



Creating a
sustainable future for all

Managing Director introduction – Gareth Powell

Creating a sustainable future

I am pleased to welcome you to London Stansted Airport's Sustainability Report 2025/26.

As we complete the first year of our new five-year Sustainability Strategy, Creating a sustainable future for all, I am proud of the progress our airport has made.



Sustainability continues to be central to our decision making, and as we enter an exciting period of transformation, we remain focused on delivering our strategic priorities: protecting our environment and putting communities at our core.

Reducing our environmental impact is fundamental to our future success, and essential to maintaining our licence to grow. The completion of our 12.8MW on-site solar farm represents a significant milestone in our own commitment to reach net zero carbon operations by 2038. The first project of its kind at a London airport, the solar farm has been designed to support the airport's current and future electricity requirements, including the increasing adoption of electric vehicles across our operations.

We also recognise the important role we must play in supporting the decarbonisation of the broader aviation sector. I was encouraged to see continued momentum across the aviation sector towards achieving its net zero 2050 ambition. In particular, the UK exceeding the Government's Sustainable Aviation Fuel (SAF) mandate requirement in 2025, with SAF accounting for 2.4% of aviation fuel use against the 2% target.

As a major employer in our region, we take seriously our responsibility to create pathways into fulfilling employment, and this year, our pioneering skills programme continued to deliver initiatives which nurture talent needed to support the future growth and success of our industry.

Our inaugural Careers Festival delivered as part of an industry first scheme, welcomed more than 500 students from across Essex and Hertfordshire, providing them with interactive opportunities to explore careers in aviation alongside representatives from 20 airport employers. The event showcased the breadth of roles available across the sector and highlighted the opportunities available at London Stansted.

I am proud of the pioneering role Stansted Airport College continued to play in our skills and employment programme as the UK's only dedicated on-site aviation college in the UK. Delivered in partnership with Harlow College, across this reporting year it welcomed more than 600 students – with more than 97% of graduate progressing to in-sector employment or further study.

Owing to its continued success and increasing demand, I am excited about plans we have put forward to increase the capacity of the College. This expansion project would double the number of attending students – further expanding the positive impact it is having on employment opportunities for young people across the East of England.

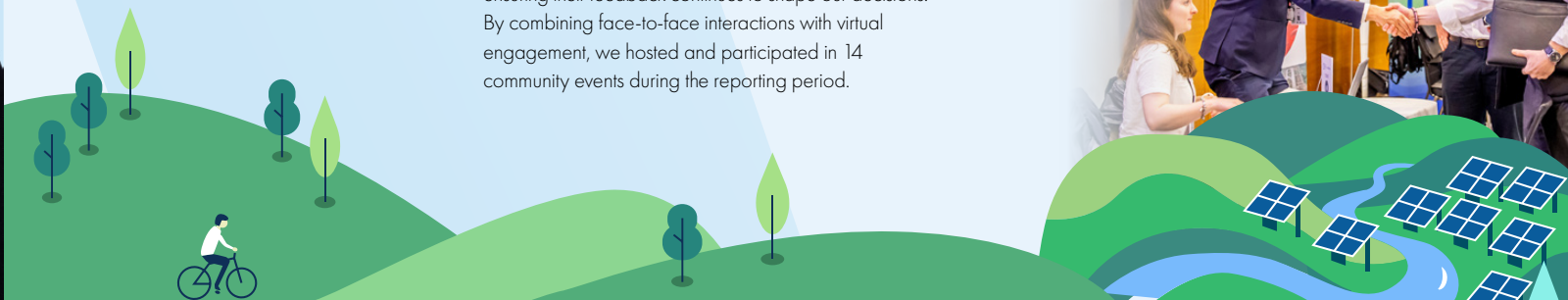
We are committed to creating meaningful benefits for the region we serve and continued to strengthen our connections with local communities throughout the year. Our engagement approach focused on understanding and responding to the priorities, concerns and opportunities that matter most to our stakeholders, ensuring their feedback continues to shape our decisions. By combining face-to-face interactions with virtual engagement, we hosted and participated in 14 community events during the reporting period.

Through our Community Fund, we continued to provide valuable support to local causes – donating more than £243,900 to 80 local causes. Our leaders also continued to make a positive difference through volunteering, with 78% giving their time to support initiatives with the community.

As we move into an exciting period of transformation, with more than £1bn of planned investment, sustainability remains a central priority. Through our Sustainable Development Plan (SDP), we have set out how we will grow responsibly, increasing our passenger capacity to 51 million passengers per year within our existing runway capacity while ensuring our growth aligns with our ambitions set out in our Sustainability Strategy. This investment will also support the creation of more than 16,000 on-site jobs and increase our contribution to the regional economy, doubling our Gross Value Added (GVA) to nearly £2.5 billion per year.

I thank colleagues across our airport for their continued hard work and to deliver the commitments in our Sustainability Strategy. Their efforts are helping us achieve meaningful progress as we invest, transform and grow into the future.

Gareth Powell
Managing Director



Protecting our Environment



CASE STUDY

DECARBONISING AVIATION

LONDON STANSTED SOLAR FARM

We have completed construction on our 12.8MW on-site solar farm – which will be the first of its kind at any London airport. The farm has been designed to meet some of Stansted's current and future electricity needs, including the increased use of electric vehicles on site.

DECARBONISING AVIATION

26%

emissions reduction during the period in operational Scope 1 & 2 (market-based), driven by reduction in natural gas use and use of biodiesel in our vehicles

Rapid EV chargers installed at Meet & Greet Car Park



For more information on how we're delivering our Protecting our Environment targets, see our full Group report [here](#).

RESPONSIBLE RESOURCES

100%

compliance in water discharge

100%

renewable electricity used



PROTECTING NATURE

Signed up to the Essex Wildlife Trust's Investor in Gold Standard Wildlife Scheme



Community at our **Core**



CASE STUDY

OPPORTUNITY FOR ALL

AVIATION CAREERS FESTIVAL

Providing a platform for young people to understand the diverse roles available to them within the aviation industry is critical to our innovative approach to education and skills.

In an industry first building on our year-round Aerozone and Academy activities, we hosted an Aviation Careers Festival, an engaging and interactive event focused on providing young people the opportunity to see for themselves the careers available to them.

The festival was funded by the Department of Transport and the Civil Aviation Authority's 'Reach for the Sky' fund – which works to inspire future aviation talent and improve awareness of the sector among young people.

500 local students attended with 20 airport employers with interactive activities taking place to inspire the next generation of aviation professionals.



For more information on how we're delivering our Opportunity for All targets, see our full Group report [here](#).



OPPORTUNITY FOR ALL

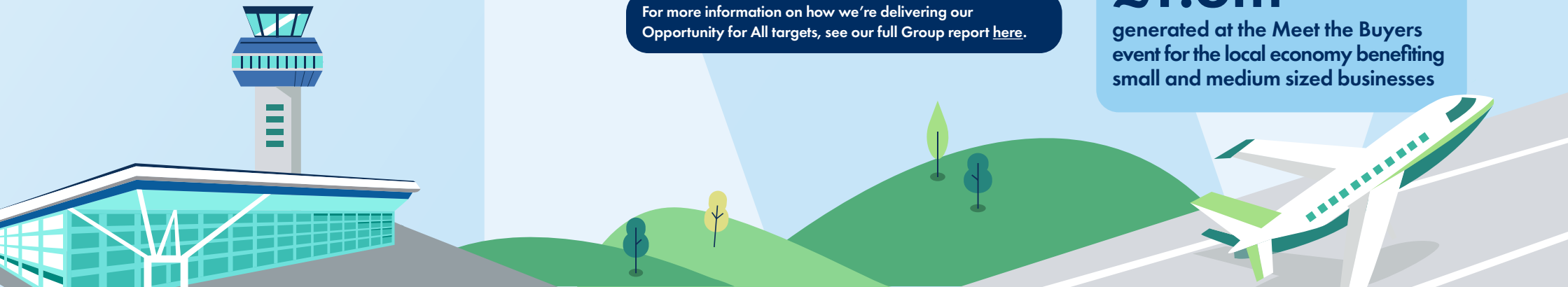
600+
attended Stansted Airport College

98%
of College graduates went
directly into employment
or higher education

3,500+
people supported by
Stansted Airport Academy

25,000
students visited our Aerozone
since it opened in 2015

£1.6m
generated at the Meet the Buyers
event for the local economy benefiting
small and medium sized businesses



Community at our **core**



CASE STUDY

LOCAL VOICES

LONDON STANSTED AIRPORT COMMUNITY FUND

For more than two decades, our Community Fund has supported local communities surrounding our airport. Donations ensure that organisations can continue providing vital services for local people and nurture the ecosystem of communities.

Since it was created, the Fund has supported thousands of initiatives and projects across the region, and across this reporting period, £244m was donated to 80 beneficiaries.

Braintree Hockey Club was one of the beneficiaries this year. Receiving £1,953 towards equipment and clothing.

Rachael Leedham, Braintree Hockey Club said:

"We're incredibly grateful to the Stansted Community Fund for this generous support, which is already making a real difference to our junior players. The funding has helped kit out a young goalkeeper and improve our training sessions with new equipment, giving more children the chance to develop their skills in a fun and supportive environment."

LOCAL VOICES

£243,900+

donated to 80 initiatives through the Stansted Airport Community Fund

78%

of leaders volunteered

3,800+

hours volunteered by colleagues across local charities and projects

5,495

noise complaints

99.8%

aircraft departure track compliance

87%

continuous climb operations

For more information on how we're delivering our Local Voices targets, see our full Group report [here](#).

London Stansted Airport

Performance tables

KEY:  Improved year-on-year performance  No significant year-on-year change  Year-on-year performance has worsened

PROTECTING OUR ENVIRONMENT

DECARBONISING AVIATION	KPI	FY26	FY25	YOY%	PERFORMANCE
Against a 2019 baseline, MAG emissions (Scope 1 and 2) reduced by 48% by 2030 and net zero by 2038.	Market-based emissions (tCO ₂ e).	5,024	5,118	-1.8%	
All our airports' electricity will be sourced from renewable generation through our Renewable Energy Guarantees of Origin (REGO) backed supply. (For our operations outside of the UK, this will be subject to availability) ¹ .	Renewable electricity as a % of total electricity consumed.	100.0%	100.0%	0.0%	
Renewable electricity generation directly connected to our airports will increase, accounting for 30% of our consumption by 2035 ¹ .	Directly connected renewable electricity as a % of total consumption.	0.0%	0.0%	0.0%	
We will transition to sourcing biomethane through Renewable Gas Guarantee of Origin (RGGO) certificates, our target is to match 100% of our natural gas consumption with biomethane by 2030 ¹ .	Biomethane as a % of total gas consumed.	32.7%	0.0%	100.0%	
Maintain carbon neutral status through purchase of offsets and transitioning to purchase carbon removals so that, by 2030, they address 50% of our residual market-based emissions (Scope 1 and 2), increasing to 100% by 2038 ^{2,3} .	% of (Scope 1 and 2) market-based emissions addressed by carbon removals.	0.0%	NEW KPI	–	–
Reduce emissions per revenue tonne kilometre from aircraft departing MAG airports from 767g CO ₂ e to below 607g CO ₂ e, between 2019 and 2035, a 21% improvement ⁴ .	Scope 3 aircraft emissions as grammes CO ₂ e per revenue tonne kilometre.	764	761	0.4%	
From 2025 we will use HVO in all our compatible airport vehicles ² .	HVO as proportion of total diesel consumed for MAG vehicles.	3.5%	NEW KPI	–	–
Publish a detailed carbon account annually, including for MAG's airports an estimate of emissions from aircraft operations at our airports and more widely other material Scope 3 emissions.	Scope 3 emissions (market-based, tCO ₂ e).	2,347,658	2,438,155	-3.7%	
By 2030, we will transition to a fleet of ultra-low emission vehicles (ULEVs) (where suitable vehicles are available to meet the specific needs of our operations) ² .	ULEV as proportion of total vehicles in MAG fleet.	15.6%	NEW KPI	–	–
By 2027, measure and report the carbon footprint of suppliers accountable for at least 60% of supply chain spend and engage with suppliers to reduce their emissions ^{2,5} .	Supply chain (Scope 3 – Category 1 & 2) emissions (tCO ₂ e).	56,389	37,095	52.0%	
	% of supply chain spend for which emissions are reported.	100.0%	100.0%	0.0%	

Footnotes:

- MAG proactively chooses to purchase renewable electricity and biomethane which are backed by Renewable Energy Guarantees of Origin and Renewable Gas Guarantees of Origin. To demonstrate the climate impact of our procurement decision MAG 'dual report' our location and market-based greenhouse gas emissions. This approach follows best practice outlined in the World Resources Institute Greenhouse Gas Protocol and guidance issued by the UK Government, more information can be found in our Emissions Report [here](#).
- New KPI introduced as part of MAG's 2025–2030 Sustainability Strategy. Comparative FY25 data is therefore not available.
- In FY26 MAG launched a procurement process to establish a framework to supply carbon offsets and removals. This is expected to complete in FY27.
- Previously reported as a 27% improvement against a 2019 baseline of 826 gCO₂e/RTK. Following a re-baselining exercise utilising a revised methodology with improved flight and payload data, the 2019 figure has been restated to 767 gCO₂e/RTK. The 2035 target value of below 607 gCO₂e/RTK is unchanged and remains aligned to the Jet Zero Strategy (2022). The lower restated baseline reduces the percentage improvement to 21% over the stated period; the level of ambition is unchanged.
- Please find more information, including our methodology and reporting scope, regarding supply chain emissions in our Emissions Report [here](#).

London Stansted Airport continued

Performance tables continued

KEY:  Improved year-on-year performance  No significant year-on-year change  Year-on-year performance has worsened

DECARBONISING AVIATION	KPI	FY26 UPDATE
Implement Future Airspace Programme, reporting progress.	Narrative reporting annually.	Please refer to the 'Airspace Modernisation' section of page 11 of MAG's Sustainability Report here .
Integrate MAG airports into the emerging hydrogen distribution network.	Narrative reporting annually.	MAG collaborates with industry partners, academic institutions and sector stakeholders to support the development of emerging low carbon technologies. This includes sponsorship of PhD research focusing on hydrogen infrastructure and aviation.
Support climate research, focusing on aircraft fuels and non-CO ₂ emissions.	Narrative reporting annually.	Please refer to the 'Shaping thinking of decarbonisation' section of page 13 of MAG's Sustainability Report here .
Enable travellers to make informed, sustainable travel choices by developing carbon footprint management tools, promoting sustainable travel alternatives, and running awareness campaigns.	Narrative reporting annually.	Planned for delivery in future years, with progress to be reported in MAG's FY27 Sustainability Report.

PROTECTING NATURE	KPI	FY26	FY25	YOY%	PERFORMANCE
Where they can demonstrate appropriate accreditation, support nature-based projects, through our portfolio of carbon offsets and removals ^{1,2} .	% of carbon offsets/removals nature-based.	0.0%	NEW KPI	–	–
Support nature-based projects through our portfolio of volunteering opportunities ^{1,3} .	% of volunteering hours supporting nature-based projects.	65.7%	NEW KPI	–	–
Achieve 100% compliance with all environmental permits to discharge to watercourse or sewer.	Trade effluent compliance.	100.0%	94.0%	6.4%	
	Surface water compliance.	100.0%	100.0%	0.0%	
Adopting the recommendations of the Taskforce for Nature-Related Disclosures, assess the risks and opportunities posed by nature, publishing the results in our 2027 Annual Report and Financial Statement and regularly disclosing thereafter.	Narrative reporting annually.	Please refer to page 69 of MAG's 2025–26 Annual Financial Report to see our TNFD aligned reporting.			
Establish a nature forum at each of our airports.	Narrative reporting annually.	MAG is planning to establish dedicated nature forums in FY27, providing a structured mechanism for engagement, knowledge sharing and input into nature-related initiatives.			
Undertake baseline biodiversity assessment of each of our airport sites by 2026.	Narrative reporting annually.	Biodiversity assessments for each airport have been undertaken and more details can be found in the TNFD of MAG's 2025–26 Annual Financial Report starting on page 69.			
Achieve certification to the Wildlife Trust's Biodiversity Benchmark by 2028.	Narrative reporting annually.	More information will be provided closer to the planned target implementation date.			

Footnotes:

¹ New KPI introduced as part of MAG's 2025–2030 Sustainability Strategy. Comparative FY25 data is therefore not available.

² In FY26 MAG launched a procurement process to establish a framework to supply carbon offsets and removals. This is expected to complete in FY27.

³ Nature-based volunteering projects include litter picking, gardening, tree planting, conservation projects, animal care and the removal of invasive species. More information on our full volunteering programmes can be found in the Local Voices section of this report.

London Stansted Airport continued
Performance tables continued

KEY:  Improved year-on-year performance  No significant year-on-year change  Year-on-year performance has worsened

RESPONSIBLE RESOURCES	KPI	FY26	FY25	YOY%	PERFORMANCE
Against a baseline of 2024, improve energy demand per passenger by 15% by 2030 and 30% by 2035 ¹ .	Energy consumption per passenger (kWh).	2.5	2.3	8.9%	
Introduce a programme of water conservation, and by 2026, establish a quantified target to reduce potable water per passenger ^{1,2} .	Potable water per passenger (litres).	20.3	NEW KPI	–	–
Increase the proportion of our airport waste that is reused or recycled to 80% by 2030, with a long-term objective to operate waste free airports ³ .	% of waste reused OR recycled.	56.3%	42.9%	31.2%	
We will maintain 100% landfill diversion for our airport waste, achieving accreditation to the appropriate standard by 2027.	% of waste diverted from landfill.	100.0%	100.0%	0.0%	

Footnotes:

1 New KPI introduced as part of MAG's 2025–2030 Sustainability Strategy. Comparative FY25 data is therefore not available. FY26 data represents a record of consumption only.

2 MAG is working towards our commitment to establish a water conservation target by the end of FY27, as outlined in MAG's Sustainability Strategy.

3 Please see the Waste section of this report on page 16 for more information on how MAG are working to increase the proportion of waste that is reused or recycled. Note: Our objective to operate waste free airports is for facilities management waste only and does not include airline cabin and construction waste.

London Stansted Airport continued

Performance tables continued

KEY:  Improved year-on-year performance  No significant year-on-year change  Year-on-year performance has worsened

COMMUNITY AT OUR CORE

OPPORTUNITY FOR ALL	KPI	FY26	FY25	YOY%	PERFORMANCE
By 2030, our Airport Academies will support 3,500 job seekers and engage with at least 100,000 people ^{1,2} .	Total number of people supported by the Airport Academy.	3,523	5,470	-35.6%	↓
	Total number of job seekers trained by the Airport Academy.	330	356	-7.3%	↓
Through new training programmes targeting people with physical and mental health challenges, care leavers and older people, by 2030, 75% of learners on our pre-employment programmes will be from groups defined as disadvantage ³ .	Percentage of learners trained at the Academy from disadvantaged groups.	73.6%	73.0%	0.8%	↔
By 2030, our education programmes will support at least 70,000 young people, with at least 50% of those benefitting being from priority schools and colleges ^{4,5,6} .	Number of young people supported.	9,383	10,127	-7.3%	↓
	Total number of students visiting Aerozone.	2,178	2,464	-11.6%	↓
	% Aerozone visitors from priority schools/colleges.	91.5%	53.2%	72.0%	↑
We will introduce a virtual insights and work experience programme, supporting 500 young people by 2030.	Number of work experience students.	61	48	271%	↑
We will evolve our Meet the Buyers programme, achieving £20 million in sales for local companies by 2030.	Value of contracts let through Meet the Buyers.	£1,682,800	£3,644,000	-53.8%	↓
We will measure and report the proportion of our supply chain spend with local suppliers ⁷ .	Supply chain spend with local suppliers.	15.6%	14.7%	6.1%	↑
Through Stansted Airport College, by 2030, we will support at least 2,500 students, including 150 apprentices.	Number of students and apprentices.	580	NEW KPI	–	–
By 2028 we will estimate and report the social value of our programmes ⁸ .	Social value KPIs to be set.	More information will be provided closer to the target planned implementation date.			

Footnotes:

- 'Support' is delivered face-to-face and virtually and includes a range of skills and education services such as formal training, employment inductions, CV guidance, job referrals, assisting with job applications, mock interviews, providing information on access to traineeships and apprenticeships, career talks to schools and colleges, outplacement support, and signposting to external agencies and charity/community groups.
- This year there was an increase in smaller Job Fair events across the local area. Large scale events that had been held in previous years by third parties were scaled down in FY26 leading to a decrease in the overall number of people supported.
- 'Disadvantaged Groups' include: those who have any form of disability or an illness or condition that makes it more difficult for them to secure employment; including people who have not worked for a long period of time (over one year); parents returning to work; and young people who have been in care.
- 'Support' for young people is delivered through a range of education and employability initiatives, including education programmes, careers fairs, career talks, and visits to STN's Aerozone.
- 'Priority schools' are those within a 15-mile radius of London Stansted Airport (those most impacted by our operations).
- This year we received a number of short-notice cancellations by school groups and welcomed a growing proportion of smaller groups, reducing the overall number of visitors to our Aerozone.
- MAG cannot by law stipulate criteria for suppliers based on size or locality due to required compliance with the Procurement Act 2023 which requires fair and open competition with all contracts advertised over published thresholds for goods, works and services. MAG encourages local and SME engagement for smaller contracts, or via 'tiering' into our main appointed contractor.
- New KPI introduced as part of MAG's 2025–2030 Sustainability Strategy. Comparative FY25 data is therefore not available. More information will be provided closer to the target planned implementation date.

London Stansted Airport continued

Performance tables continued

KEY:  Improved year-on-year performance  No significant year-on-year change  Year-on-year performance has worsened

LOCAL VOICES	KPI	FY26	FY25	YOY%	PERFORMANCE
Implement our airport noise action plans, including a 'freeze' and then progressive reduction in the number of noisier aircraft operating at night, and creating rules and financial incentives to encourage airlines to fly the quietest aircraft.	Average quota count of aircraft (23:00-07:00 night period) per ATM.	0.47	0.50	-6.0%	
We will track and report our progress in mitigating the impacts of aircraft noise ^{1, 2, 3, 4} .	Departure track compliance.	99.8%	99.8%	0.0%	
	Continuous descent approach.	95.5%	96.0%	-0.5%	
	Continuous climb operations.	87.0%	85.9%	1.3%	
	Population within daytime noise footprint (57 dB LAeq 16hr).	2,100	2,000	5.0%	
	Population within night-time noise footprint (57 dB LAeq 8hr).	600	500	20.0%	
	Noise complaints.	5,495	13,821	-60.2%	
	Correlated noise complaints.	330	483	-31.7%	
	Number of homes insulated.	87	72	20.8%	
	Leadership participation in volunteering.	78.0%	100.0%	-22.0%	
Every MAG leader will contribute to our social value programme every year by undertaking volunteering, and we will continue to work towards our long-term aspiration that 30% of our colleagues participate in volunteering ^{5, 6} .	All colleague participation in volunteering.	9.7%	10.1%	-4.0%	
By 2030, invest a minimum of £1.5 million to support local communities ⁷ .	Value of community fund grants awarded.	£243,903	£187,790	29.9%	
Through our Future Airspace Programme, consult on and implement new flight paths for East Midlands and Manchester Airports by 2030, and for Stansted Airport consistent with the national programme established by the UK Airspace Design Service.	Narrative reported annually.	Please refer to the 'Airspace Modernisation' section on page 11 of MAG's FY26 Sustainability Report here .			
Review and update our noise action plans in 2028, following consultation.	Narrative reported annually.	More information will be provided closer to the target planned implementation date.			

Footnotes:

- 1 New KPI introduced as part of MAG's 2025-2030 Sustainability Strategy. Comparative FY25 data is therefore not available.
- 2 The population database used by ERCD has been updated to reflect the 2024 model. The update reflects changes in population and development within the assessment area.
- 3 A correlated noise complaint is a complaint that has been matched by the Flight Evaluation Unit (FEU) to a specific aircraft. The FEU then investigates the flight to determine whether it was compliant, taking appropriate action where required.
- 4 This year 91% (4,995) of all complaints were submitted by two individuals.
- 5 MAG actively promote opportunities for our colleagues to volunteer offering colleagues up to two days a year of paid volunteering time and actively encouraging them to use it.
- 6 This year STN saw a decrease in all colleague volunteering participation and volunteering hours. MAG offer colleagues up to two days a year of paid volunteering time and actively encourage them to use it.
- 7 An additional £155 was given through various sponsorship projects.



For more information or
inquiries, please contact
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