TOWARDS GREENER FLIGHT

AirSprint's Action Plan for ***Sustainable Private Aviation***

12 / 2022

A thought-leadership white paper from AirSprint.

TABLE OF **CONTENTS**

Towards Greener Flight | *AirSprint's Action Plan for Sustainable Private Aviation* | December 2022
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EXECUTIVE SUMMARY

Extreme wildfires. Severe drought. Violent storms and flooding.

These are all signs that our global climate is changing. According to NASA[1], human emissions that trap heat in the Earth's atmosphere have already warmed our climate by 1.1°C (2°F) since pre-Industrial times, which began in 1750. Temperatures are expected to keep rising, and so will the severity of extreme climatic events.

The Earth is sending us an urgent message and the evidence is everywhere. We need only look to examples of shrinking glaciers and sea ice, rising water levels, extreme droughts, and shifting plant and animal habitats to see that we all need to act.

Top Image | AirSprint is committed to building a more sustainable future - photo credit: Adam Fallwell.
Bottom Image | Embraer Praetor 500 (C-GBAS) arriving in Palm Springs, California (KPSP) - photo credit: Adam Fallwell.

Globally, aviation produced about 2.4% of total CO2 emissions in 2018, according to a paper[2] produced by the non-profit U.S. Environmental and Energy Study Institute (EESI). As a sub-sector, private aviation generates roughly 2% of that total.

There is plenty of opportunity to press for positive change and there's no better time to act than now. Private jet activity began to increase during the COVID-19 pandemic, and strong leadership is needed to mitigate our sector's climate impact.

Fortunately, technology has helped aviation to lessen its environmental effects. New developments in airframes, engines and operational procedures are saving fuel and reducing emissions. Combined with a growing societal awareness of the climate crisis, the push towards sustainable aviation is reaching critical mass. Today, there are many options for crafting a private aviation sustainability plan that will make a difference.

"It all comes down to what we can do based on where we are today," said James Elian, President and CEO of AirSprint, the Calgary-based company that pioneered Canadian Fractional Jet Ownership 22 years ago.

"We're at a moment in time now where we can truly mitigate our climate impact."

This white paper outlines AirSprint's commitment to sustainable aviation, including how the company will reach its goal of 100% carbon neutral AirSprint flights by 2025.

Read on to discover how AirSprint is leading Canada's private aviation sector towards a greener future.

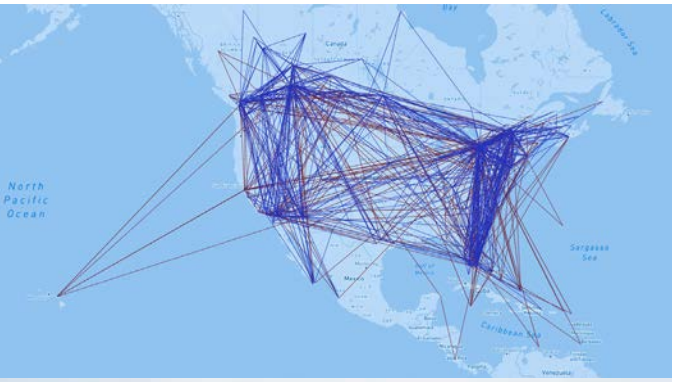
1. NASA - Global Climate Change, "The Effects of Climate Change" November 22, 2022, https://climate.nasa.gov/effects/

2. Environmental and Energy Study Institute (EESI), "Issue Brief | The Growth in Greenhouse Gas Emissions from Commercial Aviation (2019, revised 2022)" June 9, 2022, https://www.eesi.org/papers/view/fact-sheet-the-growth-in-greenhouse-gas-emissions-from-commercial-aviation

INTRO

INTRODUCTION:
BALANCING SUSTAINABILITY AND GROWTH

A key component of Corporate Social Responsibility (CSR) is environmental stewardship, which focuses on preserving our planet. This goes hand in hand with one of AirSprint's corporate values: *Community.*



Top Image | AirSprint's flight activity January 2022 to November 2022.
Bottom Image | Cessna Citation CJ3+ (C-FSFS) and Cessna Citation CJ2+ (C-FASW) positioned in Calgary, Alberta (CYYC) - photo credit: Adriana Bernal.

As a good corporate citizen, we aim to give back to the communities in which we live and work. We are also concerned about the big picture – the health of our planet.

At the same time, AirSprint is committed to delivering the best private aviation experience to its Fractional Owners, many of whom already consider sustainability to be a high priority.

As one of Canada's largest private air operators, AirSprint flies more than 30,000 hours every year. Demand for private aviation services is on the rise: The company's fleet of aircraft has grown by 50% since the COVID-19 pandemic began in 2020.

With this increased flight activity comes a renewed commitment to mitigate the associated environmental effects.

"As a large air operator, the vast majority of our impact on the community is through our flight operations," said AirSprint's James Elian. *"The climate impact of our company overall is largely based on that flying. So, the focus from this stage is how we can achieve balance by offsetting those flight hours."*

Although the company first introduced a carbon offsetting program in 2010, Elian said the commitment has increased over the past 12 years. He recently served as chair of the Canadian Business Aviation Association (CBAA), a position which allowed him to learn more about international aviation initiatives in climate mitigation.

"From an education standpoint, it has involved a lot of reading. It feels like a space where two decades ago, there wasn't much happening. Now, it has become explosive. That leads us to today, where we have more options than we had decades ago."

Those options provide the tools for AirSprint to reach the goal of all its flights operating 100% carbon neutral by 2025.

SUSTAINABLE AVIATION

SUSTAINABLE AVIATION:
HOW WE'LL GET THERE

AirSprint shares its goal of sustainable operations with the world aviation community. There are many national and global initiatives driving the industry towards meaningful change.

In 2022, the Government of Canada released ***Canada's Aviation Climate Action Plan, 2022-2030***[3]. The plan, developed in collaboration with six industry associations including the CBAA, describes how Canadian aviation will reach net-zero greenhouse gas (GHG) emissions by the year 2050.

Our Fleet | Is the newest in North America - we operate our aircraft for specific missions and fly efficient, direct routes between airports - photo credit: Adam Fallwell.

The document explains how a "basket of measures" will be necessary to achieve this goal.

The list of those combined measures includes:

- **New aviation technologies**, including electric, hybrid and hydrogen propulsion;
- **Improved ground and air operations**, including air traffic optimization, electric ground support vehicles, and more efficient aircraft operational procedures;
- **Sustainable aviation fuel (SAF)**, which is expected to be a major contributor in efforts to drive down aviation's GHG emissions; and,
- **Out-of-sector reductions**, including non-aviation carbon offsetting programs that balance any remaining aircraft emissions with carbon removal or reduction in other sectors.

In addition, the *Climate Action Plan* lists research and development, infrastructure investment, a focus on non-aviation ground operations, and regulatory development as additional supportive measures that will help achieve the overall goal.

At the same time, the International Civil Aviation Organization (ICAO) is making progress with its global market-based measure, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)[4].

This plan offsets carbon emissions from international flights – emissions that cannot be reduced by sustainable aviation fuels or technological and operational improvements. The three-phase program is voluntary up to 2026, after which international operators will be mandated to offset their flights based on their 2018 revenue tonne kilometres (RTK), a measurement corresponding to their volume of air transport activity.

Canada is a participant in CORSIA, and is currently collecting data from all operators who fly internationally.

3. GOC, "Canada's Aviation Climate Action Plan, 2022-2030" September 13, 2022, https://tc.canada.ca/sites/default/files/2022-11/canada-aviation-climate-action-plan-2022-2030.pdf

4. Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), https://www.icao.int/environmental-protection/CORSIA/Pages/default.aspx

AN OWNER'S STORY

WE ALL HAVE A PART TO PLAY:
AN OWNER'S STORY

Ottawa-based corporate director Rob Ashe has been an AirSprint Owner for almost seven years.

Currently, he is a corporate director at two public companies, as well as serving as adviser to several venture capital and private equity firms. During 24 years at software developer Cognos Incorporated, Ashe eventually led the company prior to its acquisition by IBM in 2008.

Embraer Praetor 500 | Prairie sunset at Springbank, Alberta (CYBW) - photo credit: Adam Fallwell.

Giving back to the community has always been one of his foundational principles, as evidenced by his contributions to the Ottawa Sports and Entertainment Group, the Ottawa Community Foundation, and the Telfer School of Management at University of Ottawa, where he is an alumnus.

Ashe owns a share in an AirSprint Cessna Citation CJ3+ and flies about 75 hours every year. A typical flight is about 2 to 2.5 hours, equally divided between business and pleasure.

He has been buying carbon credits to offset his flights for the last several years, once he explored the offset market and learned more about it.

"I feel that I have to do my part and save the carbon I produce," said Ashe. *"The plane is there for convenience, but with that comes some additional carbon creation, so I feel I should offset."*

"I do think the offset market is getting better all the time. It is developing and starting to get some standards and credibility. I think people are realizing there are legitimate options."

Ashe embraces the concept of sustainability. He's ordered an electric car and has invested significant time in exploring the emerging carbon economy. He is closely associated with a foundation that is focused on the environment, and often checks in to see what's new in offsets. He prefers doing business with companies that demonstrate a solid commitment to sustainable operations.

Any time he flies, whether commercial or private, he purchases carbon offsets.

"There are two versions: offsets offered by the commercial airlines and programs like those offered by AirSprint," he explained. *"I took their recommendations and did some of my own research. I'm always trying to access carbon credits that actually remove carbon from the air, as opposed to the ones that maintain something that already exists."* continued >

AN OWNER'S STORY

Ashe believes the world is facing an "existential crisis" over the next 30 to 40 years, and the best chance of success lies with how we transition from fossil fuels to carbon neutral sources.

"I think the (private aviation) industry needs to get ahead of this," he said. *"The convenience and adaptability of private jet travel is hard to recreate. It allows you to do things you couldn't otherwise do, and it's probably the one thing that makes the biggest difference in your enjoyment of your free time. If we can do it sustainably, then it's a win-win."*

Cessna Citation CJ3+ | The perfect combination of range, speed and efficiency. It's got the legs to get you to where you want to go - photo credit: Adam Fallwell.

He is curious about longer-term aviation developments, including electrification, sustainable fuels, and carbon sequestration, which captures carbon as it exits an engine.

For now, though, Ashe feels good about AirSprint's new carbon offsetting initiative.

"It's taken the onus off me to find my own solutions. The fact that AirSprint is taking it seriously makes me feel a lot better about being a fractional aircraft owner. They will use their knowledge to access carbon credits in a way that will give me confidence that the credits I'm purchasing are legitimate."

Inevitably, the world is moving towards a low-carbon economy, concluded Ashe.

"All sectors need to participate. Transportation is one of the top contributors to carbon. I think it's just responsible for all of us to offset our carbon usage and play a part."

Your Private Jet Experience | Travelling for work is no longer work itself. Fly free of hassle and focus on getting your job done—or recharging on your way to that crucial meeting - photo credit: Adam Fallwell.

AIRSPRINT'S GOAL

AIRSPRINT'S GOAL: ALL AIRSPRINT FLIGHTS

100% CARBON NEUTRAL BY 2025

About 75% of AirSprint's flights are destined for international airports. Accordingly, AirSprint will be required by CORSIA to offset the emissions generated by its international flights by the year 2027.

Greater Peace-Of-Mind | We're dedicated to getting you where you want to go. But most of all, we're dedicated to getting you there safely - photo credit: Adriana Bernal.

However, as a leader in Canada's business aviation community, AirSprint believes there is no time to waste.

It has partnered with Toronto-based Carbonzero, an organization specializing in measuring and mitigating climate impact, to usher in an exciting new program that will offset the carbon generated by its entire flight operation – domestic and international – by 2025.

This will be accomplished two years before AirSprint is required to do so for its international flights under CORSIA.

"Working with Carbonzero, we've shared fuel consumption and flight activity and they've come up with amounts for offsetting that will counter our flight operations," said Elian.

Dan Fraleigh, president and CEO of Carbonzero, was approached by AirSprint in June 2022.

"We've been around 15 years; we work with governments and all sorts of organizations to measure, manage and mitigate their climate impact," he said.

Carbonzero focuses on reputable carbon offset programs that deliver a real and verified reduction of GHG emissions.

"At first, I was a little bit skeptical about carbon offsets," admitted Elian. *"I really dug into it to see what I could understand. I learned from Carbonzero that there are seven requirements for a quality carbon offset."*

Legitimate carbon offset programs must be:

- **Real** – proven to be created by a specific project;
- **Quantifiable** – able to account for the tonnes of CO2 equivalent reduced, removed or avoided;
- **Verifiable** – audited by an accredited, independent third-party;
- **Registered** – registered, serialized and retired on third-party registries;
- **Conservative** – using a conservative approach to estimation, measurement and monitoring;
- **Permanent** – representative of a beneficial and lasting action; and,
- **Additional** – able to go beyond "business as usual" to generate carbon offsets.

Fraleigh said Carbonzero will receive quarterly flight activity reports from AirSprint, which will be multiplied by a calculated emissions factor to determine the carbon offset credits required.

FRACTIONAL OWNERS

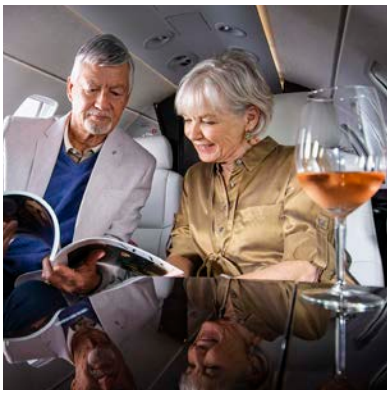
WHAT DOES THIS PROGRAM MEAN FOR
AIRSPRINT FRACTIONAL OWNERS?

AirSprint's new Carbon Offsetting Program will focus on two specific efforts. Together, they will address 100% of the company's aircraft emissions.

Sourcing carbon offsets that meet the requirements of aviation industry initiatives, specifically CORSIA.

Sourcing carbon offsets from Canadian projects to ensure a healthy and robust carbon market in our home country.

Our Jet Collection | Twelve Embraer Praetor 500/Legacy 450/500, ten Cessna Citation CJ3+, and six Cessna Citation CJ2+ aircraft - photo credit: Adam Fallwell.



Your Ownership | You invest in a private jet, with guaranteed access whenever you need it with as little as 8 hours' notice - photo credit: Adriana Bernal.

The Offsets (projects as of Nov. 2022)

- International offsets to meet the requirements of CORSIA will come from the U.S.-based A-Gas V6 Project[5], which supplies refrigerant gases and manages them throughout their lifecycle. A-Gas serves the global heating, ventilation, refrigeration, air conditioning and fire protection industries, helping them reduce their carbon footprints.
- Closer to home, our selected Canadian carbon credit is the Coastal First Nations Great Bear Initiative[6]. The sale of these credits helps the Coastal First Nations end destructive logging practices in the old growth rainforest, protect important ecologies and environments, and generate a source of revenue for economic self-sufficiency.

The Implementation

As of November 2022, AirSprint began purchasing high-quality carbon offsets on behalf of all its Fractional Owners on a voluntary basis – with the goal to mitigate the impact of their flights. By January 2023, it will be mandatory for all new Fractional Owners to purchase carbon offsets through the company program.

By 2025, carbon offsetting will be mandatory for all Fractional Owners.

"We already have several Fractional Owners who are offsetting," said Elian. *"In fact, over 85% of AirSprint's flights are carbon neutral today, and we look forward to increasing that to 100%."*

"My expectation is that the vast majority of our Owners will participate in the program voluntarily. It will cost in the range of $25 to $55 per flight hour to offset, depending on the aircraft they are flying."

He said offset costs will be included in an Fractional Owner's hourly fuel surcharge every month. At the end of each year, AirSprint will present Owners with a certificate showing the amount of carbon offsets purchased in their name.

5. A-Gas V6 Project, https://www.airsprint.com/assets/Uploads/Documents/AirSprint-A-Gas-V6-Project-Overview.pdf

6. Coastal First Nations Great Bear Initiative, https://coastalfirstnations.ca/our-land/carbon-credits/

OTHER **MEASURES**

Aside from carbon offsetting, AirSprint will also be pursuing sustainable operations through three other channels: committing to new technology, improving air operations, and increased use of sustainable aviation fuel as it becomes more widely available.

New technology: AirSprint is closely following the development of electric, hybrid and hydrogen propulsion in the business aviation space. While this technology has a long lead time, it could initially be adopted in supportive roles, such as electric ground service vehicles.

Improving air operations: AirSprint already operates one of the youngest aircraft fleets in North America, with an average age of five years old. Newer aircraft use less fuel and incorporate advanced equipment designed to promote more efficient operations. Along with its aircraft, AirSprint has invested in specialized flight planning software that allows for more efficient routing at optimized altitudes. We have also reduced single-use plastics for on-board food and beverage services.

Sustainable aviation fuel (SAF): According to ICAO, the use of SAF is the key pathway to achieve meaningful aviation emissions reductions by 2050. It has the potential to reduce GHG emissions by up to 80%[7] compared to fossil jet fuels. AirSprint first filled its tanks[8] with SAF in October 2021 and aims to achieve 10% SAF use by 2030. However, "because of the lack of SAF availability, we can't make that our primary tool today," said Elian. "So that will be the use of carbon offset – it will always play an important part to get to net-zero.

"My plan is that by 2025 we can expand it further to achieve net-zero for the company as a whole," said Elian. *"We've had initial discussions around our facilities and their impact. At this point, we realize we need to bring another company in to audit our facilities."*

7. Neste, "Questions about Sustainable Aviation Fuel?" retrieved November 20, 2022, https://www.neste.com/products/all-products/saf/faq#00fa2156

8. AirSprint Press Release, "First Private Aviation Company in Canada to Operate with Sustainable Aviation Fuel" October 6, 2021, https://www.airsprint.com/news/skyservices-first-customer-to-operate-with-saf/

STRAIGHT TALK ON SAF
(SUSTAINABLE AVIATION FUEL)

The business aviation community has been focused on sustainable aviation fuel (SAF) for about 14 years, but alternatives to traditional jet fuel haven't developed as quickly as hoped.

Bruce Parry is Senior Adviser, Industry Affairs with Bombardier. Based in Biggin Hill, London, Parry's job is to ensure the Canadian business aviation manufacturer is fully engaged with the aviation community when it comes to three of industry's hottest topics: the environment, aviation safety and cyber security.

An environmental engineer by profession, Parry has returned to Bombardier after taking a six-year break to work at the International Business Aviation Council (IBAC) and the European Business Aviation Association (EBAA).

He first engaged with sustainable aviation fuel in 2009 when he assisted the business aviation industry with developing its climate change goals, through the development and publication of the Business Aviation Commitment on Climate Change (BACCC)[9].

SAF | Uses renewable waste and raw materials such as cooking oils in place of traditional jet fossil fuels, has the potential to reduce emissions by approximately 80%[10] when compared with its traditional fuel counterparts - photo credit: Adriana Bernal.

"Industry recognized there is an alternative to kerosene, or traditional fossil jet fuels," said Parry. *"Aviation OEMs are experts in making planes, but not necessarily at making fuel, and things have not developed as quickly as we would have liked."*

"But the most important thing today is that SAF certification has been done and testing has been completed with engines and fuel systems for the current feedstocks available to manufacture the fuel. That was the gateway to making a drop-in SAF that can be blended with kerosene."

The next stage is building a global infrastructure to produce enough SAF to meet the demands of the entire aviation industry. Currently, the main centre of production is in Southern California, although Parry said refineries will soon be coming online in Singapore and the Netherlands.

As it stands today, the problem for Canadian operators, both private and commercial, is that the act of trucking a load of SAF to their location negates some of the environmental benefits of using the fuel in their aircraft. Plus, SAF currently costs two to three times more than conventional jet fuel. continued >

9. GAMA & IBAC, "Joint Position on Business Aviation Tackling Climate Change" retrieved November 30, 2022, https://gama.aero/wp-content/uploads/GAMA-IBAC-Joint-Position-on-Business-Aviation-Tackling-Climate-Change-1.pdf

10. Neste, "The Future of Aviation: SAF reduces GHG emissions by up to 80%," retrieved November 30, 2022, https://www.neste.com/products/all-products/saf/key-benefits?gclid=Cj0KCQjwj7CZBhDHARIsAPPWv3cIXMEjnzQDgmJdInvVLsi--Of7LjsRbDLeJRsKt4HKINolUqSnailaAhdiEALw_wcB#00fa2156

Parry said that making SAF widely available in Canada will require sustained, combined efforts from all stakeholders.

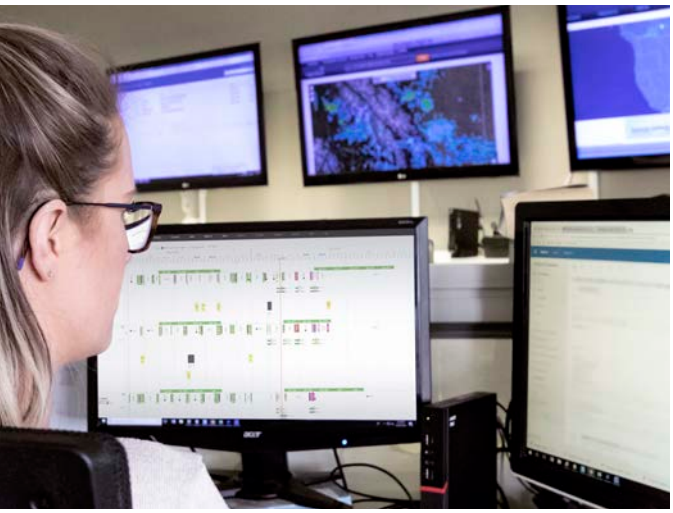
"There are a couple of organizations[11] looking into it, but it costs money and needs either federal or provincial support, or both. There is funding out there for environmental improvements, but it's a question of where and how should it be produced? Once it is widely produced, the costs will start to come down."

Aside from SAF, Parry pointed to three other "pillars" that can help aviation reduce its environmental impact, including new technologies; operational and infrastructure improvements; and market-based measures such as cap-and-trade and carbon offsets.

"We've developed technologies like winglets, improved aerodynamics, weight reduction through composites, and new avionics to help us fly more efficiently. We improve about 2% per year through technology, but occasionally you get a game changer coming along."

He referenced Bombardier's EcoJet[12] research program that is using scaled models to examine aerodynamics and behavioural systems, with the potential of reducing current emissions by up to 50%. Concepts such as a blended wing design could lesson drag and reduce fuel consumption. Further research will be carried out on other airframe elements in the future.

As far as operations and infrastructure, Parry said airports are taking steps to install solar panels and implement electric-powered ground support systems – although these are not usually available at smaller airports. Flight planning is also a hot topic, with ICAO and other national authorities looking at ways to improve flight routing, air traffic control and airport infrastructure.



Efficient Flight Planning | AirSprint provides the most efficient routing possible for every flight. Top-of-the-line technology optimizes fleet management while reducing fuel burn. - photo credit: Adriana Bernal.

"The most important thing that has happened recently is ICAO member states in the United Nations recently agreed on a long-term aspirational goal for aviation to achieve net zero by 2050," he explained. *"There is now a level playing field for all states to contribute, and the desire is there."*

Recently, business aviation has come under scrutiny – especially in Europe – but Parry thinks the industry has a good sustainability story to tell.

"We're all contributing to the overall business aviation commitment on climate change," he said. *"It's good from an environmental stewardship point of view."* continued >

11. The Canadian Council for Sustainable Aviation Fuels (C-SAF), https://c-saf.ca/

12. Bombardier, "Bombardier's EcoJet" retrieved November 30, 2022, https://bombardier.com/en/ecojet

SUSTAINABLE AVIATION FUEL

For operators who can't get their hands on SAF right now, Parry advised them not to feel discouraged. There are still concrete steps they can take to mitigate their climate impact.

The book-and-claim system is one such solution.

"Book-and-claim can be a bit complicated, but simply you are buying SAF in one place and it's used elsewhere, and it can be done on an as-needed basis," he explained.

Operators get environmental credits for purchasing SAF that is pumped into the tanks of another aircraft that is located near the fuel production site. That way, the environment still benefits from SAF usage, and Parry said buyers are encouraging more production.

"Ultimately, we want fuel in Canada. With book-and-claim, you are indirectly putting finances in to fund future development. The more of this fuel we get, the more book-and-claim we use, the quicker we'll get to optimum supply. In biz av, there is a willingness to pay, and you have to start somewhere."

Carbon offsetting also has an important place in helping industry reach net-zero emissions by 2050, said Parry.

"There is a need to do some voluntary offsetting to reach our goals (in parallel with all the other elements of the BACCC). It's important to do your due diligence to ensure offsets are the right types and reflect the values and goals of your organization."

Industry Leader | AirSprint was the first private aviation company in Canada to offer sustainable aviation fuel (SAF) for its customers - photo credit: Adriana Bernal.

CONCLUSION

CONCLUSION

In October 2021, business aviation leaders pledged[13] to achieve net-zero CO_2 emissions by 2050, while manufacturers and sector associations re-affirmed their commitment to increase fuel efficiency by 2% per year between 2020-2030.

AirSprint's James Elian believes sustainability is among the top three priorities for private aviation today. As a leader in this field, AirSprint is taking aggressive action to reduce its overall climate impact, while continuing to deliver the incomparable service experience its Fractional Owners expect.

"Over the last seven years, AirSprint has grown substantially and has truly become a Canadian aviation leader," **said Elian.** ***"I've been privileged to be in a leadership position here during that time. Looking to the future, we have the opportunity and the responsibility to take this leadership further. Our action plan for the environment will be beneficial to us, our Fractional Owners and Canadian private aviation."***

Our Commitment To Sustainability | As a sustainable aviation leader, AirSprint is always looking for new and innovative ways to make a difference. - photo credit: Adam Fallwell.

He encouraged other operators to spend just one day educating themselves about how they can reduce their environmental impact.

"Even if you don't get to 100% (net-zero) right away, it all makes a difference," Elian pointed out. *"I think we can have a huge impact, but it all starts with taking the time to get educated."*

A good place to start is Canada's Aviation Climate Action Plan, 2022-2030[14].

From there, Elian said he started asking questions, and *"through the process of trying to understand the government's plan, everyone was happy to talk to me."*

He also said the CBAA, a signatory to Canada's aviation climate plan, is another good source of reliable information. The association has also produced a microsite[15] presenting information on business aviation and the environment.

Elian said the AirSprint team is excited and proud of the company's enhanced environmental commitment.

"Our values are everything. It's how we've been successful and why people like being part of AirSprint," he said. *"Without those values, I don't think we'd have the team we have today."*

As it moves towards all AirSprint flights operating 100% carbon neutral by 2025 – and begins to map out additional improvements for its ground operations and the eventual adoption of SAF – AirSprint is renewing its commitment to Corporate Social Responsibility.

"The idea that now we have the ability to mitigate our environmental impact changes the game," **concluded Elian.** ***"There is an expectation of people, in general, because it's the right thing to do. People are looking for companies they can align their values with, and our values have always helped us attract the best employees and make our Fractional Owners happy."***

13. NBAA-BACE, "Business Aviation Pledges Net-Zero Carbon By 2050" October 12, 2021, https://nbaa.org/press-releases/business-aviation-pledges-net-zero-carbon-by-2050-and-increasing-fuel-efficiency-as-part-of-renewed-climate-commitments/

14. GOC, "Canada's Aviation Climate Action Plan, 2022-2030" September 13, 2022, https://tc.canada.ca/sites/default/files/2022-11/canada-aviation-climate-action-plan-2022-2030.pdf

15. CBAA, "Business Aviation's Environmental and Economic Footprint in Canada" retrieved November 30, 2022, https://sway.office.com/fkftSVz0qh6ABoue?ref=email

OUR PLEDGE

OUR **PLEDGE**

AirSprint is committed to building a more sustainable future and we pledge to drive real change in the aviation industry. Tackling climate change can't wait, and neither can we. We are acting now to mitigate our environmental impact and enhance our sustainability. There is no time to waste. Please join us.

Springbank, Alberta (CYBW) - photo credit: Alex Praglowski.

VALUES

LIVING OUR VALUES

Safety >
Safety is our first priority; nothing is more important.

People >
We foster relationships with all stakeholders through respect and fairness.

Service >
We deliver exceptional customer service through a passionate pursuit of excellence in everything we do.

Integrity >
Our actions are guided by integrity, as the long-term rewards are incalculable.

Humility >
We are our own toughest critic and strive to improve in everything we do.

Community >
We will be a good corporate citizen and give back to the communities in which we work and live.

Do you have questions?

WE'RE HERE TO HELP:

AirSprint Private Aviation
AirSprint.com
FlyASP@AirSprint.com
1.877.588.2344

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