

# WOODGATE AVIATION

## Carbon Reduction Plan

Version: 1.0

### Document Control

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### 1. Commitment to Achieving Net Zero

SERE Holdings Group is committed to supporting the UK Government’s target of achieving Net Zero greenhouse gas emissions by 2050. We recognise that achieving full Net Zero in aviation is a complex challenge due to the current limitations of aircraft technology, certification, and fuel availability. However, we are committed to progressive, measurable carbon reduction through efficiency, innovation, and collaboration across our operations.

### 2. Organisational Overview

Woodgate provides 24/7 fixed-wing air ambulance and aeromedical transfer services across the UK, Ireland, and Europe. Operations include flight operations (King Air 200, PC-12, Learjet 45 aircraft), ground ambulance transfers through IMT Ambulance (CQC-registered partner within SERE Holdings), and base operations in the UK and Northern Ireland. The service operates under the SERE Holdings Group, providing shared governance, sustainability oversight, and quality management.

### 3. Emissions Baseline

A baseline year of 2025/2026 has been adopted, with full annual measurement commencing in FY 2026/2027 to establish precise benchmarks.

Scope 1:

Aviation fuel (Jet A-1/AVGAS) – derived from litres consumed per flight hour using DEFRA conversion factors.

Scope 2:

Electricity and heating at base operations – based on kWh usage and supplier emission factors.

Scope 3:

Ground ambulance journeys, staff travel, procurement, waste – estimated through mileage logs and supplier disclosures.

### 4. Current Emission Reduction Initiatives

Woodgate Aviation has implemented or is implementing the following actions:

- Flight planning optimisation (route, altitude, weight, weather forecasting).
- Use of single-engine taxiing and reduced APU usage where safe.
- Rigorous maintenance regimes to maintain peak engine and aerodynamic efficiency.
- Transition to electric or hybrid ground vehicles and ambulances where feasible.
- Installation of EV charging points at bases by 2026.
- Conversion of all premises to renewable energy tariffs by 2026.
- Comprehensive waste segregation and recycling policy.
- Preference for suppliers with ISO 14001 certification or published Carbon Reduction Plans.
- Adoption of Electronic Flight Bags and digital documentation to reduce paper use.

## 5. Future Planned Initiatives

Between 2025 – 2030, Woodgate Aviation will:

- Participate in Sustainable Aviation Fuel (SAF) trials as they become viable.
- Evaluate hybrid-electric aircraft technology readiness for light and mid-range missions.
- Establish a formal carbon reporting dashboard within the Safety and Quality Management System.
- Engage with airframe OEMs and fuel providers to explore emission-offset and reduction programmes.
- Reduce non-flight energy consumption across facilities by at least 5% per annum.

## 6. Measurable Targets

2025 – Establish verified emissions baseline and publish annual carbon report.

2026 – Convert 50% of ground vehicles to electric/hybrid.

2030 – Achieve a minimum 10% reduction in total CO<sub>2</sub>e emissions per mission compared with 2024/25 baseline.

2035 – 25% reduction in non-flight operational emissions (Scope 2 & 3).

2050 – Achieve alignment with UK Net Zero objectives, subject to technological feasibility.

## 7. Governance and Accountability

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Oversight of carbon reduction activities is maintained by the Aeromedical Services Director and Director of Flight Operations, supported by the Sustainability Lead and the wider SERE Holdings Governance Board. A Contracts Manager will liaise directly with the Buyer to provide updates, data, and compliance evidence aligned with PPN 06/21 reporting expectations.

## 9. Verification and Reporting

Woodgate Aviation will report annually on emissions and progress against reduction targets, providing data to the Buyer upon request. This plan will be reviewed annually and updated to align with HSCNI, CAA, and UK Government sustainability frameworks.

## 10.Statement of Limitations

Woodgate Aviation recognises that the aviation sector's dependency on fossil fuels limits the immediate feasibility of achieving full Net Zero. Despite these constraints, the organisation remains committed to continuous improvement, measurable reductions, and transparent reporting, ensuring maximum possible contribution toward Net Zero 2050 while maintaining patient safety and operational reliability.