

Welcome to your CDP Climate Change Questionnaire 2021

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 business has approximately 200 locations worldwide, covering regions with large numbers of business jets and aircraft movements.

Signature Aviation (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. Dallas Airmotive was part of Signature Aviation in 2020 but was divested in 2021.

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. On 1 June 2021, Signature Aviation was acquired by Blackstone, Global Infrastructure Partners and Cascade and is no longer traded on the London Stock Exchange.

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, 2020	December 31, 2020	Yes	3 years

C0.3

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

- Antigua and Barbuda
- Barbados
- Brazil

British Virgin Islands
Canada
France
Germany
Greece
Grenada
Ireland
Italy
Jamaica
Panama
Saint Kitts and Nevis
Saint Lucia
Sint Maarten (Dutch part)
South Africa
Switzerland
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	Please explain
Scheduled – all meetings	<p>Reviewing and guiding strategy</p> <p>Reviewing and guiding major plans of action</p> <p>Reviewing and guiding risk management policies</p> <p>Reviewing and guiding business plans</p> <p>Setting performance objectives</p> <p>Monitoring implementation and performance of objectives</p> <p>Overseeing major capital expenditures, acquisitions and divestitures</p> <p>Monitoring and overseeing progress against goals and targets for addressing climate-related issues</p>	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>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 ESG 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. An example in 2020 was the adoption of the Net Zero Scope 1+2 target as well as initiatives to increase sales of Sustainable Aviation Fuel (SAF) to reduce Scope 3 emissions.</p>

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)	Responsibility	Frequency of reporting to the board on climate-related issues
Chief Executive Officer (CEO)	Both assessing and managing climate-related risks and opportunities	More frequently than quarterly
Chief Operating Officer (COO)	Managing climate-related risks and opportunities	More frequently than quarterly
Chief Risks Officer (CRO)	Assessing climate-related risks and opportunities	Quarterly
Sustainability committee	Both assessing and managing climate-related risks and opportunities	More frequently than 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)

One of the principal risks in our Principal Risk Matrix is "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 oversaw the ESG Steering Committee and the Business Continuity Management Council in 2020.

The ESG Steering Committee, was formed in 2019 under the direction of the COO, 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 as Objectives and Key Results (OKRs) 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. A key performance indicator for the senior management team in 2020 was the completion a 5-year phased carbon reduction (Scope 1 & 2) rollout plan.

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 Supply chain engagement	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	Management 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.

		Environmental criteria included in purchases Supply chain engagement	
Chief Sustainability Officer (CSO)	Monetary reward	Emissions reduction project Emissions reduction target Energy reduction project Efficiency project	Management 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.
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 investors and other 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 ESG Steering 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 Streamlined Energy and Carbon Reporting (SECR) and a number of California emission reduction programs.
Emerging regulation	Relevant, always included	Our HSE Team and ESG Steering Committee review emerging regulations to determine if they are likely to impact our business strategy and climate related risks and report 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	<p>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.</p> <p>We have plans to increase the number of locations that are self-sufficient for electricity from solar over the next two years. 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.</p> <p>In fuel, the move to sustainable aviation fuel (SAF) has been a slow process given the lack of global production capacity, which often makes the product very expensive in today’s market. We are currently the largest customer for Neste, a supplier of SAF. Production capacity is increasing as new players enter the market and we are actively working with our supply chain, through both our customer and vendor channels, to influence behaviours to achieve a sustainable future.</p>
Legal	Relevant, always included	<p>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.</p>
Market	Relevant, always included	<p>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&GA 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 (eVTOLs). Electric flying will continue to be a slower concept to evolve</p>

		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, the California and surrounding area wildfires in 2020 had the potential to impact our business. 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

Primary potential financial impact

Increased indirect (operating) costs

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)

75,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

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

50,000

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

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

Primary potential financial impact

Increased insurance claims liability

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)

Potential financial impact figure – minimum (currency)

1

Potential financial impact figure – maximum (currency)

250,000

Explanation of financial impact figure

We incur up to the potential insurance deductible but not beyond \$250K. 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

250,000

Description of response and explanation of cost calculation

Property damage is covered by insurance. Our insurance deductible is \$250K. 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 \$250K.

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

Primary potential financial impact

Increased indirect (operating) costs

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)

2,000,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

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

200,000

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)

30,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

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

10,000

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 in the event of hurricanes and wildfires, our terminals have been used as triage centres for air-rescued residents and as support bases for helicopter rescue operations. 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)

Potential financial impact figure – minimum (currency)

50,000

Potential financial impact figure – maximum (currency)

100,000

Explanation of financial impact figure

Increased revenue from emergency response activities

Cost to realize opportunity

10,000

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 10+ over the next two years as well as energy efficient lighting and heating upgrades to help us reach our Net Zero target interim milestone of 29% reduction in Scope1&2 emissions by 2025.

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)

Potential financial impact figure – minimum (currency)

75,000

Potential financial impact figure – maximum (currency)

150,000

Explanation of financial impact figure

Cost savings from energy efficiency initiatives

Cost to realize opportunity

100,000

Strategy to realize opportunity and explanation of cost calculation

Investment in energy efficiency projects. Following an investment of c.\$7 million, we had seven FBOs on the US East Coast installed in 2019 that are generating electricity from solar panels. In 2020 we installed an additional 822.34 kW capacity which will reduce our Scope 2 emissions by 464 MT CO2e. We have plans to increase the number of locations that are self-sufficient for electricity from solar by an additional 10+ over the next two years and have over 5000 kW capacity planned in 2021 and 2022 that will result in at least an additional 2200 MT CO2e Scope 2 emission reductions.

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) Is your organization’s low-carbon transition plan a scheduled resolution item at Annual General Meetings (AGMs)?

	Is your low-carbon transition plan a scheduled resolution item at AGMs?	Comment
Row 1	No, we do not hold AGMs	As a private company (as of June 2021) we will no longer hold Annual General Meetings.

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

Yes, qualitative

C3.2a

(C3.2a) Provide details of your organization’s use of climate-related scenario analysis.

Climate-related scenarios and models applied	Details
<p>2DS IEA Sustainable development scenario</p>	<p>We modelled 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. In 2020 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. The scenario analysis covered our operational footprint globally, including purchased electricity; fuel use for building heating/cooling; ground support equipment fueling; and vehicle fuels for company owned vehicles. We have developed an emissions Net Zero Roadmap, which includes a modelling tool to forecast emissions reductions to 2025, based on capital planning projects. This projection allows us to see in advance any gaps in our short term (2025) target and adjust accordingly. The Roadmap has been reviewed by our Board and will be updated annually with actual emissions and new capital project projections to ensure we meet our Net Zero targets.</p>

C3.3

(C3.3) 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
<p>Products and services</p>	<p>Yes</p>	<p>Emissions from aviation fuel used by customers (classified as Scope 3 emissions) constitute the vast majority of our emissions. While we have no direct control over these emissions, we have made good progress in 2020 to support reduced Scope 3 emissions through initiatives such as the wider availability of SAF in the Signature FBO network. Reaching Net Zero in the aviation industry will require significant investment in new technologies, much of which does not presently exist today. Our investments, under the brand Signature Renew, aim to ensure that B&GA customers can fly both responsibly, as we increase the availability of sustainable aviation fuel short term, and are 'sticky' to the industry and also to Signature longer term. In late 2020, we became the world's first FBO network to establish a permanent supply of Sustainable Aviation Fuel (SAF) for customers at two key gateway B&GA locations,</p>

		<p>with the aim of accelerating adoption of SAF in the B&GA industry and enabling our customers to fly more responsibly. SAF is supplied through a strategic partnership with Neste and is currently permanently available at Signature San Francisco (SFO), London Luton (LTN), Van Nuys (VNY), Boeing Field (BFI) and Mobile (BFM) and we intend to roll out further new locations in the near future. Signature’s initial commitment to purchase 5 million gallons represents a significant stimulus to global supply of SAF to B&GA. Furthermore, we are supported by our largest customer, NetJets, which has agreed to purchase up to 3 million gallons of SAF to fully supply its fuel needs at SFO and at its global headquarters at Columbus International (CMH). EPIC also has significant experience in SAF logistics and supply and is working with Signature on a number of SAF projects including a request from a third party to procure and supply 2 million gallons of SAF through the Signature network. We now have five locations across our network which are able to supply SAF and are looking at a further 6 locations in 2021.</p>
Supply chain and/or value chain	Yes	<p>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.</p> <p>As a large purchaser of GSE, we have a significant opportunity to influence our supply chain over the next 3 years to 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.</p> <p>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</p>

		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	<p>Environmental considerations are embedded into our investment decisions to deliver more environmentally friendly FBO terminals and hangars, which includes powering our facilities with solar and using sustainable and environmentally supportive building materials. Initiatives we are rolling out are detailed below:</p> <p>Real estate – Following an investment of \$7m in solar in 2019, we continue to add solar capacity throughout our system. We added two sites in 2020 (White Plains, NY and the Newark carport) and have plans to install solar in at least 10 locations in the next two years for a forecasted annual reduction of 2,676 MT CO₂e. We are also implementing lighting changeouts, heating upgrades, and investments in our ground support equipment efficiency reach our Scope 1&2 reduction goal of 29% by 2025 (over 2018 baseline). We currently have eight FBO buildings in the network which are either LEED (Leadership in Energy and Environmental Design) certified or LEED Silver certified along with eleven hangars/ancillary buildings with further projects in progress. On three further projects at Teterboro (TEB), Newark (EWR) and Bedford (BED) we are working to deliver LEED equivalent sustainability standards with the airport authorities and the US Green Building Council. Furthermore, we are continuing to replace our old and inefficient hangar heating systems and hangar lighting which will contribute to reducing our Scope 2 emissions. With a focus on reducing our Scope 2 emissions we have solar panels installed at ten locations and in 2020 we generated 4.7 million KW of clean energy. We have an additional 15 locations under review for suitability in the US in 2021, and 6 locations in EMEA.</p> <p>Operations and equipment – we have many electric items in our GSE fleet, as well as hybrid electric crew cars available at 11 locations. We have customer electric car charging points at 20 locations and are targeting 30-35 locations by the end of 2021. 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</p>

		GSE, we have a significant opportunity to influence our supply chain and drive new product development as well as support new models coming to the market.
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C3.4

(C3.4) 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	<p>We modelled 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 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.</p> <p>We are in the process of evaluating physical climate-related risks (water stress, water depletion, drought, flooding) utilizing the WRI Aqueduct tool. We will incorporate relevant findings 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.</p>

C3.4a

(C3.4a) 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 have five Leadership in Energy and Environmental Design (LEED) certified and LEED Silver certified FBO buildings in the network along with ten hangars and a further three LEED FBO projects, including our new Atlanta (ATL) terminal building, in progress. On three further projects at Teterboro (TEB), Newark (EWR) and Bedford (BED) we are working to deliver LEED equivalent sustainability standards with all airport authorities and the US Green Building Council. Furthermore, we are continuing to replace our old and inefficient hangar heating systems and hangar lighting which will contribute to reducing our Scope 2 emissions. 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 continue increasing the number of locations that are self-sufficient for electricity from solar 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)

88,665

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]

62,952.15

Covered emissions in reporting year (metric tons CO₂e)

75,021

% of target achieved [auto-calculated]

53.0629626821

Target status in reporting year

Underway

Is this a science-based target?

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

Target ambition

1.5°C aligned

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)

88,665

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]

44,332.5

Covered emissions in reporting year (metric tons CO₂e)

75,021

% of target achieved [auto-calculated]

30.7765183556

Target status in reporting year

Underway

Is this a science-based target?

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

Target ambition

1.5°C aligned

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)

88,665

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)

75,021

% of target achieved [auto-calculated]

15.3882591778

Target status in reporting year

Underway

Is this a science-based target?

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

Target ambition

1.5°C aligned

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?

Net-zero target(s)

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number

NZ1

Target coverage

Company-wide

Absolute/intensity emission target(s) linked to this net-zero target

Abs1

Abs2

Abs3

Target year for achieving net zero

2050

Is this a science-based target?

Yes, but we have not committed to seek validation of this target by the Science Based Targets initiative in the next 2 years

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.

C4.3

(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	5	145.3
To be implemented*	12	2,742.74
Implementation commenced*	1	192.11
Implemented*	7	3,038.89
Not to be implemented		

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)

3,038.89

Scope(s)

Scope 2 (location-based)

Voluntary/Mandatory

Voluntary

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

1,114,000

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

153,000

Payback period

1-3 years

Estimated lifetime of the initiative

16-20 years

Comment

With a focus on reducing our Scope 2 emissions we completed solar installations in 7 locations in 2019. The sites started generating in late 2019 and were fully operational in 2020. Solar was installed at two additional sites in 2020. Total solar generation in 2020 resulted in a reduction in Scope 2 emissions of 3038.89 MT CO₂e. Projects are underway for an additional 10 sites in 2021 and 2022.

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.
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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

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)

55,658

Comment

Scope 2 (location-based)

Base year start

January 1, 2013

Base year end

December 31, 2013

Base year emissions (metric tons CO₂e)

54,257

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 Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019

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)

34,505

Start date

January 1, 2020

End date

December 31, 2020

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO₂e)

39,855.14

Start date

January 1, 2019

End date

December 31, 2019

Comment

Past year 2

Gross global Scope 1 emissions (metric tons CO₂e)

40,650

Start date

January 1, 2018

End date

December 31, 2018

Comment

Past year 3

Gross global Scope 1 emissions (metric tons CO₂e)

35,858

Start date

January 1, 2017

End date

December 31, 2017

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

40,516

Start date

January 1, 2020

End date

December 31, 2020

Comment

Past year 1

Scope 2, location-based

46,728.66

Start date

January 1, 2019

End date

December 31, 2019

Comment

Past year 2

Scope 2, location-based

46,221

Start date

January 1, 2018

End date

December 31, 2018

Comment

Past year 3

Scope 2, location-based

55,130

Start date

January 1, 2017

End date

December 31, 2017

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?

No

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

Please explain

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

Capital goods

Evaluation status

Relevant, not yet calculated

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

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

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

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

826.867

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

11,470

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 4416 employees (4716 employees minus approximately 300 from our HQ office who worked from home throughout 2020) commuting 25.2 miles per day, 5 days per week, 52 weeks per year, with an average fuel economy of 22.5 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

Please explain

We do not have upstream leased assets.

Downstream transportation and distribution

Evaluation status

Not relevant, explanation provided

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

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

1,854,507

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

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

Please explain

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

Franchises

Evaluation status

Not relevant, explanation provided

Please explain

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

Investments

Evaluation status

Not evaluated

Please explain

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

Other (upstream)

Evaluation status

Please explain

Other (downstream)

Evaluation status

Relevant, calculated

Metric tonnes CO₂e

2,284

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 2020.

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

0.000039047

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

75,021

Metric denominator

unit total revenue

Metric denominator: Unit total

1,921.3

Scope 2 figure used

Location-based

% change from previous year

36.08

Direction of change

Decreased

Reason for change

Solar installations and lighting conversions as well as impacts to business from COVID-19 resulted in a 13.35% reduction in absolute Scope 1 and Scope 2 emissions from 2019 to 2020. Total Group Revenue also declined from 3017.4m in 2019 to 1921.30m in 2020, due primarily to COVID-19 impact on flight activity and fuel prices. The combination led to 36.08% 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	34,329.779	IPCC Fifth Assessment Report (AR5 – 100 year)
CH4	18.565	IPCC Fifth Assessment Report (AR5 – 100 year)
N2O	115.931	IPCC Fifth Assessment Report (AR5 – 100 year)
HFCs	20.36	IPCC Fifth Assessment Report (AR5 – 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	49.57
Barbados	1.695
Brazil	0
British Virgin Islands	1.483
Canada	1,171.559
France	385.321
Germany	12.485
Greece	6.792
Grenada	0
Ireland	82.31
Italy	9.865
Jamaica	4.627
Panama	5.791
Saint Lucia	0
Sint Maarten (Dutch part)	36.407
South Africa	16.011
Saint Kitts and Nevis	0
Switzerland	13.669
Trinidad and Tobago	5.792
United Kingdom of Great Britain and Northern Ireland	1,905.372
United States of America	30,755.526

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	32,470.517
Dallas Airmotive	531.917
H+S Aviation	884.954
ONTIC	0
TECHNICAir	576.885

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
DAI-14-Charlotte(RTC)	0.457	35.409167	-80.151944
DAI-17-Minneapolis(RTC)	13.843	18.339217	-64.962498
DAI-20 DFW Center	268.681	32.8525	-97.021944
DAI-22-InternationalTurbineService	29.487	32.930833	-97.105556
DAI-23-HeritagePark-Plant	34.242	32.930556	-97.109167
DAI-24- BarrettTurbineEngineCompany	11.628	33.371944	-81.978611
DAI-26-BoyntonBeach(RTC)	0	26.547222	-80.074167
DAI-27-Pittsburgh(RTC)	22.634	40.128056	-80.286111
DAI-28-Phoenix(RTC)	0	33.682778	- 112.076944
DAI-29-St.Louis(RTC)	0	38.663056	-90.648889
DAI-796- InternationalGovernorService	150.945	39.909722	- 105.078611
DAI-Brazil(RTC)	0	- 23.435555	-46.473055
DAI-Lanseria S.A.(RTC)	0	- 25.938513	27.926133
H+S Aviation Limited	884.954	50.831513	-1.056455
SFS-007EWR-Newark	0.292	40.707004	-74.170792
SFS-009BWI-Baltimore	151.611	39.185554	-76.655734
SFS-010DCA-Washington National	17.477	38.845693	-77.048339

SFS-016SEA-Seattle-Tac	9.903	47.439236	- 122.315672
SFS-021ORD-Chicago	115.26	41.991259	-87.889402
SFS-025MDW-Midway	762.142	41.786949	-87.761199
SFS-045SAV-Savannah	34.347	32.122156	-81.195875
SFS-062LIH1-Lihue HFFC	1.243	21.981883	- 159.344465
SFS-063HNL2-Honolulu HFFC	68.013	21.32151	- 157.912133
SFS-070ISM-Kissimmee	18.165	28.293619	-81.43667
SFS-071FTY-Fulton County	230.432	33.775995	-84.52257
SFS-072HOU-Houston Hobby	78.249	29.646175	-95.273352
SFS-074SAT-San Antonio	98.742	29.533631	-98.480124
SFS-075ICT-Wichita	108.718	37.659186	-97.424003
SFS-077VNY-Van Nuys	10.398	34.200637	- 118.487252
SFS-161PB3-Palm Beach	75.053	26.678762	-80.082076
SFS-202IAD-Washington Dulles	740.747	38.95418	-77.442085
SFS-205SJC-San Jose	41.566	37.361252	- 121.935182
SFS-208MCO-Orlando	58.061	28.421892	-81.331935
SFS-209DTW-Detroit	665.662	42.229362	-83.341232
SFS-210LAS-Las Vegas	289.767	36.080188	- 115.171003
SFS-211PIE-St.Petersburg	58.437	27.90416	-82.69037
SFS-221AUS-Austin	88.993	30.184604	-97.662468
SFS-222STL-St.Louis	296.589	38.745838	-90.347394
SFS-225HSV-Huntsville	1,035.502	34.649143	-86.771286
SFS-226MOB-Mobile	53.385	30.682357	-88.249205
SFS-227BFM-Mobile DTWN	51.202	30.635232	-88.077102
SFS-228SWF-Stewart	77.406	41.501954	-74.099982
SFS-231LGB-Long Beach	113.966	33.812073	- 118.153324
SFS-235FAT-Fresno	72.641	36.778713	- 119.731215
SFS-236MSY-New Orleans	357.345	29.997427	-90.265656
SFS-237HXD-Hilton Head	45.617	32.221595	-80.696924

SFS-238STP-Saint Paul	609.047	44.934623	-93.060341
SFS-239RST-Rochester	259.376	43.915397	-92.498026
SFS-240ANC-Anchorage	145.419	61.164136	- 149.987039
SFS-242BOS-Boston	825.387	42.37484	-71.023157
SFS-244OMA-Omaha	584.658	41.303684	-95.885104
SFS-247DSM-Des Moines	599.85	41.535077	-93.647257
SFS-250MKE-Milwaukee	395.97	42.958483	-87.898502
SFS-251MSP-Minneapolis	727.86	44.876842	-93.21759
SFS-252BNA-Nashville	287.289	36.120459	-86.673007
SFS-253BDL-Hartford Bradley	219.583	41.938286	-72.694207
SFS-254BCT-Boca Raton	58.724	26.377918	-80.111068
SFS-255BZN-Bozeman	707.362	45.772556	- 111.152991
SFS-256MHT-Manchester	1,191.074	42.933801	-71.431587
SFS-257HPN-White Plains	0	41.067411	-73.703318
SFS-258SDL-Scottsdale	69.046	33.625469	- 111.904457
SFS-260HPN-White Plains	289.188	41.067411	-73.703318
SFS-261PBI-Palm Beach	123.192	26.678762	-80.082076
SFS-262TEB- East/West Teterboro	453.178	40.844769	-74.066262
SFS-263DAL-Dallas	0	32.852916	-96.847347
SFS-265PDK-Dekalb	198.493	33.881335	-84.302658
SFS-266APA-Denver Centennial	132.833	39.569972	- 104.847385
SFS-267MMU-Morristown	459.561	40.795824	-74.420587
SFS-269PWK-Chicago Executive	743.578	42.116578	-87.89975
SFS-271SBA-Santa Barbara	0.579	34.433308	- 119.834938
SFS-273JAX-Jacksonville	415.436	30.496346	-81.677577
SFS-274BED-Bedford	310.966	42.463042	-71.290456
SFS-282DAL-Dallas	627.153	32.852916	-96.847347
SFS-283DEN-Denver Int'l	352.478	39.838838	- 104.665996
SFS-284FLL-Ft.Lauderdale	50.291	26.072529	-80.156558
SFS-285IND-Indianapolis	535.231	39.726053	-86.272169

SFS-286MEM-Memphis	281.088	35.054066	-89.981549
SFS-287PSP-Palm Springs	97.46	33.826551	- 116.509939
SFS-288SFO-San Francisco	120.494	37.628182	- 122.384886
SFS-300SAF-Santa Fe	341.913	35.617649	- 106.084805
SFS-301HNL-Honolulu	0	21.32151	- 157.912133
SFS-302ITO-Hilo	0	19.717791	- 155.060457
SFS-303KOA-Kailua Kona	0	19.7295	- 156.041715
SFS-304LIH-Lihue	82.024	21.981883	- 159.344465
SFS-306OGG-Kahalui	91.784	20.896462	-156.4281
SFS-307BKL-Cleveland	237.811	41.51213	-81.687294
SFS-308FSD-Sioux Falls	486.394	43.584445	-96.734073
SFS-309AVL-Asheville	208.612	35.44198	-82.5411
SFS-310IFP-Bullhead City	39.333	35.161648	- 114.556517
SFS-311FDK-Frederick	82.432	39.416602	-77.379632
SFS-312LFT-Lafayette	54.608	30.212424	-91.988369
SFS-313NEW-New Orleans	17.825	30.034291	-90.027508
SFS-314CMH-Columbus	496.078	39.990429	-82.891715
SFS-315LUK-Cincinnati	463.551	39.105276	-84.427734
SFS-316CHS-Charleston	26.266	32.897897	-80.030196
SFS-318TEB-South Teterboro	1,387.516	40.844769	-74.066262
SFS-320BFI-Seattle Boeing	316.031	47.538352	- 122.304754
SFS-321SAN-San Diego	122.663	32.734117	-117.17831
SFS-322GSO-Greensboro	264.084	36.099764	-79.941153
SFS-323MIA-Miami	117.031	25.806518	-80.289935
SFS-324TMB-Tamiami	28.096	25.646566	-80.42374
SFS-325LRD-Laredo	57.689	27.540157	-99.468811
SFS-326OPF-Opa Locka	33.494	25.910425	-80.267955
SFS-327ACY-Atlantic City	415.798	39.449629	-74.573527

SFS-329-Los Angeles	34.904	33.933705	- 118.395455
SFS-330OAK-Oakland	27.046	37.729916	- 122.212943
SFS-331F45-West Palm Beach	12.558	26.846922	-80.220057
SFS-332EYW-Key West	44.131	24.553935	-81.75708
SFS-333PHK-Pahokee	0	26.788692	-80.691331
SFS-334TPA-Tampa	49.01	27.967439	-82.524788
SFS-335ATL-Atlanta	3.069	33.65259	-84.424833
SFS-336CID-Cedar Rapids	304.933	41.889243	-91.706603
SFS-337UGN-Waukegan	943.029	42.417212	-87.867233
SFS-338GRR-Grand Rapids	574.733	42.881789	-85.534326
SFS-339FAY-Fayetteville	0	34.99282	-78.884644
SFS-340INT-Winston-Salem	77.817	36.138976	-80.228936
SFS-341RDU-Raleigh	338.597	35.880838	-78.784192
SFS-343SYR-Syracuse	1,217.548	43.104956	-76.114463
SFS-344SAT-San Antonio	26.286	29.533631	-98.480124
SFS-345DAL-Dallas	0	32.852916	-96.847347
SFS-346IAH-Houston Bush	0	29.967821	-95.352719
SFS-348CHO-Charlottesville	61.43	38.135935	-78.451231
SFS-350ORF-Norfolk	214.169	36.886465	-76.199461
SFS-351ROA-Roanoke	245.943	37.323063	-79.973204
SFS-352BTR-Baton Rouge	36.217	30.52539	-91.150058
SFS-353MQS-Coatesville	45.9	39.979974	-75.862691
SFS-354BJC-Denver	294.334	39.909722	- 105.078611
SFS-355MAF-Midland	178.693	31.939551	- 102.208653
SFS-356GEG-Spokane	423.922	47.620114	-117.52809
SFS-358TTN-Trenton	372.663	40.282023	-74.812563
SFS-359EFD-Houston Ellington	1.39	29.60246	-95.168922
SFS-467OGGM&O-Kahului	2.906	20.896462	-156.4281
SFS-478HNL-Honolulu	0.35	21.32151	- 157.912133
SFS-641MKC-Kansas City	963.505	39.115193	-94.591169
SFS-642IXD-New Century	206.862	38.832173	-94.8953

SFS-643MCI-Kansas City	86.201	39.313695	-94.717339
SFS-659POS-Port of Spain	5.792	10.591961	-61.34352
SFS-661SXM-St. Maarten	36.407	18.041384	-63.118021
SFS-662ANU-Antigua	49.57	17.140197	-61.775954
SFS-663SKB/NEV-St Kitts & Nevis	0	17.31142	-62.714153
SFS-670BGI-Bridgetown	1.695	13.074603	-59.492455
SFS-671MBJ- Montego Bay	4.627	18.503717	-77.913357
SFS-672GND-Grenada	0	12.004167	-61.788055
SFS-673EIS-Tortola	1.483	18.445556	-64.541666
SFS-674UVF-Saint Lucia	0	13.732222	-60.951943
SFS-847PTY-Panama City	5.791	9.077862	-79.380087
SFS-098ORL-Orlando Executive	0	28.545462	-81.332929
SFS-ABZ-Aberdeen	7.473	57.198725	-2.191853
SFS-ATH-Athens	5.279	37.94548	23.958022
SFS-BHX-Birmingham	2.814	52.450087	-1.750658
SFS-BQH-Biggin Hill	2.339	51.321763	0.030003
SFS-CIA/LIRA- Rome Ciampino	8.337	41.797429	12.591428
SFS-CPT-Cape Town	16.011	- 33.979803	18.599303
SFS-CWL-Cardif	1.095	51.394186	-3.344618
SFS-DUB-Dublin	71.717	53.42778	-6.244841
SFS-EDI-Edinburgh	10.416	55.944395	-3.351951
SFS-EGCC-Manchester	7.158	53.353889	-2.274999
SFS-EMA-East Midlands	3.529	52.826369	-1.339411
SFS-GLA-Glasgow	3.917	55.86922	-4.425424
SFS-GVA/LSGG-Geneva	9.101	46.238064	6.10895
SFS-HER-Heraklion	1.216	35.337121	25.173753
SFS-INV-Inverness	0.96	57.543349	-4.06401
SFS-Italy Region	0	41.799361	12.594936
SFS-LBG-Paris	24.452	48.96257	2.449382
SFS-LFMN-Nice	67.859	43.665278	7.215
SFS-LFPB / LBGT3-Paris	293.009	48.96257	2.449382
SFS-LGW-Gatwick	0	51.157894	-0.16439
SFS-LHR-London Heathrow	0.989	51.460474	-0.438851
SFS-LIN/LIML- Milan Linate	1.528	45.453617	9.261364

SFS-LTN-Luton	759.412	51.877985	-0.381627
SFS-MUC-Munich	12.485	48.357699	11.801999
SFS-MXP/LIMC-Milan Malpensa	0	45.647591	8.724121
SFS-SIR/LSGS-Sion	4.568	46.219592	7.326764
SFS-SKG-Thessaloniki	0.297	40.524058	22.975849
SFS-SNN-Shannon	10.593	52.690976	-8.909932
SFS-SOU-Southampton	1.042	50.953408	-1.359427
SFS-YVR699-Vancouver	488.493	49.181234	- 123.165243
SFS-YYC697-Calgary	522.812	51.100135	- 114.027824
SFS-YYZ698-Toronto	160.253	43.692771	-79.65358
Signature Flight US Holdings, Inc.	0	28.429389	-81.308999
TECHNICAir SFS-193STP	0	18.339217	-64.962498
TECHNICAir SFS-197BZN	0	45.772556	- 111.152991
TECHNICAir SFS-364FAT	8.004	36.778713	- 119.731215
TECHNICAir SFS-365GSO	190.142	36.099764	-79.941153
TECHNICAir SFS-368GRR	0	42.881789	-85.534326
TECHNICAir SFS-369INT	56.872	36.138976	-80.228936
TECHNICAir SFS-370SYR	102.593	43.104956	-76.114463
TECHNICAir-BOH	219.274	50.78	-1.842499
Closed-SFS-233TRM-Thermal	0	33.626671	- 116.159653
Closed-SFS-246CRP-Corpus Christi	0.437	27.772194	-97.502416
Closed-SFS-347SPS-Wichita Falls	4.93	33.988803	-98.491902
Closed-SFS-360ISN-Williston	2.675	48.177939	- 103.642346

C7.3c

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

Activity	Scope 1 emissions (metric tons CO2e)
Heating	25,246.959
Vehicle Fuel	9,217.314

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	16.569		89.94	
Barbados	0		0	
Brazil	1.304		18.82	
British Virgin Islands	0		0	
Canada	726.024		4,425.9	
France	97.134		1,656.44	
Germany	0		0	
Greece	34.157		47.56	
Grenada	9.144		49.64	
Ireland	4.156		9.91	
Italy	0		0	
Jamaica	11.689		63.45	
Panama	42.161		228.86	
Saint Lucia	14.26		77.41	
Sint Maarten (Dutch part)	0		0	
South Africa	1.714		2	
Saint Kitts and Nevis	0		0	
Switzerland	0		0	
Trinidad and Tobago	0		0	
United Kingdom of Great Britain and Northern Ireland	1,170.084		5,018.8	
United States of America	38,387.403		91,591.48	

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	4,672.586	
H+S Aviation	685.011	
ONTIC	23.893	
Signature Flight Support	34,827.175	
TECHNICAir	307.132	

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)
DAI-14-Charlotte(RTC)	36.375	
DAI-17-Minneapolis(RTC)	54.578	
DAI-20 DFW Center	4,150.716	
DAI-22-InternationalTurbineService	72.862	
DAI-23-HeritagePark-Plant	47.789	
DAI-24- BarrettTurbineEngineCompany	30.398	
DAI-26-BoyntonBeach(RTC)	48.363	
DAI-27-Pittsburgh(RTC)	38.909	
DAI-28-Phoenix(RTC)	40.687	
DAI-29-St.Louis(RTC)	0	
DAI-796- InternationalGovernorService	150.605	
DAI-Brazil(RTC)	1.304	

DAI-Lanseria S.A.(RTC)	0	
H+S Aviation Limited	685.011	
SFS-007EWR-Newark	169.163	
SFS-009BWI-Baltimore	327.865	
SFS-010DCA-Washington National	434.391	
SFS-016SEA-Seattle-Tac	13.44	
SFS-021ORD-Chicago	99.595	
SFS-025MDW-Midway	593.65	
SFS-045SAV-Savannah	98.269	
SFS-062LIH1-Lihue HFFC	0	
SFS-063HNL2-Honolulu HFFC	1,312.11	
SFS-070ISM-Kissimmee	51.045	
SFS-071FTY-Fulton County	404.35	
SFS-072HOU-Houston Hobby	496.534	
SFS-074SAT-San Antonio	249.708	
SFS-075ICT-Wichita	171.559	
SFS-077VNY-Van Nuys	190.371	
SFS-161PB3-Palm Beach	148.37	
SFS-202IAD-Washington Dulles	767.839	
SFS-205SJC-San Jose	279.511	
SFS-208MCO-Orlando	190.456	
SFS-209DTW-Detroit	678.806	
SFS-210LAS-Las Vegas	647.082	
SFS-211PIE-St.Petersburg	187.584	
SFS-221AUS-Austin	196.436	
SFS-222STL-St.Louis	466.369	
SFS-225HSV-Huntsville	143.686	
SFS-226MOB-Mobile	160.896	
SFS-227BFM-Mobile DTWN	125.209	
SFS-228SWF-Stewart	13.876	
SFS-231LGB-Long Beach	40.437	
SFS-235FAT-Fresno	48.194	
SFS-236MSY-New Orleans	56.864	
SFS-237HXD-Hilton Head	56.234	
SFS-238STP-Saint Paul	569.382	

SFS-239RST-Rochester	229.819	
SFS-240ANC-Anchorage	141.329	
SFS-242BOS-Boston	146.254	
SFS-244OMA-Omaha	299.51	
SFS-247DSM-Des Moines	282.76	
SFS-250MKE-Milwaukee	363.467	
SFS-251MSP-Minneapolis	709.834	
SFS-252BNA-Nashville	379.322	
SFS-253BDL-Hartford Bradley	163.507	
SFS-254BCT-Boca Raton	353.416	
SFS-255BZN-Bozeman	116.634	
SFS-256MHT-Manchester	225.901	
SFS-257HPN-White Plains	88.329	
SFS-258SDL-Scottsdale	715.326	
SFS-260HPN-White Plains	322.302	
SFS-261PBI-Palm Beach	275.584	
SFS-262TEB- East/West Teterboro	596.677	
SFS-263DAL-Dallas	0	
SFS-265PDK-Dekalb	435.121	
SFS-266APA-Denver Centennial	121.495	
SFS-267MMU-Morristown	341.289	
SFS-269PWK-Chicago Executive	535.883	
SFS-271SBA-Santa Barbara	35.322	
SFS-273JAX-Jacksonville	390.999	
SFS-274BED-Bedford	206.544	
SFS-282DAL-Dallas	1,631.966	
SFS-283DEN-Denver Int'l	610.131	
SFS-284FLL-Ft.Lauderdale	456.871	
SFS-285IND-Indianapolis	623.216	
SFS-286MEM-Memphis	483.734	
SFS-287PSP-Palm Springs	73.835	
SFS-288SFO-San Francisco	121.014	
SFS-300SAF-Santa Fe	88.262	
SFS-301HNL-Honolulu	127.556	
SFS-302ITO-Hilo	7.8	

SFS-303KOA-Kailua Kona	10.99	
SFS-304LIH-Lihue	0	
SFS-306OGG-Kahalui	37.416	
SFS-307BKL-Cleveland	278.996	
SFS-308FSD-Sioux Falls	354.964	
SFS-309AVL-Asheville	191.396	
SFS-310IFP-Bullhead City	83.151	
SFS-311FDK-Frederick	109.423	
SFS-312LFT-Lafayette	150.344	
SFS-313NEW-New Orleans	338.045	
SFS-314CMH-Columbus	312.037	
SFS-315LUK-Cincinnati	536.743	
SFS-316CHS-Charleston	116.667	
SFS-318TEB-South Teterboro	546.056	
SFS-320BFI-Seattle Boeing	211.568	
SFS-321SAN-San Diego	264.381	
SFS-322GSO-Greensboro	181.253	
SFS-323MIA-Miami	309.213	
SFS-324TMB-Tamiami	216.075	
SFS-325LRD-Laredo	149.86	
SFS-326OPF-Opa Locka	829.118	
SFS-327ACY-Atlantic City	239.619	
SFS-329-Los Angeles	118.765	
SFS-330OAK-Oakland	273.014	
SFS-331F45-West Palm Beach	257.052	
SFS-332EYW-Key West	115.878	
SFS-333PHK-Pahokee	22.158	
SFS-334TPA-Tampa	815.7	
SFS-335ATL-Atlanta	117.448	
SFS-336CID-Cedar Rapids	241.468	
SFS-337UGN-Waukegan	389.282	
SFS-338GRR-Grand Rapids	240.267	
SFS-339FAY-Fayetteville	43.977	
SFS-340INT-Winston-Salem	98.577	
SFS-341RDU-Raleigh	224.193	

SFS-343SYR-Syracuse	105.804	
SFS-344SAT-San Antonio	119.34	
SFS-345DAL-Dallas	0	
SFS-346IAH-Houston Bush	0	
SFS-348CHO-Charlottesville	92.171	
SFS-350ORF-Norfolk	243.795	
SFS-351ROA-Roanoke	168.491	
SFS-352BTR-Baton Rouge	263.364	
SFS-353MQS-Coatesville	77.016	
SFS-354BJC-Denver	326.704	
SFS-355MAF-Midland	200.973	
SFS-356GEG-Spokane	104.212	
SFS-358TTN-Trenton	325.976	
SFS-359EFD-Houston Ellington	353.227	
SFS-467OGGM&O-Kahului	0	
SFS-478HNL-Honolulu	0.271	
SFS-641MKC-Kansas City	1,138.045	
SFS-642IXD-New Century	200.366	
SFS-643MCI-Kansas City	81.051	
SFS-659POS-Port of Spain	0	
SFS-661SXM-St. Maarten	0	
SFS-662ANU-Antigua	16.569	
SFS-663SKB/NEV-St Kitts & Nevis	0	
SFS-670BGI-Bridgetown	0	
SFS-671MBJ- Montego Bay	11.689	
SFS-672GND-Grenada	9.144	
SFS-673EIS-Tortola	0	
SFS-674UVF-Saint Lucia	14.26	
SFS-847PTY-Panama City	42.161	
SFS-098ORL-Orlando Executive	0.015	
SFS-ABZ-Aberdeen	3.577	
SFS-ATH-Athens	34.157	
SFS-BHX-Birmingham	0	
SFS-BQH-Biggin Hill	98.731	
SFS-CIA/LIRA- Rome Ciampino	0	

SFS-CPT-Cape Town	1.714	
SFS-CWL-Cardif	0	
SFS-DUB-Dublin	0	
SFS-EDI-Edinburgh	14.053	
SFS-EGCC-Manchester	18.892	
SFS-EMA-East Midlands	0	
SFS-GLA-Glasgow	13.038	
SFS-GVA/LSGG-Geneva	0	
SFS-HER-Heraklion	0	
SFS-INV-Inverness	0.166	
SFS-Italy Region	0	
SFS-LBG-Paris	3.033	
SFS-LFMN-Nice	0.023	
SFS-LFPB / LBGT3-Paris	91.136	
SFS-LGW-Gatwick	1.234	
SFS-LHR-London Heathrow	12.88	
SFS-LIN/LIML- Milan Linate	0	
SFS-LTN-Luton	256.961	
SFS-MUC-Munich	0	
SFS-MXP/LIMC-Milan Malpensa	0	
SFS-SIR/LSGS-Sion	2.941	
SFS-SKG-Thessaloniki	0	
SFS-SNN-Shannon	4.156	
SFS-SOU-Southampton	11.739	
SFS-YVR699-Vancouver	203.674	
SFS-YYC697-Calgary	135.686	
SFS-YYZ698-Toronto	386.664	
Signature Flight US Holdings, Inc.	23.893	
TECHNICAir SFS-193STP	0	
TECHNICAir SFS-197BZN	0	
TECHNICAir SFS-364FAT	23.159	
TECHNICAir SFS-365GSO	161.204	
TECHNICAir SFS-368GRR	0	
TECHNICAir SFS-369INT	68.968	
TECHNICAir SFS-370SYR	0	

TECHNICAir-BOH	53.802	
Closed-SFS-233TRM-Thermal	47.617	
Closed-SFS-246CRP-Corpus Christi	45.262	
Closed-SFS-347SPS-Wichita Falls	20.712	
Closed-SFS-360ISN-Williston	9.107	

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	40,516	

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	3,039	Decreased	3.5	The gross global emissions for this reporting year are 75,021 metric tons (MT) of CO2e. Its gross global emissions for the previous reporting year were 86,538 MT CO2e. This means that the total change in emissions is 11,563 MT CO2e, equal to a 13.35% decrease, according to the formula in the explanation of terms, above: $(11,563/86,583) * 100 = 14\%$. The change from 86,583 to 75,021 MT CO2e is attributed to an estimated reduction of 3,039 MT achieved due to

				emissions reductions from solar installations, 32.02 MT due to other reduction activities, and 8,491.78 MT from the economic effects of the COVID19 pandemic on Signature's operations globally.
Other emissions reduction activities	32.02	Decreased	0.04	The gross global emissions for this reporting year are 75,021 metric tons (MT) of CO ₂ e. Its gross global emissions for the previous reporting year were 86,538 MT CO ₂ e. This means that the total change in emissions is 11,563 MT CO ₂ e, equal to a 13.35% decrease, according to the formula in the explanation of terms, above: $(11,563/86,583) * 100 = 14\%$. The change from 86,583 to 75,021 MT CO ₂ e is attributed to an estimated reduction of 3,039 MT achieved due to emissions reductions from solar installations, 32.02 MT due to other reduction activities, and 8,491.78 MT from the economic effects of the COVID19 pandemic on Signature's operations globally.
Divestment				
Acquisitions				
Mergers				
Change in output	8,491.78	Decreased	9.81	The gross global emissions for this reporting year are 75,021 metric tons (MT) of CO ₂ e. Its gross global emissions for the previous reporting year were 86,538 MT CO ₂ e. This means that the total change in emissions is 11,563 MT CO ₂ e, equal to a 13.35% decrease, according to the formula in the explanation of terms, above: $(11,563/86,583) * 100 = 14\%$. The change from 86,583 to 75,021 MT CO ₂ e is attributed to an estimated reduction of 3,039 MT achieved due to emissions reductions from solar installations, 32.02 MT due to other reduction activities, and 8,491.78 MT

				from the economic effects of the COVID19 pandemic on Signature's operations globally.
Change in methodology				
Change in boundary				
Change in physical operating conditions				
Unidentified				
Other				

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	175,551.33	175,551.33
Consumption of purchased or acquired electricity		0	103,280.21	103,280.21
Consumption of self-generated non-fuel renewable energy		4,718.45		4,718.45
Total energy consumption		4,718.45	278,831.54	283,549.99

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

138,037.82

Emission factor

0.18255

Unit

kg CO₂e per kWh

Emissions factor source

UK Government conversion factors for Company Reporting; 2020; EPA Emission Factors for Greenhouse Gas Inventories; 26 March 2020

Comment

The 2020 emission factors provided by UK and US for this 2020 GHG inventory utilize the IPCC Fifth Assessment GWPs.

Fuels (excluding feedstocks)

Propane Liquid

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

10.95

Emission factor

1.53122

Unit

kg CO₂e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2020; EPA Emission Factors for Greenhouse Gas Inventories; 26 March 2020

Comment

The 2020 emission factors provided by UK and US for this 2020 GHG inventory utilize the IPCC Fifth Assessment GWPs.

Fuels (excluding feedstocks)

Motor Gasoline

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

9,437.03

Emission factor

2.24813

Unit

kg CO2e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2020; EPA Emission Factors for Greenhouse Gas Inventories; 26 March 2020

Comment

The 2020 emission factors provided by UK and US for this 2020 GHG inventory utilize the IPCC Fifth Assessment GWPs.

Fuels (excluding feedstocks)

Diesel

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

25,129.97

Emission factor

2.64146

Unit

kg CO2e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2020; EPA Emission Factors for Greenhouse Gas Inventories; 26 March 2020

Comment

The 2020 emission factors provided by UK and US for this 2020 GHG inventory utilize the IPCC Fifth Assessment GWPs.

Fuels (excluding feedstocks)

Fuel Oil Number 2

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

746.73

Emission factor

2.99193

Unit

kg CO₂e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2020; EPA Emission Factors for Greenhouse Gas Inventories; 26 March 2020

Comment

The 2020 emission factors provided by UK and US for this 2020 GHG inventory utilize the IPCC Fifth Assessment GWPs.

Fuels (excluding feedstocks)

Jet Kerosene

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

2,188.83

Emission factor

2.56389

Unit

kg CO₂e per liter

Emissions factor source

UK Government conversion factors for Company Reporting; 2020; EPA Emission Factors for Greenhouse Gas Inventories; 26 March 2020

Comment

The 2020 emission factors provided by UK and US for this 2020 GHG inventory utilize the IPCC Fifth 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	4,718.45	4,718.45	4,718.45	4,718.45
Heat	0	0	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.

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

 VS4495130000-001 Signature Aviation GHG Verification 2021 (002).pdf

Page/ section reference

Page 1

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

70

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

Page/ section reference

Page 1

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

70

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?

No, we are waiting for more mature verification standards and/or processes

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)?

No, and we do not anticipate being regulated in the next three years

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 suppliers

Yes, our customers

Yes, other partners in the value chain

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Innovation & collaboration (changing markets)

Details of engagement

Run a campaign to encourage innovation to reduce climate impacts on products and services

% of suppliers by number

0.5

% total procurement spend (direct and indirect)

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

100

Rationale for the coverage of your 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

Under our Renew brand, in late 2020 Signature became the world's first FBO network to establish a permanent supply of Sustainable Aviation Fuel (SAF) for customers at two key gateway B&GA locations, with the aim of accelerating adoption of SAF in the B&GA industry and enabling our customers to fly more responsibly. We currently have 5 SAF suppliers engaged and are actively working to secure more.

Through a strategic partnership with Neste and SAF is now currently permanently available at Signature San Francisco (SFO), London Luton (LTN), Van Nuys (VNY), Boeing Field (BFI) and Mobile (BFM) and we intend to roll out further new locations in the near future. Signature's initial commitment to purchase 5 million gallons represents a significant stimulus to global supply of SAF to B&GA. Furthermore, we are supported by our largest customer, NetJets, which has agreed to purchase up to 3 million gallons of SAF to fully supply its fuel needs at SFO and at its global headquarters at Columbus International (CMH).

EPIC also has significant experience in SAF logistics and supply and is working with Signature on a number of SAF projects including a request from a third party to procure and supply 2 million gallons of SAF through the Signature network. We now have five locations across our network which are able to supply SAF and are looking at a further 6 locations in 2021.

Comment

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

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

10

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

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EPIC also has significant experience in SAF logistics and supply and is working with Signature on a number of SAF projects including a request from a third party to procure and supply 2 million gallons of SAF through the Signature network. We now have five locations across our network which are able to supply SAF and are looking at a further 6 locations in 2021.

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, LEED certification and fully electric sites. Examples include the following:

Environmental considerations are embedded into our investment decisions to deliver more environmentally friendly FBO terminals and hangars, which includes powering our facilities with solar and using sustainable and environmentally supportive building materials. We currently have eight FBO buildings in the network which are either LEED (Leadership in Energy and Environmental Design) certified or LEED Silver certified along with eleven hangars/ancillary buildings with further projects in progress. On three further projects at Teterboro (TEB), Newark (EWR) and Bedford (BED) we are working to deliver LEED equivalent sustainability standards with the airport authorities and the US Green Building Council. Furthermore, we are continuing to replace our old and inefficient hangar heating systems and hangar lighting which will contribute to reducing our Scope 2 emissions. With a focus on reducing our Scope 2 emissions we have solar panels installed at ten locations and in 2020 we generated 4.7 million KW of clean energy. We have an additional 15 locations under review for suitability in the US in 2021, and 6 locations in EMEA.

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. Our expanded network of EV charging stations provide the necessary infrastructure to promote customer use of electric vehicles as well. 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.

In FY19 Signature also entered into a strategic partnership with Uber. As an FBO operator for Uber Elevate — Uber's vision for widespread deployment of eVTOL air taxis — Signature is supporting infrastructure and operations at the urban skyports where these eVTOL aircraft will pick up and drop off passengers.

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, including the Environmental Committee. When climate change issues arise we would be in a position to provide input.

Trade association

General Aviation Manufacturers Association

Is your position on climate change consistent with theirs?

Consistent

Please explain the trade association's position

GAMA has actively promoted technology and fueling innovation to reduce the industry's environmental footprint. GAMA first published the Business Aviation Commitment on Climate Change in 2009 (updated 2016) as well as the Sustainable Alternative Jet Fuels Initiative Declaration in 2018. GAMA is also one of the organizations playing a leading role in the development of eVTOL aircraft and urban air mobility.

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

Signature actively supports GAMA's proactive approach. In December 2020 Signature's COO (currently our CEO) was announced as Chair of the Environmental Committee for 2021. The committee works to develop and represent the industry's views on public policy affecting aviation related environmental issues worldwide, including CO2 emissions reductions, sustainable aviation fuels, supersonic aircraft and the business aviation commitment on climate change.

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 Steering 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. In 2020 the committee was 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

 2020 Annual Report1.pdf

Page/Section reference

Page 9

Content elements

Governance
Strategy
Risks & opportunities
Emission targets

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	DIRECTOR – ENVIRONMENTAL AND SUSTAINABILITY PROGRAMS	Chief Sustainability Officer (CSO)

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