CLIMATE ACTION PLAN

Climate Action - where we stand, and our commitment

Sea To Sky Air's climate action plan serves as our roadmap toward a low carbon future. We know that in order to deliver on our company mission, we need to transform our operations to deliver effective climate action, immediately.

We understand that our goal to foster a deeper connection with the environment is currently reliant on fossil-fuel driven aircraft. This irony is not lost on us; we spend a lot of focused time considering whether we truly have the right impact. We believe that we do. We also recognize that we have a responsibility to the environment that we are connected to.

Our climate action plan will guide our operations and our decision making to ensure that we have a meaningful, measurable impact. We will ensure that our climate action plan plays a prominent role in our company decision making, in our day to day operations, and in our planning for the future. This will be especially important as commercially viable aircraft and other technologies come available that could aid us in our reduction goals. While looking to the future is important, our plan will also guide us toward seeking specific, measureable, innovative changes right now. To that end, Sea To Sky Air will be following the guidelines set out by the COP26 Glasgow Declaration.

By following the guidelines of the UN COP26 Glasgow Declaration:

- *We declare our shared commitment to work together with our partners and stakeholders to deliver effective climate action.*
- *We support the global commitment to halve emissions by 2030 and reach Net Zero as soon as possible.*
- *We will consistently align our actions with the latest scientific recommendations, so as to ensure our approach remains consistent with a rise of no more than 1.5 C above pre-industrial levels.*

We commit to:

1. *Deliver a climate action plan.*
2. *Report our progress against interim and long-term targets, as well as the actions we are taking, annually.*
3. *Align our plan with the five shared pathways outlined in the COP26 Glasgow Declaration (measure, decarbonise, regenerate, collaborate, finance) to ensure climate action is consistent.*
4. *Work in a collaborative and constructive spirit with our stakeholders (customers, employees, industry partners, etc).*

Keystone elements of our Climate Action Plan:

We will:

1. Measure: Identify our Carbon Footprint and quantify our emissions sources and scope, and we will report our annual emissions and progress.

2. Reduce: Identify opportunities and make changes to reduce our carbon footprint and emissions.

3. Offset: For emissions that cannot be reduced, we will seek out high quality offsets that put Climate protection first, that demonstrate additionality and are accounted for.
    a. Our offsets will meet strong, independent standards (such as CDM or The Gold Standard) which helps ensure that key quality criteria are met.
    b. We will prioritize offsets from renewable energy and energy efficient projects.
    c. We will ensure vendors guarantee to “retire” our purchased offsets from the market and who use a third-party, publicly accessible registry to track ownership of the offset over their lifetime.
    d. We will publish our offsets so that we can ensure accountability.

Annual Reporting

Annual reports for the previous reporting periods will be delivered in the spring of the following year. This enables us to provide accurate reporting details for our carbon emissions, as well as the time to purchase emissions offsets. The reporting period for our annual reports is 01 October - 30 September.

ANNUAL REPORT

2023 Climate Action Report on Operations

Description of Operations:
STSA operates 3 aircraft, and has an office at the Squamish airport. Our office is powered through BC Hydro electricity. There are no gas or water services to the office. Airport water is on a rainwater collection system or is delivered by a water trailer pulled by a company vehicle during dry months.

Reporting Period: 01 October - 30 September

Inventory Scope and Boundaries: STSA will account for 100% of carbon emissions for operations over which we have control. We will identify all carbon emissions associated with our direct operations. We will quantify direct (scope 1) emissions, and indirect (scope 2) emissions. We aim to start measuring and quantifying scope 3 emissions in the 2024 reporting period.

- Scope 1 - Direct Carbon Emissions: Fuels - Aviation fuel for aircraft and gas/diesel for company vehicles; Company Facilities.
- Scope 2 - Indirect Emissions: Purchased Electricity (BC Hydro)
- Scope 3 (aiming to start in 2024) - Indirect carbon emissions (not included in scope 1 and 2) that occur in STSA's value chain, including both upstream and downstream emissions.

Approach: Accounting for 100% of emission from operation over which STSA has operational control (scope 1 and 2). (We aim to account for Scope 3 emissions starting in 2024).
Note: We are not accounting for Scope 3 emissions at this time due to the complexity and resources required. However, STSA commits to making an annual contribution to unaccounted for Scope 3 emissions through our offset program.

Primary Measurement: Tonnes of Carbon Dioxide Equivalent (CO_2e)
Carbon Emissions:

	Scope 1: tCO_2e Produced	Scope 2: tCO_2e Produced	Emissions per passenger (tCO_2e)
2019 (Base Yr)	40.22	.208	.0127
2020	18.01	.264	.0198
2021	26.85	.061	.0144
2022	40.60	.099	.0152

2023	41.82	.113	.0152

Reduction Targets:
Short Term: 5% reduction in per-passenger tCO2e produced
Mid-term Target: 50% reduction in per-passenger emissions by 2030
Long-Term Target: 90% reduction in per passenger emissions by 2050.

2024 Strategies: Reduction and offsetting will drive our immediate changes. Offsetting is not our primary strategy - but as an air service, it's a critical one to help us through this period where we have no commercially viable aircraft alternatives with reduced emissions.

Reduction Strategies: Reduction strategies will focus on the following areas:

- Energy efficiency initiatives in office (summer and winter)
- Utilization of aircraft to contribute to reductions in emissions per passenger.
- Pilot training on maximising efficiency on flight tours
- Fuel use reduction focused on fuel sampling waste.

Offset Strategies: We will offset carbon emissions that cannot be reduced.

- **Offset Provider:** Less
  (see less.ca for Certification Standards, Registry, and specific offsetting portfolios).

Annual Progress Report Details:

	2019	**2020**	**2021**	**2022**	**2023**
Total Carbon Emitted from Operations (tCO2e)	40.216	18.009	26.847	40.603	41.822
KwH of grid powered Electricity	6940	6589	6281	8610	9985
Equivalent Carbon from grid purchased electricity (tC02e)	0.208	0.264	.061	.099	0.113
Total Emissions	40.42	18.27	26.85	40.70	41.935

tC02e					
tC02e/passenger	0.0123	0.020	0.015	.015	.015
STSA Current Emissions Offsets	0	0	27	40.6	41.9
STSA Voluntary Contribution to Unquantified Scope 3 Emissions	0	0	3	1.4	0.1
Voluntary Guest Contribution Offsets	0	0	0	0	0
Total Offset tCO2e	0	0	30	42	42
Total Net tCO2e	40.42396843	18.27371034	-3.152681	-1.4	-0.1
Total Net tCO2e/passenger	0.01270794355	0.01981964246	-0.0017	-.0006	-.00004

2023 Summary Report on Progress

- Emissions from operations increased slightly on the previous year, however emissions per hour of aircraft time reduced by 3.5%. Part of this reduction can be traced to the implementation of engine power management practises .
- Our electricity usage increased due to a hot summer and a long, cold winter. This highlights the need for a reduction strategy in the office.
- While carbon emissions across operations increased as a result of flight volume increases, our emissions per passenger remained flat. This is due to our ability to mix groups of passengers after COVID restrictions were removed. In addition, a concerted effort was made to try to fill spare seats, thereby reducing our emissions per passenger. This is one of the most effective ways for us to keep our emissions per passenger in check.

- 5.5 gallons of sample fuel was diverted through a change in practice of our fuel testing and disposal method. This fuel was collected, filtered and reused.

2024 Goals:

1. Reduce office electricity consumption by
    a. Implementing temperature setting best-practices in accordance with BC Hydro guidance rather than using the HVAC at excessively high or low settings.
    b. Keeping doors in the main office closed.
    c. Turning off all computers outside of office hours.
2. Establish a 5 year plan for an office retro-fit to increase the energy efficiency of our office.
3. Reduce emissions per passenger through strategic utilization of our aircraft.
4. Reduce emissions due to excess fuel consumption associated with on-time flight performance.
5. Measure total fuel diverted from the Fuel Sampling Diversion program.