

ENVIRONMENTAL DISCLOSURES

LAST UPDATED 10 DECEMBER 2024

OVERVIEW

The information in this document covers the period 1 October 2023 to 30 September 2024 (FY24) and should be read in conjunction with the commentary in the 2024 Annual Report and Accounts, in particular pages 36 to 55 and the Environment Policy which can be found here – <https://corporate.easyjet.com/sustainability/policies/default.aspx>.

This factsheet provides supplementary disclosures on our Environmental Management System (EMS) and our financial year 2024 greenhouse gas emissions and calculation methodology.

Visit our website where we outline what we are doing to manage and minimise our environmental impacts and what actions we are taking to pioneer a sustainable future for travel.

IMPROVING OUR ENVIRONMENTAL PERFORMANCE

In FY24 our EMS has been recertified to the IATA environmental assessment programme (IEnvA). We are now in our second certification cycle which extends to August 2026. The IEnvA standard complies with ISO 14001 and is specifically developed to apply to organisations in the aviation sector. All three operating airlines in the easyJet Group are in scope of our EMS, and it covers 100% of sites. The scope of easyJet's IEnvA certification includes flight operations, corporate buildings and maintenance repair and overhaul.

OBJECTIVES AND TARGETS RELATED TO SOLID WASTE MANAGEMENT

Within our Inflight Retail operations we are committed to the following initiatives:

BAR PACKING: REDUCING INFLIGHT RETAIL WEIGHT

We are working on a project to optimise the loading and packing of the bars (trolleys) on board. Packing optimisation has achieved a 5% reduction in items carried on board during off-peak flights. The initiative aims to produce less onboard waste and fuel burn. We are tracking progress quarterly with KPIs such as weight reduction per unit sold and revenue per square centimetre.

PACKAGING INNOVATIONS

We are reviewing the entire onboard range and are encouraging our suppliers to assess their packaging with a focus on the reduction of packaging materials. We will consider each packaging innovation and assess its individual purpose and opportunity for reducing landfill waste, with a view to trialling two of the best innovations in FY25. We have created a new dashboard to provide metrics on waste reduction and recycling efficiency achieved through these innovations.

REDUCING WASTE TO LANDFILL

We are proactively engaging with our local catering unit partners to reduce and ultimately end disposal of old stock to landfill. Some units already engage with local charities to this end, however going forward all of our catering units are being asked to implement ways of diverting waste from landfill. All catering units will be required to report on their current percentage of landfill waste and going forwards we will establish metrics on progress towards a <1% landfill target by 2026 – our aim is for our delisted goods to be diverted from landfill with all non-returnable goods sold to extract commercial value, repurposed in the wider business or donated or monetised for charity.

WASTE MANAGEMENT

Improving onboard waste segregation continued to be an area of focus in FY24 as well as increasing the recycling capabilities at our bases. Year-on-year we are increasing the number of bases that can recycle and for FY25 we have an ambitious target of ensuring recycling at 80% of bases. We have successfully worked with government agencies, other airlines, and airports in the UK to develop new guidance for the safe segregation and collection of onboard recyclable waste. This should see significant amounts of waste recycled and diverted from landfill in the future.



See page 46 of our 2024 Annual Report and Accounts corporate.easyjet.com/investors/reports-and-presentations

Year	% of bases recycling
FY24	65%
FY23	48%
FY22	31%

In FY24 we expanded our Standards Assurance checks to include on-board segregation to assure that recyclables are collected separately and prevent cross-contamination with catering waste. Checks are also undertaken at an airport level. At Gatwick, our largest base, the airport has been monitoring our onboard waste segregation since March 2024.

EASYJET PARTNERS WITH ECOVADIS

easyJet is now partnering with EcoVadis, a market-leading provider of business sustainability ratings, to assess suppliers using a comprehensive methodology covering environment, labour and human rights, ethics and sustainable procurement.

This gives easyJet and its suppliers a baseline for improvements, and assists easyJet in identifying and mitigating sustainability risk that exists in its supply chain. Once a scorecard is shared with easyJet, results are reviewed to assess the suppliers' sustainability performance, scope of environmental and social standards and management of labour risks and how they align with easyJet's vision and strategy.

Where a scorecard results fall below a certain threshold easyJet has the option to suggest improvement areas for the partner to work on, with due dates for completion.

ENVIRONMENTAL MANAGEMENT SYSTEM

GOVERNANCE STRUCTURE

Our Chief Operations Officer (COO) provides leadership for the EMS and is supported by a designated Sustainability team. The EMS and environmental issues are regularly reviewed by the Environmental Working Group which reports to the ESG Steering Committee within the Sustainability & ESG Governance structure. This forum is chaired by the Group Markets Director and attended by the COO, Sustainability Director and Director of Tax and Fuel Strategy. Our Director of Safety, Security and Compliance oversees the IMS Steering Committee which oversees conformance of the EMS to internal management system requirements.

IMPLEMENTATION

The EMS Working Group is represented by colleagues from Flight Operations, Crew Operations, Ground Operations, Properties, Engineering and Maintenance, Inflight Retail, Sustainability, Safety Security and Compliance. The group focuses on delivering initiatives to improve environmental performance and compliance. In 2024, we revised our documented environmental management plans, created a new pollution prevention and emergency situation procedure, and established new environmental objectives and targets for the organisation.

INTERNAL AND EXTERNAL ASSESSMENTS

Our EMS was subject to an external audit by an IATA IEnvA competent assessor in May 2024. The audit was successful and our EMS has been recertified until August 2026. Internally our independent internal audit team conducts an annual audit of the EMS and its implementation. This is supported with a programme of Standards Assurance checks that monitor implementation of the EMS at our properties, engineering facilities and in crew operations. We subscribe to the Legislative Update System which helps us to identify applicable legal requirements and track compliance.

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL ASPECTS AND IMPACTS

Through the procedure of significance assessment, all environmental aspects and impacts are rated to understand key environmental risks and where actions needs to be prioritised.

Water, biodiversity and ecosystem services and emissions to land and water were assessed as non-material for easyJet's direct operations and therefore no targets, KPIs or specific risk provisions were set for these issues.



ENVIRONMENTAL INITIATIVES CARRIED OUT BY THE EMS WORKING GROUP IN FY24

- > Introduction of electric line maintenance vehicles.
- > Roll-out of reusable cutlery and cups for all pilots and cabin crew.
- > Paperless document review – exploring more opportunities to move to digital and/or reduction in printing, i.e. a new e-techlog system across our fleet to transition our technical and cabin logbook from a paper to digital report.
- > Roll-out of cleaning cloths that can be washed and reused up to 50 times, to reduce hazardous waste generation.
- > Review and reduction of dry stores loading plan.
- > Ongoing initiatives to reduce packaging and increase recycling.
- > Installation of electric vehicles charging points for staff.
- > Replacement of staff shuttle buses with lightweight fuel-efficient buses.
- > Embedding of the EMS within the Integrated Management System.
- > Company-wide flight efficiency improvements and fuel saving initiatives (further information is detailed in our 2024 Annual Report & Accounts).

MAPPING OUR GREENHOUSE GAS EMISSIONS

KEY METRICS

Well-to-wake emissions due to aviation fuel (Scope 1 due to combustion and Scope 3 Category 3 due to upstream emissions) account for 92% of easyJet's total carbon footprint. easyJet reports on three key intensity metrics associated with the use of aviation fuel;

- > Grams CO₂ per revenue passenger kilometre (gCO₂/RPK) – Scope 1 only
- > Grams CO₂ equivalent per revenue passenger kilometre (gCO₂e/RPK) – Scope 1 only
- > Well-to-wake grams CO₂ equivalent per revenue tonne kilometre (gCO₂e/RTK) in line with Science Based Targets initiative (SBTi) intensity metric for aviation decarbonisation pathway – Scope 1 and Scope 3 Category 3



You can read about how we measure and report on our carbon emissions in the Sustainability section of our 2024 Annual Report and Accounts, pages 36-55.

METHODOLOGIES

SCOPE 1 AND SCOPE 3 CATEGORY 3 DUE TO AVIATION FUEL

easyJet has adopted the convention of using Great Circle Distance (GCD) plus a fixed correction factor of 95km for each sector in this reporting year, as recommended by the EU Emissions Trading Scheme reporting methodology. This approach is acknowledged to be a more realistic, or 'real world' measure of the sector length flown during each flight as it accounts for indirect routings.

Completed flight data, fuel in tanks, fuel density, booked (revenue) passengers and GCD are recorded for each flight. Internal checking processes are applied to data on a regular basis for the purpose of ensuring data is of a high, robust quality for internal and external reporting requirements.

Greenhouse gas (GHG) emissions are calculated from recorded fuel burn using the UK Government's GHG Conversion Factors for Company Reporting – last issued in July 2024.

Note that for the calculation of well-to-wake CO₂e/RTK for the SBTi target, we align the methodology with SBTi, which does not include the GCD +95km adjustment factor in the RTK calculation and assumes 100kg per passenger and bag.

SCOPE 1 EXCLUDING AVIATION FUEL

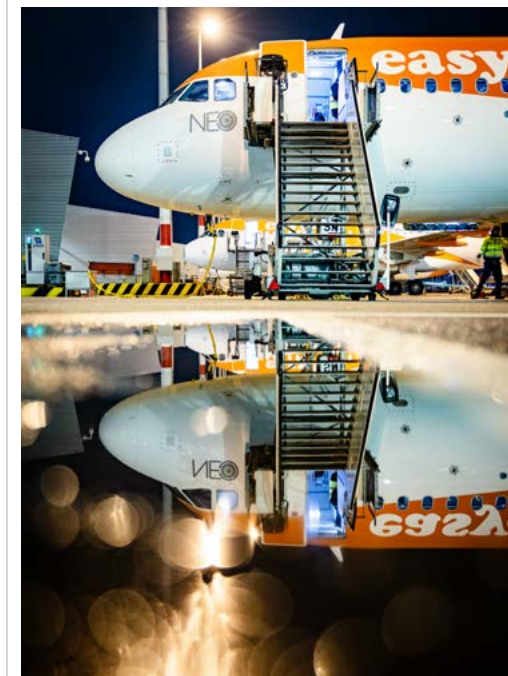
Fuel and refrigerant use data was gathered from across the Company and the UK Government's GHG Conversion Factors for Company Reporting were used to calculate the emissions in CO₂e.

SCOPE 2

easyJet uses the market-based approach to calculate emissions associated with electricity use at sites where easyJet has direct operational control. Note that easyJet has eight sites in the UK and one each in Germany and France that fall into this category.

SCOPE 3 ALL CATEGORIES EXCLUDING CATEGORY 3

easyJet has worked with EcoAct, an international climate consultancy, to map the Scope 3 carbon footprint. Specific categories of Scope 3 emissions have been excluded where they are not applicable to easyJet.



MAPPING OUR GREENHOUSE GAS EMISSIONS (CONTINUED)

VERIFICATION

Scope 1 emissions due to aviation fuel (tank-to-wake), Scope 2 emissions and Scope 3 Category 3 emissions due to fuel and energy-related activities have received independent verification by Normec Verifavia, an independent and accredited verification, certification and auditing body for aviation. Please see Normec Verifavia's Assurance Statement for FY24 at corporate.easyjet.com/sustainability.

EASYJET'S CARBON FOOTPRINT RESULTS

Please see our 2024 Annual Report and Accounts page 44 for the data table of our greenhouse gas emissions.

BREAKDOWN OF SCOPE 3 EMISSIONS

Our Scope 3 emissions are broken down into a number of sub-categories, and this can help us see where our Scope 3 emissions can be attributed. The breakdown of our FY24 emissions is as below:

Category	Tonnes CO ₂ e
1: Purchased goods and services	710,846
2: Capital goods	130,770
3: Fuel and energy-related activities	1,688,979
4: Upstream transportation and distribution	6,667
5: Waste generated in operations	2,617
6: Business travel	7,557
7: Employee commuting	14,033
8: Upstream leased assets	1,761
12: End-of-life treatment of sold products	97
15: Investments	1,461

Scope 3 figures exclude the following GHG protocol categories as they are not applicable to easyJet: (9) Downstream transportation and distribution; (13) Downstream leased assets; and (14) Franchises. Categories (10) Processing of sold products and (11) Use of sold products are not deemed to be material for easyJet and are also excluded.

GREENHOUSE GAS, METHANE AND NITROGEN DIOXIDE EMISSIONS

Our GHG emissions are calculated by multiplying fuel and energy use by UK Government's GHG Conversion Factors for Company Reporting. Carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) emissions are calculated in line with these conversion factors.

FY24 emissions

Source	All GHG (Tonnes CO ₂ e)	CO ₂ (Tonnes CO ₂ e)	CH ₄ (Tonnes CO ₂ e)	N ₂ O (Tonnes CO ₂ e)
Aviation turbine fuel	8,111,566	8,038,332	5,602	67,631
Gas oil	537	531	1	5
Natural gas	59	59	0	0
Diesel	71	70	0	1
Petrol	68	68	0	0
Propane	272	271	0	0
Refrigerants	1,549	0	0	0
Total	8,114,121	8,039,331	5,604	67,638

	All GHG (Tonnes CO ₂ e)	CO ₂ (Tonnes CO ₂ e)	CH ₄ (Tonnes CO ₂ e)	N ₂ O (Tonnes CO ₂ e)
FY22	6,421,434	6,357,333	3,956	60,145
FY23	7,517,983	7,449,522	5,193	62,674
FY24	8,114,121	8,039,331	5,604	67,638

NOX AND NVPM EMISSIONS DURING LANDING AND TAKE-OFF (LTO) CYCLE

Nitrogen Oxides (NOX) and non-volatile particulate matter (nVPM) emitted during the landing and takeoff (LTO) phases of flight are calculated by aggregating the number of flight cycles operated by each combination of aircraft and engine combination and mapping this against the ICAO Aircraft Engine Emissions Databank (EDDB). Please note that these emissions relate only to the LTO cycle and not the entire flight.

FY24 emission

	Tonnes CO ₂ e
NOx (Oxides of Nitrogen)	4,657
nVPM (Non-volatile particulate matter)	5.8