2018.

Comment

2019 emission factors provided by UK and US for 2019 GHG inventory use utilize the IPCC Fourth Assessment GWPs.

C8.2d**(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.**

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	1775.3	1775.3	1775.3	1775.3
Heat	152048.63	152048.63	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C9. Additional metrics**C9.1****(C9.1) Provide any additional climate-related metrics relevant to your business.****Description**

Other, please specify (Water consumption 1000 litres/\$m revenue)

Metric value

138

Metric numerator

1000 liters water

Metric denominator (intensity metric only)

m\$ revenue

% change from previous year

12

Direction of change

Increased

Please explain

Increased water use is tied to year over year growth in the business.

C10. Verification**C10.1****(C10.1) Indicate the verification/assurance status that applies to your reported emissions.**

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	No third-party verification or assurance

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

F4019500000-001 Signature GHG Verification Statement for Scope 1 and 2 rev 01.pdf

Page/ section reference

Pages 1 and 2

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

65

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach

Scope 2 location-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

F4019500000-001 Signature GHG Verification Statement for Scope 1 and 2 rev 01.pdf

Page/ section reference

Pages 1 and 2

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

52

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?

Yes

C10.2a

(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C6. Emissions data	Energy consumption	ISO14064-3	Key HSE performance metrics, including electricity consumption, are reviewed and verified annually by an independent third party organisation.

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Yes

C11.1a

(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.

Other carbon tax, please specify (Carbon Reduction Commitment (CRC))

C11.1c

(C11.1c) Complete the following table for each of the tax systems you are regulated by.

Other carbon tax, please specify

Period start date

April 1 2018

Period end date

March 31 2019

% of total Scope 1 emissions covered by tax

1

Total cost of tax paid

60783.26

Comment

C11.1d

(C11.1d) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

We utilize an in-house utility payment system that allows us to download data for affected locations. We purchase allowances as needed each year. In addition, we conduct 5-year reviews of energy use at UK facilities and review opportunities to lower our consumption if viable.

C11.2

(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?

No

C11.3

(C11.3) Does your organization use an internal price on carbon?

No, but we anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our customers

Yes, other partners in the value chain

C12.1b

(C12.1b) Give details of your climate-related engagement strategy with your customers.

Type of engagement

Collaboration & innovation

Details of engagement

Run a campaign to encourage innovation to reduce climate change impacts

% of customers by number

10

% of customer - related Scope 3 emissions as reported in C6.5

Portfolio coverage (total or outstanding)

<Not Applicable>

Please explain the rationale for selecting this group of customers and scope of engagement

We are highly supportive of the work being done by the aviation industry and fuel suppliers to improve both the availability and cost of sustainable aviation fuel (SAF). As market leader in the B&GA sector, we believe we have an important part to play, both providing infrastructure and generating demand within our customer base.

Impact of engagement, including measures of success

We are highly supportive of the work being done by the aviation industry and fuel suppliers to improve both the availability and cost of sustainable aviation fuel (SAF). As market leader in the B&GA sector, we believe we have an important part to play, both providing infrastructure and generating demand. During 2019 we partnered with customers and airport communities on three key SAF initiatives: • At Mobile Downtown (BFM) we have supplied and delivered SAF to Airbus to support new aircraft deliveries to Delta and JetBlue; • At Atlantic City (ACY), in a joint EPIC and Signature project, we provided SAF to support a Boeing 777 ecoDemonstrator flight; and • At Van Nuys (VNY) we participated in and delivered SAF as part of an airport-wide event. We recognize that there is growing customer demand for SAF and plan to have it regularly available at some of our US locations by the end of 2020

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

Signature operations are located at airports around the globe, and we consider our strong relationships with our airport partners to be a competitive advantage. Airports work as communities in their own right and often require parties on the field to work together on specific issues. We contribute to these activities through our base leadership teams and are committed to providing time and expertise whenever necessary. We are working with aviation and airport partners on environmental projects such as sustainable aviation fuel and fully electric sites. Examples include the following:

Signature operates a large fleet of ground support equipment (GSE), from fuel trucks to smaller items such as tugs and lavatory and water carts, with around 3,500 motorised and 4,500 non-motorised assets in the USA alone. Availability and viability of alternative technology options for lighter equipment has improved significantly and we have many electric items in our fleet such as tugs, towbarless tractors and belt loaders, which also have a low cost to operate and maintain. We have a small fleet of hybrid electric crew cars and we are looking to roll out more extensive use of these cars and electric models, as well as charging points at more of our FBOs. At multiple airports in the USA we are working with the **airport authorities and other agencies** on strategic plans to convert fully to electric, utilising new state funding. We are also able to draw on and share

our experience at San Francisco (SFO) where we have exclusively used biodiesel as running fuel for all fuel trucks and GPUs since 2007. The remaining balance of the fleet at SFO is powered by electricity and compressed natural gas.

During 2019 we also partnered with customers and **airport communities** on three key SAF initiatives:

- At Mobile Downtown (BFM) we have supplied and delivered SAF to Airbus to support new aircraft deliveries to Delta and JetBlue;
- At Atlantic City (ACY), in a joint EPIC and Signature project, we provided SAF to support a Boeing 777 ecoDemonstrator flight; and
- At Van Nuys (VNY) we participated in and delivered SAF as part of an airport-wide event.

We recognize that there is growing customer demand for SAF and plan to have it regularly available at some of our US locations by the end of 2020.

C12.3

(C12.3) Do you engage in activities that could either directly or indirectly influence public policy on climate-related issues through any of the following?

Trade associations

C12.3b

(C12.3b) Are you on the board of any trade associations or do you provide funding beyond membership?

Yes

C12.3c

(C12.3c) Enter the details of those trade associations that are likely to take a position on climate change legislation.

Trade association

National Air Transportation Association (NATA).

Is your position on climate change consistent with theirs?

Consistent

Please explain the trade association's position

NATA supports the research, development, production, and use of sustainable aviation fuel (SAF).

How have you influenced, or are you attempting to influence their position?

We participate on various committees. When climate change issues arise we would be in a position to provide input.

C12.3f

(C12.3f) What processes do you have in place to ensure that all of your direct and indirect activities that influence policy are consistent with your overall climate change strategy?

Signature Aviation established an ESG Committee in 2019 to oversee, among other things, implementation of a climate strategy. The committee has senior representation from various functions, including operations, environmental, investor relations, and fuels to ensure a coordinated strategy and implementation of activities related to climate change. The committee is chaired by the Chief Operating Office and reports to the Signature Leadership Team and the Board.

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication

In mainstream reports

Status

Complete

Attach the document

Signature Aviation 2019 Annual Report.pdf

Page/Section reference

Emissions are reported on Page 37 of the 2019 Annual Report. Climate strategy, risks and opportunities are referenced throughout the document.

Content elements

Governance

Strategy

Risks & opportunities

Emissions figures

Other metrics

Comment

C15. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C15.1

(C15.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Senior Group Director, Safety, Insurance, and Risk	Other, please specify (Safety, Insurance, Risk and Compliance)

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I am submitting to	Public or Non-Public Submission
I am submitting my response	Investors	Public

Please confirm below

I have read and accept the applicable Terms