

ENVIRONMENTAL DISCLOSURES

Last updated 27/04/2023

This factsheet provides supplementary disclosures on our Environmental Management System (EMS) and our financial year 2022 carbon emissions and calculation methodology.

The information in this document should be read in conjunction with the commentary in the 2022 Annual Report, in particular on pages 12-13 & 30-47, and the Environment Policy (seen here on our website – <https://corporate.easyjet.com/~media/Files/E/Easyjet/pdf/sustainability/easyjet-environment-policy-v3.pdf>), where we outline what we are doing to reduce our environmental impact and how we aim to pioneer a sustainable future for travel. The information contained in this document covers the period 1 October 2021 to 30 September 2022 (FY22).

IMPROVING OUR ENVIRONMENTAL PERFORMANCE

To improve our environmental performance in a structured, systematic and documented way, we joined the IATA Environmental Assessment Programme (IEnvA) ([IATA – Environmental Assessment \(IEnvA\)](#)), an EMS accreditation programme specifically developed for the airline sector by airlines, IATA and leading experts in aviation environmental sustainability. IEnvA provides airlines with EMS implementation guidance and an independent certification scheme, aligned with internationally accepted environmental management standard ISO 14001:2015. easyJet achieved full accreditation in August 2022, within less than 2 years since we signed up to the programme. All three operating airlines in the easyJet group are in scope of our EMS covering 100% of sites. Our EMS is independently verified in accordance with the requirements of ISO 14001. Our certificates are available at <https://corporate.easyjet.com/corporate-responsibility/sustainability>

FY23 WASTE TARGET

easyJet's FY23 waste target should be read in conjunction with the commentary in the waste management section of the FY22 Annual Report (see page 36, link here "<https://corporate.easyjet.com/~media/Files/E/Easyjet/pdf/investors/results-centre/2022/annual-report-2022.pdf>" annual-report-2022.pdf (easyjet.com)).

In FY23 easyJet will be working hand in hand with airports, cleaning and ground handling agents and our crew operations to scale up recycling processes.

We set a target to ensure recycling at a minimum 50% of our bases (from 34% in FY22).

ENVIRONMENTAL MANAGEMENT SYSTEM

Governance structure

We began implementation of our EMS in 2020 and established a dedicated Environmental Management Review Board (EMR Board) to oversee it. The EMR Board is chaired by the Chief Operating Officer (COO) and includes the individual directors of Flight Operations, Cabin Services, Inflight Retail, Engineering & Maintenance, Safety, Security & Compliance, Ground Operations, Airport Operations and Navigation, People Services and Sustainability. The EMR Board meets twice a year to review the performance of the EMS and to ensure that it continues to meet objectives and targets, addresses key operations and business activities and provides an efficient framework for continual improvement.

We created a cross-functional EMS working group reporting to the EMR Board, to implement and embed the EMS into day-to-day business. The working group includes representatives from Flight Operations, Safety, Security & Compliance, Engineering & Maintenance, Property, Inflight Retail, Ground Operations, and Crew Operations. The group meets on a monthly basis and is responsible for championing environmental improvement, delivering environmental initiatives and improving integration of the environmental policy and procedures in their departments. Environmental management plans have been developed to maintain environmental compliance, prevent pollution and drive continuous environmental improvement.

Environmental initiatives carried out by the EMS working group in FY22

- Review of provision of electric ground service equipment
- Trial of electric line maintenance vehicles
- Reduction of paper usage
- Improved waste segregation and increased recycling across maintenance bases
- Onboard waste segregation improvements
- Review and reduction of dry stores packaging
- Review and reduction of the amount of single use plastics used in retail products e.g. removal of cellophane wrapping on boutique products
- Reduction in utilities usage and improved energy reporting
- Embedding of the EMS within the Integrated Management System
- Flight efficiency improvements and fuel saving initiatives (further information is detailed in our 2022 CDP submission, questions 2.4(a) & 4.3(c) easyJet achieved full accreditation in August 2022, within less than 2 years since we signed up to the programme).

ON-BOARD CONSUMABLES REVIEW

We reviewed the sustainability credentials of our onboard consumables such as hand gel, air freshener, foam soap bottles, vinyl gloves, waste sacks, face masks, sick bags, biohazard labels and safety cards. In FY22 we used nearly 20 million of these items. The review resulted in the following improvements:

- **Reduction in the carbon impact of transport by moving manufacturing closer to end-use**
- **Switching from virgin PET material (polyethylene terephthalate) to 90% recycled PET (rPET)**
- **Switching to packaging made from recycled cardboard**
- **Switching to paper with recycling content**
- **Reduction of plastic packaging**



You can find information on our sustainability on pages 30-47 of our 2022 annual report.

https://corporate.easyjet.com/~/_media/Files/E/Easyjet/pdf/investors/results-centre/2022/annual-report-2022.pdf

Internal and external assessments

The IEnvA programme requires evaluation of the performance of the EMS through periodic internal assessments. Internal audits were undertaken to demonstrate whether our EMS conformed to IEnvA standards and recommended practices and any documented environmental management policies, procedures or processes. The internal assessment process identified opportunities for improvement, with any non-conformities addressed in line with our Integrated Management System procedures. Evaluation of compliance with applicable legal and other obligations, including needs and expectations of stakeholders, is also undertaken on an annual basis.

External environmental assessments were undertaken by a team of independent IEnvA assessors (consisting of one IATA Operational Safety Audit Lead Auditor and one certified ISO 14001 auditor) which started with a review of environmental management system documentation. This was followed up with interviews of the key internal stakeholders involved in the EMS implementation and maintenance, including a leadership assessment with the Chief Operating Officer. The external IEnvA assessments take place every two years in accordance with IOSA rules.

Through the procedure of significance assessment, all environmental aspects and impacts were rated to understand where easyJet's main environmental impacts occur. Water, biodiversity and ecosystem services and emissions to land and water were assessed as non-material for easyJet's operations and therefore no targets, KPIs or specific risk provisions were set for these issues.

MAPPING OUR CARBON EMISSIONS

You can read about how we measure and report on our carbon emissions in the Sustainability section of our 2022 Annual Report pages 30-47.

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 96% 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

Methodologies

Scope 1 and Scope 3 Category 3 due to aviation fuel

The following methodology has been used:

- The methodology follows the protocols outlined in the BS EN 16258 – 2012, 'Methodology for calculation and declaration of energy consumption and GHG emissions of transport services (freight and passengers)' document. This is the methodology that airlines with operations within the EU and beyond follow in order to comply with the EU's Emissions Trading Scheme (ETS) requirements.
- 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 ETS reporting methodology. This is also commensurate with the ICAO Carbon Emissions Calculator Methodology. This approach is acknowledged to be a more realistic, or 'real world' measure of the sector length flown during each flight.
- 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.
- Carbon emissions and relative/intensity carbon efficiency (specific CO₂ and CO₂e) as well as easyJet total aircraft fuel burn and CO₂ and CO₂e KPIs for passenger flights were collated and calculated.
- Carbon intensity calculations are based on revenue fuel consumption, which considers all flights conducted under the airlines' flight numbers for scheduled and charter services. This excludes ferry flights, positioning flights, training and technical flights. Please note this applies to the intensity calculations only. The greenhouse gas and energy performance table includes emissions from all flights.
- The UK government's conversion factors for company reporting of greenhouse gas emissions – last issued in June 2022 – have been used.

Scope 1 excluding aviation fuel

easyJet has worked with Carbon Trust, a global climate change and sustainability consultancy, to map the carbon footprint. Fuel and refrigerant use data was gathered from across the Company and the UK's government conversion factors for GHG 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 five sites that fall into this category, all based in the UK. All above mentioned sites have 100% renewable energy contracts, hence zero carbon emissions are reported.

Scope 3 all categories excluding Category 3

easyJet has worked with Carbon Trust to map the Scope 3 carbon footprint. Specific categories of Scope 3 emissions have been excluded where they are not applicable to easyJet.

Methane & Nitrogen Dioxide emissions

Our emissions are calculated by multiplying fuel and energy use by appropriate conversion factors that are aligned with the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report. UK government conversion factors are applied as these are deemed to be the most robust available. easyJet discloses FY22 methane (CH₄) and nitrogen dioxide (N₂O) figures below as Scope 1 Methane & N₂O greenhouse gases (GHGs), in line with these conversion factors.

Verification

Scope 1 emissions due to aviation emissions (tank-to-wake), Scope 2 emissions and Scope 3 Category 3 emissions due to fuel and energy related activities have received independent verification with reasonable assurance by Verifavia, an independent and accredited verification, certification and auditing body for aviation. Please see Verifavia's Assurance Statement for FY22.

MAPPING OUR CARBON EMISSIONS CONTINUED

easyJet's carbon footprint results

Please see our 2022 Annual Report page 33 for the data table of our greenhouse gas emissions. Additional breakdown of our Scope 3 and Methane & N₂O results are found below.

Breakdown of Scope 3 emissions

Our Scope 3 emissions are broken down into a number of sub-categories, and this can help us see exactly where our Scope 3 emissions can be attributed. The breakdown of our FY22 emissions is as below:

Category	Tonnes CO ₂ e
1: Purchased goods and services	282,236
2: Capital goods	47,559
3: Fuel and energy related activities	1,319,842
4: Upstream transportation and distribution	217
5: Waste generated in operations	40
6: Business travel	742
7: Employee commuting	5,682
11: Use of sold products	1,252
12: End-of-life treatment of sold products	75
15: Investments	2,867

CO₂ & Methane & N₂O emissions

DEFRA Category	Category	Tonnes CO ₂ e	Methane (equivalent tonnes CO ₂ e)	N ₂ O (equivalent tonnes CO ₂ e)
Aviation turbine fuel	Aviation fuel – airline all flights	6,419,610	3,955	60,132
Aviation turbine fuel	Aviation fuel – tech flights	693	0.4	6.5
Natural Gas	Natural gas	151	0.2	0.1
Petrol (100% mineral petrol)	Petrol	23	0.1	0.1
LPG	LPG	151	0.1	0.1
Diesel (100% mineral diesel)	Diesel	489	0	6.7
Propane	Propane	116	0.1	0.1
Refrigerants	Refrigerants	201	0	0
Total	Total	6,421,434	3,956	60,145

The impact of the Covid-19 pandemic and related travel restrictions over FY20 & FY21 meant that easyJet's Methane & N₂O emissions were heavily reduced. FY22 saw a ramp-up of operations and consequently our Methane & N₂O emission figures have risen. As our emission intensity reduces in-line with our SBTi approved reduction targets over the next few years and leading up to 2050, we anticipate also seeing an annual reduction in our Methane & N₂O emission figures.

	Fuel (tCO ₂ e)	Methane (equivalent tonnes CO ₂ e)	tN ₂ O (equivalent tonnes CO ₂ e)
FY20	4,247,159	2,603	39,776
FY21	2,114,961	1,302	19,791
FY22	6,421,434	3,956	60,145