



Creating a **sustainable future for all**

MAG Sustainability Report **2026**



Creating a sustainable future for all

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CEO introduction – Ken O'Toole

Delivering with **purpose**

Welcome to our Sustainability Report for 2025/26, detailing the progress we have made in the first year of our new five-year Sustainability Strategy: Creating a sustainable future for all.

Our refreshed sustainability strategy articulates how we protect the environment and put local communities at our core. Through these programmes we are leading the aviation sector toward net zero, developing a pipeline of future talent and nurturing thriving regional communities.

Against the backdrop of record passenger numbers, a growing global presence through Cavi, and significant investment in our UK infrastructure, this has been a successful year despite a challenging geopolitical environment, including ongoing conflict in the Middle East. Throughout that time, sustainability remained a core business priority, and I am proud of the momentum we have built to deliver against our targets.

We pride ourselves on playing a unique role in the industry, developing a pipeline of future talent, skills and opportunity. A particular highlight this year were our industry-leading Aviation Careers Festivals held across our airports. As a major employer we understand the scale of impact we can have in inspiring young people about their future careers – and these interactive and energetic Festivals were a shining example how we bring those opportunities to life.

Climate change and decarbonisation continue to be one of the highest priority areas for our business. Our intent to reach our target of net zero carbon airport operations by 2038 is clear, and this year we recorded a market-based Scope 1 and 2 emissions reduction of 26% compared to our 2019/20 baseline.

We also completed the construction of our solar farm at London Stansted Airport – the first of its kind at a London airport – helping to support the airport's long-term growth ambitions with on-site renewable energy.

We were once again named as a European Climate Leader by the Financial Times – marking half a decade of recognition for the work we are doing to reduce the environmental impact of our airports.

Beyond our own operations, I am proud of the leading role MAG continues to play in shaping the future of sustainable aviation. Working closely with Government and industry partners, we are helping to create the policy framework needed to achieve the UK's ambition of reaching net zero aviation by 2050. A clear demonstration of this was the leading role we played in the development of Sustainable Aviation's Advanced Market Signal for Greenhouse Gas Removals, which brought together seven major industry partners to commit more than £2 million to carbon removals.

This collaboration is more important than ever as the aviation sector accelerates its transition to net zero. Encouragingly, in 2025 the UK exceeded the Government's Sustainable Aviation Fuel (SAF) mandate target of 2%, with SAF accounting for 2.4% of all aviation fuel used across the sector. Building on this momentum, implementation of the Revenue Certainty Mechanism (RCM) will be critical to unlocking investment in UK SAF production and accelerating the scale-up of domestic supply.

By continuing to advocate for the right policies, MAG is helping to create the conditions to unlock major investment for a thriving UK SAF industry that will cut aviation emissions while delivering significant economic benefits, including the creation of an estimated 25,000 new green jobs by 2040.

We have also been independently recognised for our commitment to conservation and biodiversity – protecting the rare species surrounding our airports and creating spaces that allow passengers, colleagues and local communities to enjoy the natural environment.

Targeted engagement with a broad range of local stakeholders continues to ensure that our operations can be forces for good in the regions we serve – providing opportunity encouraging collaboration, and implementing changes which minimise the impact of noise.

Over the coming years of our Strategy, the positive impact we will have on our environment, our communities and the future workforce of our sector will have a much greater reach. Reflecting its growing role within the Group, I am pleased that this year CAVU has been fully integrated into our Strategy – allowing us to work collaboratively to deliver our sustainability initiatives. In this report, we detail the tangible work we are delivering to reduce its impact on the environment and showcase the positive impact the division is having on the communities it serves across the globe.

Our ability to deliver our sustainability ambitions depends on strong partnership with Government. A stable, long-term policy framework is essential to unlock investment, accelerate innovation and support the transition to net zero, while ensuring the UK aviation sector remains globally competitive.

It is equally important that this is achieved without imposing disproportionate costs on airports, airlines or passengers. By working together, Government and industry can deliver sustainable growth that benefits communities, the economy and the environment.

I would like to thank everyone across MAG for their hard work and dedication to deliver this impressive programme of work. I look forward to the continued progress we will make to create a sustainable future for all.

Ken O'Toole

Chief Executive Office



Chair of the CSR Committee introduction – Steve Fraser

Proud of our progress

I am pleased to welcome you to MAG's Sustainability Report for the reporting year ended 31 March 2026 – the first in my role as Chair of the Corporate Social Responsibility (CSR) Committee.

Across the first year of its Sustainability Strategy: Creating a sustainable future for all, MAG can be proud of the progress made to deliver on its commitments to protecting the environment, driving social change and supporting the communities it serves. MAG's successes in this period build on a long legacy of commitment and innovation that has driven meaningful and measurable progress across the business.

I am pleased that this impact continues to be independently recognised – with the Group this year retaining a five-star GRESB Environmental Social Governance (ESG) rating for the fifth consecutive year. This demonstrates the benefits that MAG's sustainability approach has in delivering authentic, robust and meaningful benefits, meeting the highest standard of governance and compliance.

MAG continues to cement its role as a trailblazer with its skills programme – supporting more than 6,300 young people with their education and 12,700 jobs seekers into employment across this year.

This work is increasingly significant in the context of rising economic inactivity among young people, with more than one million not in education, employment or training in the UK and continued concern about a "lost generation", as highlighted in the recent Milburn Review on social mobility and opportunity.

In response, MAG is strengthening its role as a connector between education and employment, helping to turn this national challenge into a tangible opportunity through structured pathways into work.

The Group continues to evolve its approach – introducing new work experience opportunities for Stansted Airport College students and establishing a Skills Hub at Manchester Airport – ensuring its offering is optimising its ability to create a pipeline of talent for the aviation sector.

MAG's commitment to environmental protection remains robust – with a clear pathway to progress. The steps it has taken towards reducing its own emissions to net zero by 2038 are promising, and the Group continues to be a valued and trusted partner of Government and industry on plans to reach net zero.

In particular, I am proud of the active role MAG plays in contributing to Government and industry forums, such as the JetZero Taskforce and Sustainable Aviation (SA) – helping to shape new thinking on critical emissions reduction and spreading best practice.

The Group's environmental ambition extends beyond decarbonisation – with a series of initiatives delivered this year which focused on protecting and enhancing the natural environment around its airports.

Through investment in biodiversity, green spaces and community access to nature, MAG is creating lasting environmental value for the regions it serves. This year, East Midlands Airport's investment in its Airport Trail, improved access to the local countryside with new information boards and wayfinding signage. It is a strong example of how MAG is combining nature conservation with community benefit, ensuring its environmental work delivers positive outcomes for both people and place.

As the UK's largest airports group, the business understands the responsibility it has to secure a sustainable future for the UK aviation sector, and this Strategy positions MAG as a prominent voice on decarbonisation and an industry-leading operator on skills and employment.

I look forward to an exciting period for the business and its sustainability agenda. I am confident that MAG will continue to strive towards its goals which allow its operations and the UK aviation sector to flourish long into the future.

Steve Fraser

Chair of the CSR Committee



Governance and materiality

Our sustainability programme is grounded in strong governance and a robust double materiality assessment that informed this strategy.

These structures and principles reflecting industry best practice enabled us to focus on what matters most both to our business and our stakeholders.

MAG's Board, Executive Committee and dedicated CSR Committee provide a comprehensive governance structure that steers the delivery of the five-year strategy. This includes a dedicated EXCO and senior leader for each of the focus areas of the strategy.

MAG also has a Decarbonisation Programme Board which is supported by our Executive Committee, with airport-level Decarbonisation Project boards chaired by our Decarbonisation and ESG Director.

We continue to receive independent recognition for our work, having retained a five-star GRESB ESG rating for five consecutive years.

OUR GOVERNANCE STRUCTURE



Governance and materiality continued

KNOWING WHAT'S IMPORTANT

To inform the development of our Strategy and sustainability reporting, we conducted a double materiality assessment, engaging extensively with stakeholders to understand what matters most to them.

KEY

- Material topics
- Monitored topics



Governance and materiality continued

Our approach to sustainability reporting

To ensure the Group's reporting remains transparent, our sustainability performance reporting is aligned with the Global Reporting Initiatives (GRI) 2021 Universal Standards. This approach guides our reporting of relevant and reliable information across a range of economic, environmental and social impacts and is supplemented by reporting against GRI's Airport Operator Standard which focuses on issues specific to our industry, including noise management, air quality and bird and animal strikes. Additionally, the Group voluntarily reports to global ESG benchmarking tools – GRESB and EcoVadis.

We also publish a detailed set of performance data, aligning with GRI Standards, which can be downloaded from our [website](#).

We monitor and report publicly on our greenhouse gas (GHG) emissions, which we disclose annually.

Our carbon footprint is calculated in accordance with internationally recognised best practice, such as the Greenhouse Gas Protocol and UK Government guidance on emissions reporting. To ensure the accuracy of our reporting, our GHG emissions – and broader sustainability disclosures – are independently verified.

To provide a transparent report, our carbon footprint includes both location-based emissions (which represent the average emissions intensity of the UK energy grid) and market-based emissions (which highlight the impact of our procurement decisions).

Our [Annual Report](#) provides insight into the sustainability-related risks and opportunities facing the business, including climate and nature related financial risks. This year, we have strengthened our Climate-related Financial Disclosures (CFD) by further developing our approach to assessing climate-related opportunities and the potential financial benefits they could bring.

We have evolved our Strategy to increase its focus on the natural environment, reflected in our Protecting Nature strategic focus. We have also introduced our first nature-related financial disclosures, aligned to the Taskforce on Nature-related Financial Disclosures (TNFD), providing greater transparency on nature-related dependencies, impacts, risks and opportunities. Read more on pages 58 and 68 of our [Annual Report](#).

The Group's energy and carbon disclosures are aligned with the requirements set out in the UK's Streamlined Energy and Carbon Reporting guidance.

We are committed reviewing our approach to reporting, ensuring we provide stakeholders with the information they require, remains compliant and is in line with industry standards.

Other social sustainability disclosures such as our Gender Pay Gap Report and Modern Slavery Statement can be found on our [website](#).

OUR VALUES

At MAG, our values guide everything we do. They reflect our commitment to delivering excellence: for passengers, colleagues and communities, all while driving sustainable growth and innovation.



We are performance-focused, with a commitment to excellence in the delivery of real, tangible results. We keep our finger on the pulse of the industry, responding to the evolving needs and expectations of all our stakeholders. This helps us to continually improve and deliver more value to our customers. We support colleagues in their personal growth journeys and celebrate success.



The safety and security of our colleagues, customers and service partners is our number one priority. We can be trusted to deliver on our promises, acting with the highest standards of honesty, integrity and responsibility. We care about each other's wellbeing and creating a safe space for people to do their best work.



We are all united by a shared purpose to connect people with the world, and we take the time to truly understand what's important to our customers and partners. We couldn't do all this without our colleagues. That's why we're committed to energising and inspiring people and continuously improving the colleague experience.



Sustainability is integral to MAG's vision. We are determined to lead the aviation industry toward a net zero future, with ambitious goals to reduce emissions and create a positive impact on the environment. Through collaboration with communities and partners, we invest in initiatives that benefit people and the planet, ensuring that our growth supports long-term progress.



We believe that we are more than the sum of our parts. That's why we continually seek to work together with our colleagues, partners and communities to reach the best solutions. We are inclusive, respectful, and open to different perspectives. We strive for the success of our teams, airports, passengers and the business.

Our strategic sustainability framework

Creating a sustainable future for all

Last year, we launched our 2025–2030 Sustainability Strategy, setting out a clear vision for how we will create long-term value for our business, communities and the environment. The strategy provides a framework for embedding sustainability across the organisation, helping us respond to evolving stakeholder expectations while supporting sustainable growth.

Built around two strategic pillars and five focus areas, it guides our actions and investment decisions, ensuring sustainability remains at the heart of how we operate and plan for the future.

OUR VISION

Shaping the future of sustainable travel, minimising the impacts of our operations on the natural environment, and acting as a positive force in our communities.

Our Sustainability Strategy framework has been designed to balance environmental action with social responsibility, creating a future where our business, people and nature can thrive.

OUR FRAMEWORK IS BUILT ON TWO STRATEGIC PILLARS:



PROTECTING OUR ENVIRONMENT

MAG is committed to playing its part in making air travel sustainable, working towards national and international targets. We will safeguard the natural environment and promote resource efficiency.



COMMUNITY AT OUR CORE

We believe that airports should be a force for good in the communities we serve, creating opportunities and meaningful connections.

WITH FIVE CLEAR STRATEGIC FOCUS AREAS:



DECARBONISING AVIATION



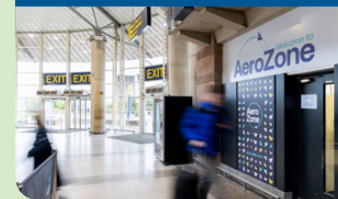
PROTECTING NATURE



RESPONSIBLE RESOURCES



OPPORTUNITY FOR ALL



LOCAL VOICES



OUR FOUNDATIONS:

A SAFE AND RESILIENT BUSINESS

MAG adheres to the highest safety standards. Operating our business safely is a top priority, ensuring our passengers, colleagues and onsite partners feel confident to travel with us.

OUR PEOPLE

Our company values drive us to bring out the best in our colleagues and enable them to be their authentic selves. Following our Equity, Diversity and Inclusivity (ED&I) targets, we continuously improve and celebrate our diverse workforce.

STRONG GOVERNANCE

MAG is committed to maintaining high standards of corporate governance, using the Wates Principle as a guide to best practice. Our sustainability agenda is overseen by our CSR Committee, which is a sub-committee of the Board. The CSR Committee is responsible for ensuring we meet our commitments effectively.

Protecting our Environment

STRATEGY
RATII

Protecting our Environment

Protecting the environment is the greatest long-term challenge facing the aviation industry. MAG has a comprehensive plan to transition its own operations to a future which minimises our impact on the planet, maximises the use of renewable energy and protects the natural environment.

In parallel, we play a leading role in industry collaboration working with Government, airlines, manufacturers and producers on policies which create the right conditions to drive forward plans for UK net zero aviation by 2050.

We support the objectives of the Paris Climate Agreement and is working to support the Agreement's goal of limiting global temperature rise to well below 2 degrees Celsius above pre-industrial levels. This is in addition to pursuing efforts to limit temperature increase to 1.5 degrees Celsius.

We recognise the interdependent relationship between climate and nature, acknowledging that resilient ecosystems are fundamental to climate resilience, business continuity and the wellbeing of local communities.

Through our [Nature Conservation Strategy](#), we seek to protect and enhance biodiversity across our airport estate, proactively managing nature-related impacts and dependencies while creating positive outcomes for habitats and species. During the year, we began to align our reporting with the Taskforce on Nature-related Financial Disclosures (TNFD), deepening our understanding of nature-related risks and opportunities and strengthening the integration of nature into governance, risk management and strategic decision-making. Together, these actions support the delivery of our sustainability ambitions and the long-term resilience of both the business and natural environment.

Decarbonising Aviation

Achieving net zero aviation is fundamental to the future success of the aviation industry.

It is only with this crucial development that the sector can retain its licence to grow and create a new era of sustainable air travel for generations to come.

First set in 2020, we remain committed to our ambitious target to achieve net zero carbon (Scope 1 and 2) operations no later than 2038. We have a comprehensive road map which sets out how it will manage our transition to 2038. More information can be found [here](#).

As part of our commitment made through the Science Based Targets Initiative (SBTi), the Group has a target to reduce Scope 1 and 2 market-based emissions by 48% by 2030.

MAG is also committed to working with partners to achieve net zero UK aviation by 2050. As a member of the Government's Jet Zero Taskforce, MAG acts as a leading voice with Ministers and industry partners to advocate for policies which have a positive effect on the sector's ability to decarbonise effectively and efficiently.

You can find more information about MAG's decarbonisation governance and climate-related financial disclosures in our [Annual Report](#).



Protecting our Environment continued

SCOPE 1 AND 2 EMISSIONS

Scope 1 and Scope 2 emissions represent the direct and in-direct greenhouse gas emissions arising from our airport operations. This includes fuel used in vehicles and operational equipment, and the electricity required to power airport infrastructure. Reducing these emissions is a key component of our commitment to achieve net zero carbon emissions from direct operations by 2038.

In 2025/26:

OUR SCOPE 1 & 2 MARKET-BASED EMISSIONS HAVE REDUCED BY

26%
SINCE 2019/20

The reduction of our Scope 1 and 2 market-based emissions is due to our use of biogas. We continue to cover our gas usage with Renewable Gas Guarantees of Origin (RGGO), with details provided in our Emissions Report.

The electricity we purchase continues to be backed by Renewable Electricity Guarantees of Origin (REGO).

Our airports have on-site renewable energy sources including wind turbines at East Midlands Airport and our onsite solar farm at London Stansted Airport which provides electricity to our airport infrastructure.

MAG is committed to transitioning all compatible airport vehicles to hydrotreated vegetable oil (HVO) as a near term Scope 1 decarbonisation measure, the transition to an all-electric fleet by 2030, which remains our priority.

During 2025/26 we met our target to introduce HVO to our fleet of operational vehicles at East Midlands and London Stansted Airports. We also introduced HVO in our landside operational vehicles, including bus services connecting the car parks to terminals at Manchester Airport.

HVO is a renewable alternative to diesel that reduces lifecycle greenhouse gas emissions by up to 90% compared to conventional diesel and enables early reduction in emissions, as we continue fleet renewal plans to introduce more electric vehicles.

Supply issues as a result of conflict in the Middle East necessitated the temporary suspension of the use of HVO. This was due to a combination of rapidly escalated cost and the inability of our suppliers to secure product. The use of HVO has since been reinstated at all airports.

Across the year, London Stansted Airport saw the introduction of rapid EV-chargers in one of the main customer car parks and staff car park.

In line with our 2006 commitment to offset our operational carbon emissions, we have continued to compensate for our residual Scope 1 and 2 emissions. We also offset emissions from MAG business travel by retiring an equivalent quantity of high-quality carbon offsets.

As we move towards our 2038 net zero target, we are planning to introduce new measures including purchasing carbon removals to ensure we meet our net zero operations target. This year we launched procurement activity to secure a long-term supply of carbon removals.

CASE STUDY

LONDON STANSTED AIRPORT SOLAR FARM:

In August 2025, London Stansted Airport began construction on its 12.8MW on-site solar farm – which will be the first of its kind at any London airport.

The initiative has been designed to meet some of Stansted's current and increasing electricity needs, including the increased use of electric vehicles on site. Since construction began, more than 24,000 solar panels have been installed, and the facility went into full operation from September this year.



What are carbon offsets?

Carbon offsets compensate for Carbon Dioxide (CO₂) emissions generated by flying projects that reduce, avoid or remove greenhouse gas emissions elsewhere. These projects generate verified carbon credits that can be used to balance an equivalent amount of emissions.



What are carbon removals?

Carbon removals actively pull CO₂ that is already in the atmosphere and lock it away. This can be achieved through technologies such as direct air capture, as well as nature-based solutions including afforestation, reforestation and peatland restoration.

Protecting our Environment continued

SUSTAINABLE AVIATION FUEL

Sustainable Aviation Fuel (SAF) continued to be a central focus point for the UK aviation sector's net zero transition plans, and we support the environmental and economic benefits it delivers.

The UK continues to make progress against its SAF targets. Data from the Department for Transport shows that SAF made up 2.4% of UK aviation fuel in 2025, exceeding the Government mandate of 2%.

In this reporting period, we welcomed a number of positive developments around SAF. In July 2025, as part of its Advanced Fuel Fund, the Government awarded £4.5m to Essar and NorthPointe Energy – two fuel producers who are developing SAF projects at Stanlow – which has an existing fuel pipeline to Manchester Airport. In March 2026, we welcomed news the SAF Revenue Certainty Mechanism has received royal assent in Parliament.

For a number of years, MAG has been a thought leader on how to maximise the opportunity to develop a world leading SAF industry in the UK.

In 2024, we conducted research in partnership with leading sustainability consultants ICF, which found that the reduction in carbon emissions from using the estimated 8.5 tonnes of UK household waste to make SAF was at least five times greater than if it were incinerated to generate electricity. The study concluded that sending household waste to make green jet fuel could help build a SAF industry in the UK, creating up to 60,000 jobs and giving airports a direct supply of SAF.

AIRSPACE MODERNISATION

As part of efforts to decarbonise the aviation sector to net zero by 2050, MAG is playing its role in the delivery of the Government's Future Airspace Programme. Future Airspace Strategy Implementation (FASI) will deliver airspace infrastructure that will enable cleaner, quieter and more efficient arrivals and departures for aircraft.

The airspace modernisation programme is already providing environmental benefits to flights operating at our airports and the wider UK aviation sector.

Sustainable Aviation's 2026 [Decarbonisation Road-Map](#) found that recent changes have already enabled more than 70,000 tons of CO₂ savings per year. In anticipation of continued progress by UK airports and air traffic control organisations, the Road-Map anticipates that airspace and operational efficiencies are set to deliver 4% of UK aviation decarbonisation by 2050.

Our airports continue to make good progress against the Government's programme, with all three currently operating at Stage 3 of the Civil Aviation Authority's (CAA) [Airspace Change Process](#).

In April 2022 London Stansted Airport became the first UK airport in the 'very large' category to reach this Stage, with its submission used as a model by the CAA for other airports to follow. Manchester and East Midlands Airports passed through into Stage 3 in March 2023 and November 2023 respectively.

Across this reporting period, our airports continued to make progress against their individual airspace modernisation proposals.

As they progress Stage Three of CAP 1616, Manchester and East Midlands Airports both established coordinated designs.

As part of this process, partners including DHL Air and AirTanker provided support to simulate draft Standard Instrument Departures (SIDs). The data gathered from these simulations has narrowed the number of viable route options to be considered for both airports. Simulation findings will also improve noise contour modelling due to take place later this year.

Proposed final route designs for both Manchester and East Midlands Airports are being prepared ahead of planned pre-consultation air traffic simulations with other cluster airports in late 2026. Additional activity at Manchester Airport has included the removal of its dependency on ground-based navigational aids in August 2026, following a review by the CAA. Removing ground-based navigational aids will improve operational resilience, benefiting airlines, passengers and communities that neighbour the airport.

At London Stansted Airport we are working to attain the same CAA approval to remove reliance on ground based navigational aids. The CAA approval has been given for changes in October 2026 that will reduce congestion and better align the length of our procedures for modern aircraft performance. These changes together will provide some fuel savings immediately and deliver improvements to the upper airspace in the coming years.

The Department for Transport and CAA have formally established UK Airspace Design Service (UKADS). This new national body are responsible for designing a single integrated system for the complex airspace network around London. UKADS are charged with constructing airspace that manages aircraft interactions between the 11 airports in the London Terminal Manoeuvring Area (LTMA). By these means facilitating quicker, quieter, cleaner and more efficient journeys across the LTMA.



Protecting our Environment continued

SCOPE 3 EMISSIONS

Indirect, Scope 3 emissions also arise from our supply chain. While these emissions are not generated directly by our business, we know that MAG has an important role in influencing and enabling our stakeholders' decarbonisation.

In 2025/26:

489,486

tCO₂e AVIATION EMISSIONS FROM THE LANDING AND TAKE-OFF (LTO) CYCLE AT MAG AIRPORTS

5.1m

tCO₂e AVIATION EMISSIONS FROM CRUISE ALONE

We recognise the impact road traffic has on air quality surrounding our airports, and more widely across the UK, as well as the contribution transport makes to climate change. To mitigate this, we have implemented surface access initiatives to reduce emissions and minimise the impact of airport-related emissions on local communities.

- Sustainable Transport Funds are in place across MAG airports, funding improvements to public transport, cycling and walking options. The funds are supported through a levy on passenger car parking and drop-off charges.
- New starters at Manchester Airport receive four weeks free public transport and flexible travel is available via the Local Link Service.
- London Stansted Airport offers discounted travel cards for its colleagues, providing savings of up to 80% on fares.
- East Midlands Airport subsidises the 'Airline 9' bus service to Burton for colleagues.

In 2025/26:

SURFACE ACCESS EMISSIONS

456,092

TONNES OF tCO₂e

SUSTAINABLE AVIATION

[Sustainable Aviation](#) (SA), is the UK aviation industry's coalition on sustainability, bringing together airports, airlines, aerospace manufacturers, fuel producers and partners. It has worked for more than two decades to further the sector's commitment to decarbonisation, and in 2020 set the world's first cross industry net zero target – committing UK aviation to net zero carbon by 2050.

MAG was a founding member of SA in 2005. We have twice held the role as its Chair, and have played leading roles as part of working groups to help make UK aviation cleaner, quieter and smarter.

Most recently, SA published an updated [Decarbonisation Road-Map](#) which set out the broad range of measures the UK aviation sector needs to take in order to minimise its environmental impact and reach its net zero target. This includes making greater use of carbon removals, while leveraging the benefits of increasing the use of Sustainable Aviation Fuel (SAF) and airspace modernisation.

Since 2024 MAG Chief Sustainability Officer Neil Robinson has held the role of Chair at SA.

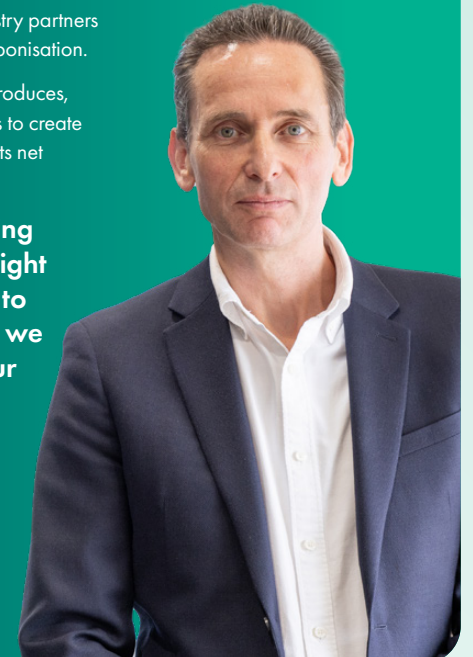
In this role, Neil works with SA's CEO and other industry partners to shape the UK aviation industry's thinking on decarbonisation.

He acts as a leading spokesperson on the work SA produces, which influences industry members and policy makers to create the right conditions that will allow the sector to reach its net zero target.

"In my role as SA Chair I enjoy working collaboratively with partners from right across the spectrum of UK aviation, to think creatively about the measures we can implement to help us achieve our decarbonisation ambitions."

SA is a valuable forum which unites voices and allows us to make shared progress."

Neil Robinson
MAG Sustainability Officer and SA Chair



Protecting our Environment continued

CASE STUDY

SHAPING THINKING ON AVIATION DECARBONISATION:

Across this reporting period, we took a leading role on research conducted by SA into the measures the UK aviation industry must take in order to reach its decarbonisation targets.

Greenhouse Gas Removal Advanced Market Signal (AMS)

In March, SA announced a carbon removals Advanced Market Signal, to stimulate the supply of carbon removals.

Durable, verifiable Greenhouse Gas Removals (GGRs) will play an important role in addressing aviation emissions that cannot be eliminated through efficiency, new technologies or Sustainable Aviation Fuel alone.

MAG representatives led the development of this work on behalf of SA members, bringing together seven aviation industry partners to provide a £2m boost to the carbon removal market.

The initiative complements MAG's Sustainability Strategy target to scale carbon removals to cover 50% of its own residual emissions by 2030 and 100% by 2038.

"I am proud of the leading role MAG played in the creation of the Advanced Market Signal which will play a significant role in reducing the aviation sector's residual emissions."

Adam Freeman

MAG Decarbonisation and ESG Director



Non-CO₂ emissions

Understanding that carbon is not the only issue the aviation sector must tackle in its efforts to decarbonise. In recognition of this SA published a Non CO₂ Position Paper, which sets out a clear plan to better understand and reduce aviation's wider climate impacts.

The Paper focuses on improving live data and maximising co benefits from Sustainable Aviation Fuel (SAF) and new engine technologies to address the impacts of these emissions. It also provides an overview of scientific research and industry projects highlighting the activity SA members are undertaking to address the climate warming impacts of non-CO₂ emissions.

Abby Cooper, MAG Decarbonisation Graduate, completed a secondment with SA and worked closely with partners on the creation of this paper.

"This paper makes a meaningful contribution to the aviation sector's ability to reduce the impact Non-CO₂ emissions. I was pleased to work collaboratively with partners across our sector to ensure that we unite around common principles that aid decarbonisation."

Abby Cooper

MAG Decarbonisation Graduate



Protecting our Environment continued

Protecting Nature

Protecting nature and promoting biodiversity is an important part of our commitment to sustainability and we recognise the responsibility that comes with operating our airports – two of which are situated near protected habitats. We work collaboratively with a range of stakeholders including local communities, non-governmental organisations, local authorities and colleagues on the preservation and restoration of nature at and surrounding our airports.

“We’re proud to support a project that benefits the local community and the airport. Supplying stone from our nearby quarry meant we could help minimise costs and environmental impact, while contributing to something that will serve the region for years to come.”

Breedon Group Plc

In 2025/26:

Zero

BREACHES AGAINST THE GOVERNMENT'S
AIR-QUALITY LIMITS RECORDED IN 2025/26

Further information is available in our air quality reports, which are published online at: [Manchester Airport](#), [East Midlands Airport](#) and [London Stansted Airport](#).



CASE STUDY

GREEN APPLE ENVIRONMENT AWARD:

In April, Manchester Airport received the prestigious Green Apple Environment Award.

The award celebrated a project completed by the airport's environment team to spread ancient woodland species found in unique conditions near the airfield into neighbouring parts of the local area, improving biodiversity of other woodlands.

In collaboration with Styles Ecology, the team translocated a number of key indicator species including bluebells, wild garlic and wood anemones, from the Cotteril Clough ancient woodland into nearby woodlands and wild spaces. Cotteril Clough, the city of Manchester's only Site of Special Scientific Interest (SSSI) is located partly on Manchester Airport's land and boasts a huge variety of rare native flora and fauna. This project will speed up the dispersal of these key species into woodlands in other areas of Greater Manchester and Cheshire. The award, which has been running for more than three decades, recognises the best and most innovative environmental schemes on the planet, rewarding and promoting environmental best practice.



Protecting our Environment continued

Across this reporting period, we celebrated significant achievements in our commitment to protecting nature.

In June – as part of its 60th anniversary celebrations – East Midlands Airport updated the 10km Airport Trail around its perimeter.

Supported by a £60,000 donation from its Community Fund, the upgrades provide better access to country walks for local communities featuring new information boards and way finding signs throughout the trail. The airport worked with local suppliers Breedon Group Plc and BAM Construction who provided materials and helped with improvements, alongside airport colleagues and students from Derby College.

In the same month, Manchester Airport opened a new access point on a nearby cycle trail. This was the first step in a plan to create a 26-mile Greater Bollin Trail – a walking and cycling route connecting the TransPennine Trail to the Middlewood Way in Macclesfield. The trail will run through the Bollin Valley connecting Dunham Massey, Tatton Park, Manchester Airport, Quarry Bank Mill and Lyme Park. Members of the cycling group, Simply Cycling were the first to use the new access point.

As we continue to enhance our approach to biodiversity moving forward, in November we appointed Costain – an infrastructure solutions company – to conduct two biodiversity studies at Manchester and East Midlands Airports.

At London Stansted Airport, Mott MacDonald was appointed to conduct the same study.

The studies will support the development of a comprehensive, qualitative biodiversity baseline at each airport, and conduct a range of physical and digital surveys covering more than 1,500 hectares of grassland, ponds, scrubland and urban habitats.

We published our [Nature Conservation Strategy](#) after the reporting period which sets out how we intend to continue the management and responsible stewardship of our natural assets.

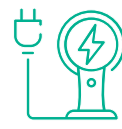
AIR QUALITY

We monitor and report on air quality on an ongoing basis, working with airlines and service partners to identify and implement opportunities to make improvements. Our monitoring shows that all of our airport meet relevant UK health-based limits for air quality.

Examples include:



Encouraging aircraft to taxi with one or more, where possible, of their engines shut down



Using zero-emission fixed electric ground power rather than auxiliary power units by parked aircraft



Encouraging colleagues to travel into work using public transport through our Sustainable Transport Funds



Working with industry partners through Sustainable Aviation (SA) to better understand ultra-fine particulate emissions

Our [Nature Conservation Strategy](#) outlines how we will protect and enhance nature across our sites and beyond. It supports us in embedding nature into decision making, minimising risk, staying ahead of regulations and delivering on our wider sustainability goals.

Our approach has five priorities:

1

EMPOWERING PEOPLE FOR NATURE

2

INTEGRATING NATURE-POSITIVE PRINCIPLES INTO PROJECTS, SAFE OPERATIONS AND SUPPLY CHAIN

3

PROTECTING BIODIVERSITY AND HABITATS

4

COLLABORATING WITH COMMUNITIES AND STAKEHOLDERS

5

DELIVERING TRANSPARENT GOVERNANCE AND REPORTING

Protecting our Environment continued

Responsible Resources

Our focus area of Responsible Resources seeks to reduce consumption across our airports, maximise the sustainability of the materials we use and minimise waste.

In 2025, Manchester and East Midlands Airports completed a comprehensive and competitive tender process to strengthen their approach to recycling and resource management, resulting in the appointment of two new strategic suppliers.

These partnerships mark a significant step forward in our ambition to embed circular practices at our airports – creating a shared commitment to innovation, transparency and measurable outcomes. The new suppliers bring enhanced capabilities in material segregation, recovery and reporting – enabling more robust data-led decision-making across our operations.

Importantly, these arrangements directly support our target of achieving 80% recycling by 2030. Through improved processes, stronger accountability and closer collaboration with our supply chain, we are confident that this transition will accelerate progress, minimise environmental impact and deliver long-term value for our stakeholders.



In 2025/26:



Waste:

12%

DECREASE IN WASTE VOLUMES
COMPARED TO 2024/25

100%

WASTE DIVERTED FROM LANDFILL

35%

REUSED OR RECYCLED IN 2025/26
COMPARED TO 31% IN FY25



Water:

99%

COMPLIANCE WITH SURFACE
WATER CONSENTS

100%

TRADE EFFLUENT CONSENTS

ALL WATER STATS RELATE TO ALL THREE MAG AIRPORTS

CIRCULARITY IN PRACTICE

As part of our commitment to use resources more responsibly, in March MAG signed up to the new Circularity in Practice initiative, inspired by His Majesty King Charles III.

The scheme encourages businesses to collaborate to reduce waste and promote re-use, driving economic growth as a result.

As a signatory, we will work with partners to identify opportunities to make greater use of circularity across its supply chain – extending the life cycle of products and materials from its airports, and integrating reuse practices in procurement, construction and operational processes.

Having already achieved 100% diversion of waste away from landfill, this initiative builds on MAG's long-standing commitment to reuse – with the Group already delivering circularity initiatives. Any child buggies in left luggage at Manchester and London Stansted Airports are donated to baby banks and charities – ensuring luggage does not end in landfill and gives back to local communities.

PFAS

In 2025, our airports continued to take a proactive and responsible approach to the management of per- and polyfluoroalkyl substances (PFAS), in line with evolving regulatory expectations.

PFAS chemicals have historically been used across a large number of sectors due to their resistance to heat, water and oil, including firefighting foams, industrial processes and a wide range of consumer products. As a result of this widespread historic use, the Environment Agency has issued Section 61 notices to the majority of English airports which require them to submit detailed data regarding PFAS.

All three MAG airports are fully compliant with the requirements of the notice and have worked closely with the regulator to ensure a robust and transparent response, including enhanced monitoring and reporting.

Building on this strong foundation, we are taking a forward-looking approach, strengthening our understanding of potential risks, reviewing legacy materials, and identifying opportunities to further enhance controls in line with emerging best practice.

Through this work, we are not only meeting our regulatory obligations, but also reinforcing our commitment to protecting the environment, supporting long-term resilience and maintaining the confidence of our stakeholders.

Protecting our Environment continued

SUSTAINABLE PROCUREMENT

As significant national infrastructure, our airports have large and complex supply chains which enable them to operate 24 hours a day, 365 days a year. As a result, we have taken steps to ensure that the sustainability principles we apply to our own operations, also flow through the partners we work with across the Group.

MAG's Supplier Code of Conduct sets out the standards expected of both MAG and our suppliers to uphold, reinforcing our shared commitment to ethical business practices and sustainability. As a mandatory requirement within our procurement processes, the Code includes an overview of MAG's Sustainability Strategy, key focus areas and supplier expectations. It applies to all third parties, contractors and suppliers, and is communicated through sourcing activities, supplier engagement and our website.

In September 2025 we launched the MAG Sustainable Procurement Strategy – which focuses on suppliers delivering long term value and resilience responsibly, reducing environmental impact and contributing positively to local communities.

We use digital tools to screen all transacting suppliers against a range of indicators, including country and sector exposure, supplier policies, certifications, and adverse media. This enables us to identify, assess and mitigate potential sustainability risks across our supply chain.

We apply a supplier segmentation approach to ensure proportionate monitoring and due diligence. All preferred suppliers and successful suppliers awarded through regulated procurements are required to complete a validated sustainability assessment as a condition of contract award.

As a result of this comprehensive approach, sustainability carries a minimum weighting of 10% across all regulated procurements. Since implementing this tool, we have received 128 scorecards, which we maintain to cover 80% of our annual preferred supplier spend.

This level of visibility enables us to assess and monitor suppliers' sustainability performance, highlight areas for improvement and build corrective action plans collaboratively.

During this reporting year, we further strengthened internal capability by including sustainability training within the performance objectives of all procurement colleagues. This year, procurement colleagues completed more than 100 courses through the online Sustainability Academy, helping to build knowledge and embed sustainable procurement practices across the function.

We also hosted our second Accelerating Sustainable Procurement event – an open forum for discussion and learning with our supply chain. At the event we held collaborative workshops on the key themes of the sustainable procurement process to aid the continued positive trajectory of our strategy.

Across our operations, our supply chains span more than 1,800 active suppliers.

They provide the goods, works and services essential to running our airports safely, securely and efficiently.

The goods and services we procure include:



Car parking and transport



Utilities and renewables



Construction



Assets and maintenance



Facilities management



Property



IT and telecoms



Human resources and professional services



Clothing and uniforms



Airport services

Community at our Core



Community at our Core

Our airports are engines of growth – employing more than 7,800 people directly, supporting more than 45,000 jobs across our airport sites and contributing £14bn to the UK economy. Our Strategy seeks to maximise our contribution to regional prosperity, and support for the local communities underpins our commitment to sustainability.

This approach manifests itself in industry leading programmes and initiatives, which provide employment opportunities for all and create space for all range of local voices to be heard and understood.

Opportunity for All

EDUCATION AND EMPLOYMENT

We are an industry leader in business-led education and employment programmes. We are committed to inspiring and upskilling the next generation of aviation professionals while working with people from all backgrounds to help them secure jobs across our airports and wider industry.

With airports spanning along the length of the country, MAG's airports act as major employers in the North, Midlands and South. With that role comes the responsibility to create and provide opportunities that inspire and support people into careers, creating a sustainable pipeline of talent for the aviation sector.

Through targeted and pioneering initiatives, MAG works with on-site partners, government departments – including The Department for Work and Pensions – and local authorities to break down barriers and create opportunities, helping make the aviation industry more inclusive.

Over a generation we delivered high-quality, engaging and rewarding skills programmes that have supported thousands of people in our local communities.

MAG'S EDUCATION AND SKILLS PROGRAMME



MAG Aerozones

Onsite education facilities for young people aged four to 18, offering free, interactive sessions to inspire them about careers in aviation.

Present at all three of our airports, Aerozones provide engaging, curriculum-linked learning, including STEM subjects experiences that offer real-life insight into careers within the aviation industry, helping to raise aspirations, broaden horizons and inspire future talent.

Together, these programmes help develop skills, build confidence and support young people as they explore future education and employment pathways. Each session is tailored to the age group in attendance and is supported by an expert speaker from MAG or onsite airport partners.



MAG Airport Academies

Onsite employment hubs offering aviation-specific courses in partnership with local colleges and the Department for Work and Pensions, supporting people into fulfilling jobs in the aviation industry.

Our Airport Academies play a central role in preparing jobseekers for roles at our airports, while supporting employers to access a diverse and job-ready talent pipeline.

The Academies provide tailored pre-employment support, including careers advice, CV writing and application support, interview preparation, and employer-led mock interviews.

This is complemented by sector-specific training designed to build confidence, develop employability skills and prepare participants for roles within the airport environment.

The Academies are particularly focused on supporting individuals furthest from the labour market, and young people who are not in education or employment (NEET), helping to remove barriers and create inclusive pathways into employment.

As a result of this targeted support, around 60% of participants progress into work.



Stansted Airport College

A cornerstone of MAG's industry-leading approach, Stansted Airport College launched in 2018.

It is the UK's only aviation dedicated further education facility based at an airport and is delivered in partnership with Harlow College.

The College provides almost 600 students a year with direct access to aviation-focused training and employment opportunities. In 2025/26 more than 97% of College graduates went directly into sector employment or further study.

Owing to its proven success and high demand for the College, MAG recently outlined its plans to expand the facility. This will increase the Group's capacity to help thousands of young people access training linked directly to employment opportunities in the aviation sector.

Mentoring schemes

Other initiatives include:
Work experience placements

Regular Kids at Work day

Community at our Core *continued*

CASE STUDY

East Midlands Airport Operations Director named as DFT Aviation Ambassador:

In January 2026, the Department for Transport (DFT) announced that East Midlands Airport's Operations Director, Lauren Turner, had been appointed as one of their Aviation Ambassadors. In this role, Lauren shares her experiences with young people and works to inspire them about a future career in aviation could look like. She also promotes the varied skills and training opportunities at East Midlands Airport and within the wider sector – helping to create a more inclusive and supported pathway for future talent pipeline of aviation professionals.

The ambassador roles are part of the Generation Aviation programme, which sees Government and industry working together to help build an aviation workforce fit for the future and attract diverse, talented people.

Lauren said:

"I am excited to use my own experience to help shape the careers of young people in our region. I'm particularly keen to draw on my own professional journey at East Midlands Airport to encourage women to consider roles in the aviation sector."



JOBS FAIRS

Across the reporting period, our education and employment teams ran four on-site jobs fairs. Through these events, we engaged with more than 5,000 jobseekers, connecting local people from communities surrounding Manchester and London Stansted Airports with live opportunities across the airport campuses.

These events were attended by more than 80 on-site employers including Ryanair, Jet2.com, Boots, Costa Coffee, WHSmith, Swissport and ABM, among others.

MANCHESTER AIRPORT AEROZONE WELCOMES 10,000TH VISITOR

Manchester Airport's Aerozone welcomed its 10,000th visitor in October.

To mark the occasion, pupils from Outwood Primary School in Cheadle, who were also the school in attendance when the facility was opened by then Mayor of Greater Manchester, Andy Burnham, joined the celebration.

During the event, they heard from two airport colleagues who started their careers in two of the airports educational and employment programmes.

Lewis Hulme, who now works as a customer service ambassador for the airport, spoke to students about his experience completing work experience at the Aerozone during his college course at Trafford and Stockport College.



In 2025/26:

25,700+

YOUNG PEOPLE SUPPORTED WITH THEIR EDUCATION

6,300+

YOUNG PEOPLE VISITED OUR ON-SITE AEROZONES

12,700+

JOB SEEKERS SUPPORTED BY MAG'S AIRPORT ACADEMIES

200+

EMPLOYMENT EVENTS ARRANGED AND ATTENDED

Community at our Core *continued*Trailblazing **developments**

CASE STUDY

MAG AVIATION CAREERS FESTIVALS:

MAG's innovative approach to education and skills is grounded in the belief that young people need to see and believe what their future career in the aviation sector could look like.

To showcase the breadth of opportunity and bring real life jobs to life, in a UK aviation industry first MAG hosted Careers Festivals at all three of its airports at the beginning of 2026.

The festivals were supported 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.

"I feel like I understand the aviation industry more."

More than 1,500 young people attended the festivals across the three events – interacting with more than 40 different employers-based Manchester, London Stansted and East Midlands Airports about where their career could take them.

Interactive, hands-on activities were placed at the centre of the Festival events including flight simulators, AI careers photo booths and practical challenges which allowed students to step into the shoes of the roles they were interested in.

Attendees also heard from current industry professionals about their career journeys including an all-female panel aimed at breaking down barriers about access into the sector.

"I had no idea how many different jobs there are at London Stansted Airport or the different ways you can get into them. It was great to speak to people who work there and take part in the interactive activities. It's really opened my eyes to future career options and made me even more excited about flying."



"I didn't realise how many different jobs there are at the airport, it's opened my eyes to so many possibilities."



CASE STUDY

LAUNCH OF THE MANCHESTER AIRPORT SKILLS HUB:

The Manchester Airport Skills Hub, which launched in June 2025, is a partnership between the airport and Trafford & Stockport College Group (TSCG).

It aims to create an industry-led talent pipeline that supports the future of aviation in the North – teaching transferable skills but also providing young people and adults with the sector-specific knowledge and insights that they will need for a successful career in aviation.

The Skills Hub builds on an existing partnership between the airport and TSCG that has seen more than 2,500 jobseekers progress into employment through the on-site Academy since 2012 – and aims to reach up to 4,000 people in the next five years.

The Future Talent Pathways programme engages with employers across the airport site, with the objective of opening up more entry-level opportunities for young people. The programme has reached 104 young people in its first year – exceeding an ambitious target of 100. More than 90% of Year 2 Aviation Operations learners have now progressed into roles at Manchester Airport.

Community at our Core continued

MEET THE BUYERS

MAG's Meet the Buyer programme delivers on our commitment to creating new opportunities for small and medium sized enterprises (SMEs) in the areas surrounding its airports.

As well as creating a sustainable supply chain for our operations, the initiative stimulates economic activity in the regions we serve – supporting long term prosperity through increased productivity and the creation of new jobs.

Across 2025/26, we hosted events at London Stansted and Manchester Airports – with more than 263 businesses in attendance. Collectively, the events generated an estimated £32.2m of new business for SMEs across the North and London and the East of England.

PURE INNOVATIONS

In July 2025, Manchester Airport celebrated a decade long partnership with Pure Innovations.

In 2015, we partnered with Pure Innovations, a local disability charity, to create inclusive employment opportunities for young people with special educational needs and disabilities (SEND).

The partnership created a Supported Internship programme for 17- to 24-year-olds that provides upskilling opportunities with the aim of supporting graduates into roles at the airport. The programme combines hands-on workplace experience with classroom learning to equip young people with the experience and confidence they need for long term employment.

The 10-month internships provide training and support with MAG or one of its many onsite partners including Bidvest Moonan, Crowne Plaza, GXO, Greggs and ABM.

Over the decade-long partnership, the programme has supported more than 60 interns into paid employment – with 82% of graduates still in their roles 12 months later.

Aligning with the celebration of partnership in July, nine more students graduated from the programme and have since gained full-time employment across the airport site.

Colleague Recognition Scheme

As part of MAG's 'We are the Journey Makers' Employer Value Proposition (EVP), our colleague recognition scheme continued to recognise work across the organisation, with a similar scheme in operation within Cavu – MAG's digital travel services division, aligned to its values. The scheme includes e-cards for peer-to-peer recognition and quarterly awards where colleagues can nominate each other for demonstrating MAG's core values. During the year 8,000 e-cards were sent, and 1,000 award nominations were made across the Group. 87 nominations were made relating specifically to MAG's 'Sustainable Future for All' value.

CASE STUDY

SUSTAINABLE FUTURE FOR ALL AWARD:

Cerys Hughes, Communications Officer at Manchester Airport, won a gold High Flyer Award for the Sustainable Future for All value after organising an airport visit for four young aviation enthusiasts.

After being approached by a young boy's parents on LinkedIn about their son's love for aviation, Cerys arranged a social media competition for young children to visit the airport.

Four children and their parents visited the airport, with an airfield tour, terminal tour and visit to the Aerozone in addition to meeting Manchester's Managing Director, Chris Woodroffe.

The tour was described by the parents as incredibly rewarding, with the experience inspiring the children to aspire to work in the aviation industry in the future.



Community at our Core continued

Local Voices

We believe that our airports should be a force for good in the regions we serve – fostering meaningful connections with the diverse communities living closest to our airports.

Detailed and targeted engagement that addresses the issues which matter most to stakeholders has been the foundation of our approach to community engagement for more than two decades.

It is also grounded in the understanding that although living close to an airport brings benefits to local people, it can also present challenges. As a result of this, we work to proactively address concerns and react quickly and proportionally to emerging issues.

COMMUNITY ENGAGEMENT

We work to maximise our accessibility and reach within the communities we serve across the North, Midlands and South. Through a hybrid approach of in-person and virtual events, we engage with a wide range of stakeholders.

In this reporting period, across the Group we hosted or attended more than 270 community engagement events. This included 39 meetings of its Airport Consultative Committees – which are forums that bring together each airport with representatives of communities, airport users and other key stakeholder groups to discuss the issues which matter most to people and organisations with an airport interest in the surrounding area.

Our wider engagement programme includes regular interactions with Airport Community Fund Committees, Parish Councils, local Youth Forums and in-person attendance at local outreach events.

CASE STUDY

MAG YOUTH SUMMIT:

Our airport Youth Forums provide a platform for young people aged 16 to 25 from varied backgrounds to engage with the Group on topics relating to sustainability and other key focus areas for our business. This strengthens engagement with a new generation – ensuring we hear a broad range of perspectives, to help shape our future.

For the third year running, East Midlands Airport hosted MAG's national Youth Summit in March. The event is the only one of its kind in the UK aviation sector and brought together 80 members of our Youth Forums, with representatives from Derby College, Stansted Airport College and Trafford College.

At the event, attendees discussed MAG's Sustainability Strategy – with a specific focus on noise minimisation, community engagement and our emerging Nature Conservation Strategy. They also discussed MAG's approach to Equity, Diversity and Inclusion, our investment programmes, and sustainable growth strategy.

"It has allowed me to voice my opinions and has helped me understand what MAG is doing to help reduce the environmental impact the group has. It has also helped me feel more involved in helping MAG in their decisions about the community and the environment."



Community at our Core *continued*

MINIMISING NOISE

We recognise the importance of working with our neighbouring communities to minimise noise and other local environmental impacts. Although our airports offer a range of benefits to local people, businesses and economies, we understand that noise can impact communities, particularly those who live closest to our operations.

Our Flight Evaluation Unit (FEU) investigates and responds to enquiries received from residents and works closely with air traffic control and airline partners to ensure that the impact of aircraft noise is limited.

Working in collaboration with our stakeholders, we are committed to limiting and where possible reducing the impact of noise in the areas surrounding our airports. Our Noise Action Plans (NAPs) – which were developed through engagement with local communities – have now been adopted by the Government.

Across all three airports, we have continued to make improvements to our noise management and control efforts.

At London Stansted Airport, the FEU have installed two additional permanent noise monitors, adding to the eight already installed. The airport has also introduced a summer quota count limit of 10,100 points between 23:00-07:00 – going beyond the Department for Transport's controls which cover a 6.5-hour window.

At East Midlands Airport the team completed a review of training flights and will continue to monitor and report the outcomes of new avoidance areas to promote a more equitable balance of circuits to the north and south of the airport. The review includes extensive input from air traffic controllers and airlines, alongside consultation with the airport's parish council forum and Airport Consultative Committee.

Additionally, Manchester and East Midlands Airports both commenced a review of departure noise limits, which were shared with the Airport's Consultative Committees and airlines. The revised departure noise limits will be in place for the 2027 winter season. A new daytime noise limit will be introduced at East Midlands Airport for the first time from winter 2026.

At both Manchester and East Midlands Airports, revised night time noise limits will be introduced based on aircraft quota counts. At Manchester Airport, this will limit noise during an eight hour period to ensure compliance with noise contour limits. Following a period of consultation with local stakeholders, a summer limit of 11,498 points between 23:00-07:00 was introduced for summer 2026, alongside a winter limit of 7,788 points. In addition, existing controls on QC4-rated aircraft was extended to prohibit the scheduling of noisier QC2-rated aircraft at night.

In 2025/26:

6,800+

COMPLAINTS RECORDED
IN RELATION TO NOISE
IN 2025/26

100%

COMPLAINTS RESPONDED
TO WITHIN TARGET PERIOD
OF EIGHT DAYS

55%

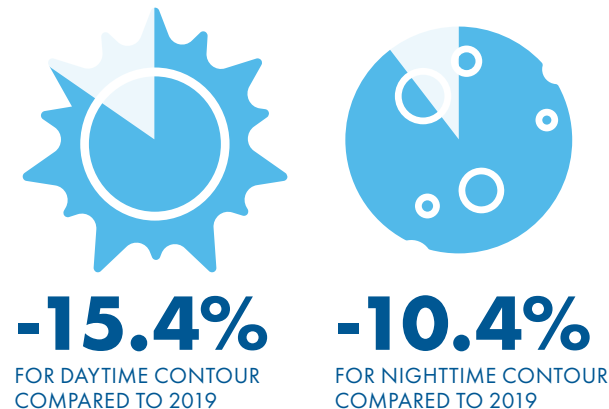
REDUCTION IN COMPLAINTS
COMPARED TO 2024/25



Community at our Core continued

NOISE CONTOURS

MAG's noise footprint



2025/26 vs 2024/25 57 dB LAeq noise contour

DAYTIME CONTOUR

NIGHTTIME CONTOUR

		
East Midlands Airport	-7%	-7%
Manchester Airport	-4%	-9%
London Stansted Airport	+3%	-3%

AIRCRAFT FLEET MODERNISATION

In the period over the last five years, aircraft fleets across the Group modernised at a rapid pace.

As a result of this, noise footprints have started to reduce in size. This improvement comes as a direct consequence of airline investment and the successful implementation of Noise Action Plans across our airports.

These next generation aircraft, which include the Airbus neo and Boeing MAX models are up to 50% quieter than older specifications.

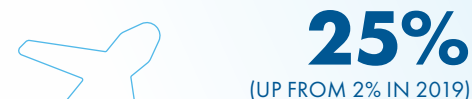
% OF LATEST GENERATION AIRCRAFT



EAST MIDLANDS AIRPORT



MANCHESTER AIRPORT



LONDON STANSTED AIRPORT

CASE STUDY

LEADING THE CONVERSATION ON NOISE:

Effective noise management requires collaboration across the aviation industry, and we are helping to shape that conversation with the expertise of Danielle, a Flight Evaluation Advisor at MAG, who also leads the 'Quieter' working group at Sustainable Aviation(SA).

Drawing on experience spanning aircraft manufacturing, airlines and airports, Danielle brings a unique perspective to industry discussions on environmental performance. Her career has included supporting international working groups focused on aircraft noise, emissions and environmental modelling, providing a strong technical foundation for her current role at MAG.

Today, Danielle works with airports, airlines, manufacturers and government to develop practical approaches that reduce the impact of aviation noise while recognising the wider environmental challenges facing the sector, including carbon emissions and local air quality.

Danielle helped shape SA's Noise Roadmap, which demonstrates how UK aviation can reduce its noise impacts through fleet modernisation, improved operational procedures and the application of the ICAO Balanced Approach, even as demand for air travel grows. By bringing together diverse perspectives from across the industry, MAG is helping to ensure future noise management is evidence-based, collaborative and delivers meaningful benefits for the communities around our airports.



Community at our Core continued

CONTINUOUS CLIMB

Enables the optimisation of the vertical profile of a departing aircraft reducing noise, fuel burn and emissions.



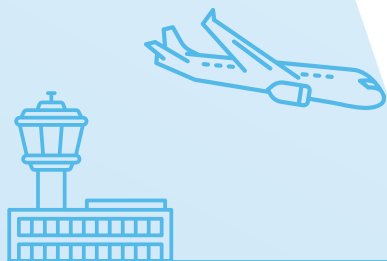
97.5%
EAST MIDLANDS AIRPORT

94.5%
MANCHESTER AIRPORT

87%
LONDON STANSTED AIRPORT

CONTINUOUS DESCENT

Enables the optimisation of the vertical profile of an arriving aircraft reducing noise, fuel burn and emissions.



91.3%
EAST MIDLANDS AIRPORT

89.4%
MANCHESTER AIRPORT

95.5%
LONDON STANSTED AIRPORT

TRACK KEEPING

Our airports have specific departure corridors known as Noise Preferential Routes (NPR's). To minimise noise for our local communities, departing aircraft are required to remain within the NPR until they reach the minimum vectoring height.

Airport	Track Keeping %
Manchester	91.5
East Midlands	98.2*
London Stansted	99.8

* Due to magnetic variation, aircraft no longer follow the centre of the 'Trent' departure route from Runway 09. This issue has been discussed with stakeholders and will be addressed through our Future Airspace Programme. Our target is to achieve 98% departure track compliance for flights using other departure routes. In 2025/26, compliance on other routes was 92%.

SUSTAINABLE DEVELOPMENT PLANS

In 2025, London Stansted Airport published its proposed Sustainable Development Plan for consultation, setting out how it plans to grow sustainably over the next two decades.

Consistent with the SDP, in December 2025, Uttlesford District Council approved a planning application to increase the airport's annual passenger cap from 43 to 51m over the next 20 years.

This increase in passenger numbers will be achieved by making best use of the airport's existing single runway and, with the benefit of slightly larger aircraft, without the need for any increase in its approved number of aircraft movements. Through this long-term growth plan, the airport will be able to maximise the benefits it delivers to local communities while also minimising the impact of its operations.

Further elements of the SDP relate to noise minimisation through the airport's Noise Action Plan, the continued creation of quality employment opportunities for local people and supporting the economic development of the wider region through investment programmes at the airport.

East Midlands Airport published its latest SDP in May 2026, outlining the strategic framework for long-term growth of the airport. This includes surface access targets, continued infrastructure investment and the airport's ambitions to grow as a passenger terminal and cargo facility. The plan outlined how the airport will strengthen its cargo position, maximise land efficiency and density, increase its public transport mode share and support education, skills and employment.

Manchester Airport's SDP will shortly be published for a period of consultation with local stakeholders, which outlines the airport's ambitions to grow sustainably to 50m passengers per year. Targets within the plan include a 40% non-car modal share for both passengers and colleagues. This would be supported through the competition of Northern Powerhouse Rail, alongside a continuation of the existing rail network and other public transport systems. The plan will also embed education, community and environmental programmes into the airports long-term growth plans.

Community at our Core *continued*

VOLUNTEERING

Volunteering is one of the most tangible ways in which we and our colleagues give back to local communities and support important initiatives. We offer two days of paid volunteering time for colleagues each year – supporting their development and wellbeing.

In 2025/26:

20%

OF MAG COLLEAGUES
VOLUNTEERED IN 2025/26
AGAINST A TARGET OF 30%

21,300+ 84%

HOURS OF VOLUNTEERING
IN 2025/26

OF MAG LEADERSHIP POPULATION
VOLUNTEERED IN 2025/26 AGAINST
A TARGET OF 100%

CASE STUDY

LONDON STANSTED AIRPORT VOLUNTEERING:

In November, London Stansted Airport colleagues volunteered their time to help out at Human Roots, a community garden project in Stansted Mountfitchet. The work included weeding, clearing crops and building a new bed for ericaceous plants.

EAST MIDLANDS AIRPORT VOLUNTEERING:

In November 2025, the airport's leadership team and 30 more colleagues planted 1,400 baby trees to form a hedgerow alongside part of the Airport Trail. The trees planted are a mix of native hedging chosen to support habitat connectivity and species recovery in the area. The trail providing a walking route of just over six miles for local communities to enjoy.

"It was great that a team of volunteers, including some of our senior managers, braved the cold weather to come and restore a section of hedgerow alongside the Airport Trail."

Colleen Hempson
Community Engagement Manager at East Midlands Airport



"Human Roots is about growing food organically and sharing the wellbeing benefits of working outdoors. We were delighted to welcome staff from London Stansted Airport to the allotment and could not have wished for a friendlier or more hard-working group. They took part enthusiastically in all the tasks we had planned and left with tote bags full of produce they helped pick."

Cathy Izzard
Human Roots Chair



MANCHESTER AIRPORT VOLUNTEERING:

Colleagues at Manchester Airport donated more than £10,000 worth of gifts during the festive period. Presents were then distributed to local community centres, food banks, care homes and homeless accommodation across the region.

As part of their volunteering days, our senior leadership team volunteered their time to wrap these presents ensuring those in need received a wrapped present during Christmas.



"Thanks to the generosity of Manchester Airport staff, Christmas will be a little bit brighter for people experiencing homelessness in Wythenshawe who we are supporting to get back on their feet. Along with their other donations to local care homes, it reflects what a good neighbour the airport is."

Cllr Joanna Midgley
Manchester City Council Deputy Leader

Community at our Core continued

COMMUNITY FUND AND SPONSORSHIP

For more than two decades, MAG's community funds have supported initiatives surrounding its airports. Donations ensure that organisations can continue providing vital services for local people and nurture the ecosystem of communities.

In 2025/26:

£495,400+

IN SPONSORSHIP AND COMMUNITY FUND DONATIONS

280+

PROJECTS SUPPORTED IN 2025/26

At Manchester Airport, more than £128,500 was donated to 75 local charities and community projects. Beneficiaries in this period included Greater Manchester Blood Bikes, a group of volunteer motorcyclists delivering blood, plasma and other medical supplies to NHS hospitals free of charge. The group will use the funding to purchase safety vests for their drivers.



"This grant will help keep our volunteer riders safe as they carry out their vital work delivering medical supplies to NHS facilities across the region. Greater Manchester Blood Bikes is a charity that relies heavily on the generosity of the public and businesses and the commitment of our wonderful volunteers to keep our service running for the benefit of those who need our help."

Russ Harrison

Greater Manchester Blood Bikes Chair

"The £3,010 grant from the Community Fund will make a real difference to the young people we support at Roots2Success CIC. It allows us to create a safe, supportive space where they can build confidence and start to believe in themselves, many for the first time. This isn't just equipment, it's opportunity and a chance for young people to see what they're capable of."

Steve Fisk

Roots2Success CIC in Bishop's Stortford



"We are absolutely delighted with the pitch and hockey goals and we are grateful to have the support of the EMA Community Fund."

Aisling Hooper

West Bridgford Hockey Club

London Stansted's Community Fund awarded and sponsored more than £244,000 to 80 community groups across London and East of England. Roots2Success, a beneficiary of the award, was granted £3,010 towards Roots2Success, an educational and youth development initiative offering tutoring, mentoring and alternative learning pathways, was granted £3,010 towards equipment to facilitate this support for young people.

More than 120 local projects were supported by the East Midlands Community Fund and sponsorship across this reporting period, where a total of £120,000 was donated.

One of the beneficiaries was West Bridgford Hockey Club who received a grant of £1,000 for new sports equipment. This allowed the club to invest in their pitches and goals. This was one of many awards in addition to the £60,000 donation towards the upgrade of the 10km Airport Trail to improve local access to nature.

Sustainability at Cavu



Sustainability at Cavu

Cavu is MAG's digital travel services division operating alongside its three airports. It operates across 399 airports in 58 countries – including the UK, US and Australia.

Operating under the same set of corporate priorities as MAG, Cavu has been formally integrated into MAG's Sustainability Strategy. As it grows its global network, our key strategic priorities – protecting our environment and community at our core – are an integral part of Cavu's tendering process cementing its commitment to creating a sustainable future for all.

Alongside a commitment to environmental and social sustainability targets applied across the Group, Cavu is working towards a number of targets related specifically to its network of global operations.

These include:



Eliminating all single-use plastics from front of house by 2027, replacing all items with reusable or sustainable alternatives across our global airport lounges.



Introducing a Cavu Community Fund, supporting local charities at our office locations in the UK, US, the Netherlands.



Measuring and reporting the proportion of our supply chain spend with local suppliers for our airport lounges. We will set a target for the proportion of airport lounge goods and services from local suppliers by 2027.

Across this reporting period, Cavu delivered a range of activities to drive progress against our sustainability objectives.

ELIMINATING SINGLE-USE PLASTICS

Across the reporting period, Cavu made progress to reduce the use of single-use plastics across its global network of airport lounges.

As a result of measures, all permanent Cavu lounges across its global operations have eliminated single-use plastics in their front of house operations.

SUSTAINABLE SUPPLY CHAIN

With operations spanning three continents, Cavu is committed to ensuring its operations are supported by a chain of local suppliers to deliver benefits back into the regions they serve.

After this reporting year, 17.8% of Cavu's supply chain is now coming from local suppliers within 25 miles of their regional operation.

Underpinning this commitment, these suppliers are contracted under MAG's supplier code of conduct which ensure that sustainability, ethical conduct and social responsibility are embedded throughout all aspects of operations.

cavu



Sustainability at Cavu continued

Volunteering at Cavu

CASE STUDY

GIVE THE GIFT OF READING:

Colleagues in Manchester Airport purchased 670 books as part of the Give the Gift of Reading initiative.

The books were given to children at St Anthony's Catholic Primary School in Wythenshawe, ensuring every child received their own book to enjoy at Christmas.

The team wrapped every book before spending the afternoon at the school handing them out with the help of Santa.



CASE STUDY

CARA COLLECTIVE:

Colleagues from our Chicago office volunteered with Cara Collective, a charity which helps people break the cycle of poverty by providing workforce training, job placement, and professional coaching.

In the last 35 years, the charity has helped create more than 17,000 jobs.

Colleagues hosted a clothing drive to help the charity provide people with the opportunity to get fitted with professional clothing for job interviews.



In 2025/26:

74%

OF CAVU LEADERS TOOK PART IN VOLUNTEERING INITIATIVES

CASE STUDY

FEED MY STARVING CHILDREN:

In August 2025, colleagues based in Cavu's US operations volunteered at the Feed My Starving Children centre.

The charity provides nutritious meals for children in need, with the aim of reducing malnutrition and other preventable diseases.

Colleagues were joined by 100 school children from local churches who helped package food parcels. The team packed 123 boxes – supplying more than 26,500 meals for children in need around the world.



1,750+ hours

OF VOLUNTEERING ACTIVITY RECORDED

CASE STUDY

BREAD AND BUTTER THING:

In September 2025, the brand and ecommerce team from Cavu's Manchester office volunteered at The Bread & Butter Thing charity based in Eccles.

The charity utilises high-quality surplus food that would otherwise go to waste, ensuring it is accessible and more affordable to families who need it most.

During the day, the team bagged up 600 bags of unused supermarket food to be sent to children in need at schools in the local community.



Foundations underpinning our Strategy

Strong foundations

MAG is led by enduring values, and the 2025 Sustainability Strategy is one of the ways the business's values are brought to life.

As owner and operator of nationally significant assets, MAG's operation provides important travel connections and a key driver of the regional economies that they serve. However, we recognise that airport operations contribute to climate change, give rise to emissions and, in some ways, impact negatively on people who live locally. Through working in partnership with stakeholders, including Government, industry partners, business partners, employers, local communities and their representatives, we have formulated how we will deliver our ambitious strategy.

The success of our strategy is founded on several important elements:



Equity, Diversity and Inclusion

Through our EDI Strategy: Every Journey Matters, we are committed to making sure that everyone – regardless of their background, identity or experience – can succeed and feel that they belong at MAG, whether they be a colleague, passenger or member of our local community.

Find out more about our Strategy [here](#).



Health and Safety

The health and safety of our customers, colleagues and stakeholders is a priority for us. The operational nature of our business means we are a thriving hub of activity centred around our people, third parties and the public. We operate a strong health and safety framework which meets legal requirements and obtains independent third-party accreditation to the ISO45001 standard.

Read more in our [Annual Report](#).



Tackling Modern Slavery

We understand the critical role that MAG plays as an international airports group and the influence that brings across our supply chain. We continue to work with our external strategic partners at each airport to improve our practices and to lead the way in identifying risks and speaking out when instances of modern slavery are found.

MAG is a member of Slave-Free Alliance, a leading non-profit organisation dedicated to addressing modern slavery in organisations and supply chains globally.

Read MAG's Modern Slavery Statement [here](#).



Chief Sustainability Officer – Neil Robinson

Turning ambitions into meaningful actions

As I reflect on the first year of delivering our Sustainability Strategy, *Creating a sustainable future for all*, I am pleased with the progress we have made.

While this report highlights many individual achievements, what stands out most is the collective commitment shown by my colleagues, our partners and stakeholders. I am proud of the way they are taking our Strategy and turning its ambitions into meaningful actions.

From delivering major decarbonisation projects at our airports, to leading industry collaboration on greenhouse gas removals and Sustainable Aviation Fuel, we have continued to help shape aviation's transition to net zero. We also brought our strategy to life by enhancing our focus on protecting nature with projects such as investment in East Midlands Airport's Airport Trail, enhancing access to nature for local communities.

The challenges facing aviation remain substantial. Delivering net zero while maintaining the connectivity, economic growth and social value our industry provides will require sustained innovation, investment and collaboration. No organisation can achieve this alone, which is why we remain committed to working closely with Government, industry and supply chain partners.

Creating a sustainable future is about people as much as it is about the environment. Throughout the year, our industry-leading Careers Festivals brought together thousands of young people with employers across Manchester, London Stansted and East Midlands Airports, while new initiatives including Manchester Airport's Skills Hub strengthened the pathways between education and employment. At a time when more than one million young people across the UK are not in education, employment or training (NEET), we have stepped up to play our part in tackling this national challenge, by helping people develop the skills, confidence and experience needed to build rewarding careers in aviation.

We also continued to strengthen the relationships that underpin our success. The MAG Youth Summit gave young people a direct voice in shaping the future of our airports, while our Community Funds continued to invest in projects that improve lives across our regions. Colleagues dedicated thousands of hours to volunteering, supporting local charities, schools and community organisations – demonstrating that creating positive social impact is embedded throughout our business.

The progress made during this first year gives me confidence in what we can achieve together. I would like to thank every colleague, customer, community partner and industry stakeholder who has contributed to this journey. It is their dedication, expertise and shared ambition that is helping to build a more resilient, inclusive and sustainable future for MAG, the communities we serve and the wider aviation sector.

While there is much more to do, we have built strong foundations for the years ahead and I am excited about the progress we will continue to make together towards creating a sustainable future for all.

Neil Robinson

Chief Sustainability Officer



Manchester Airports Group

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).	13,707	13,840	-1.0%	
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.	0.2%	0.2%	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.	30.1%	42.3%	-28.3%	
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.	743	752	-1.2%	
From 2025 we will use HVO in all our compatible airport vehicles ² .	HVO as proportion of total diesel consumed for MAG vehicles.	19.4%	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).	6,456,016	6,228,895	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.	12.6%	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).	186,598	198,657	-6.1%	
	% 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](#).

Manchester Airports Group 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 this report on page 11.
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 this report on page 13.
Ensure customers can see the emissions associated with their flights, conforming to any national guidance.	Narrative reporting annually.	MAG has strengthened its reporting of aircraft emissions which is discussed in the methodology section of our Emissions Report. MAG seeks to align to best practice and national guidance to implement this target. More details are expected in MAG's FY27 Sustainability Report.
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.	11.0%	NEW KPI	–	–
Achieve 100% compliance with all environmental permits to discharge to watercourse or sewer.	Trade effluent compliance.	100.0%	92.4%	8.2%	
	Surface water compliance.	99.0%	99.1%	-0.1%	
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 report.			
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.

Three breaches of surface water permit conditions were recorded. Two were Category 4 (no impact) and one was Category 3 (minor impact). All breaches occurred at East Midlands Airport. All have been investigated to prevent recurrence.

Manchester Airports Group 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).	3.2	3.3	-1.8%	
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).	23.0	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.	34.9%	31.1%	12.2%	
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%	99.8%	0.2%	
We will measure and report the energy efficiency of our lounge operations and establish asset standards which increase the efficiency of our new lounge openings and refurbishments.	Energy per m ² of lounge space. Narrative reporting annually.	Please refer to MAG's 2025/26 Emissions Report for more information on calculating CAVU's global lounge footprint.			
By 2027 we will eliminate all single-use plastics from front of house, replacing all items with reusable or sustainable alternatives across our global airport lounges.	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. 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.

Manchester Airports Group 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 ^{1,2,3} .	Total number of people supported by the Airport Academies.	12,730	13,392	-4.9%	
	Total number of job seekers trained by the Airport Academies.	901	1,089	-17.3%	
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 disadvantaged ⁴ .	% of learners from disadvantaged groups.	72.8%	83.1%	-12.4%	
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 ^{5,6} .	Number of young people supported.	25,795	22,173	16.3%	
	Total number of students visiting Aerozones.	6,368	6,612	-3.7%	
	% Aerozone visitors from priority schools/colleges.	89.8%	66.8%	34.4%	
We will introduce a virtual insights and work experience programme, supporting 500 young people by 2030.	Number of work experience students.	136	100	36.0%	
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.	£32,183,800	£11,873,800	171.0%	
We will measure and report the proportion of our supply chain spend with local suppliers ⁷ .	Supply chain spend with local suppliers.	17.6%	19.3%	-8.8%	
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.			
We will continue to work with our partners to explore options for a skills hub at Manchester Airport, with a target of developing a new facility within the next five years.	Narrative reported annually.	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.
- Due to low recruitment activity across the campus, MAG did not hold an East Midlands Jobs Fair last year.
- The year-on-year decrease reflects fewer courses delivered through the Manchester Airport Academy, a reduction in referrals from the Department for Work and Pensions (DWP) and Jobcentre Plus (JCP). The previous year included more Academy courses to support an increased number of learners that require additional support.
- '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 MAG's Aerozones.
- 'Priority schools' are those within a 15-20 mile radius of our airports, please see individual airport tables below to see specific radiuses.
- 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 contractors.
- 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.

Manchester Airports Group 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.	Data for each airport can be found in the specific airport performance tables below.			
We will track and report our progress in mitigating the impacts of aircraft noise ¹ .	Departure track compliance.	94.5%	93.8%	0.7%	
	Continuous descent approach.	92.1%	92.8%	-0.8%	
	Continuous climb operations.	93.0%	92.4%	0.6%	
	Population within daytime noise footprint (57 dB LAeq 16hr).	31,300	31,800	-1.6%	
	Population within night-time noise footprint (57 dB LAeq 8hr).	9,600	12,300	-22.0%	
	Noise complaints.	6,857	15,309	-55.2%	
	Correlated noise complaints.	1,246	1,449	-14.0%	
	Number of homes insulated.	131	107	22.4%	
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 ² .	Leadership participation in volunteering.	84.1%	97.1%	-13.4%	
	All colleague participation in volunteering.	19.7%	22.1%	-10.9%	
By 2030, invest a minimum of £1.5 million to support local communities ³ .	Value of community fund grants awarded.	£471,301	£595,530	-20.9%	
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 of this report on page 11.			
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 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.

² This year MAG saw a decrease in all colleague volunteering participation and volunteering hours. 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.

³ The reduction in Community Fund expenditure reflects the conclusion of grant awards supported by the exceptional level of income at East Midlands Airport from noise penalties applied to unusual operations during and due to the Covid-19 pandemic. An additional £24,105 was given through various sponsorship projects.

East Midlands 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).	1,132	1,865	-39.3%	
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.	2.9%	2.1%	38.1%	
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 ^{1,2} .	Biomethane as a % of total gas consumed.	0.0%	16.6%	-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 ^{3,4} .	% 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 ⁵ .	Scope 3 aircraft emissions as grammes CO ₂ e per revenue tonne kilometre.	844	841	0.4%	
From 2025 we will use HVO in all our compatible airport vehicles ³ .	HVO as proportion of total diesel consumed for MAG vehicles.	76.1%	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).	786,146	705,782	8.8%	
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) ³ .	ULEV as proportion of total vehicles in MAG fleet.	13.3%	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 ^{3,6} .	Supply chain (Scope 3 – Category 1 & 2) emissions (tCO ₂ e).	13,365	11,904	12.3%	
	% 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](#).
- MAG delivered targeted level of decarbonisation at East Midlands Airport in FY26 and no additional RGGOs were required. This was achieved through a combination of HVO vehicle fuel and boiler efficiencies.
- 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](#).

East Midlands 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.	15.7%	NEW KPI	–	–
Achieve 100% compliance with all environmental permits to discharge to watercourse or sewer ⁴ .	Trade effluent compliance.	100.0%	94.0%	6.4%	
	Surface water compliance.	97.0%	98.0%	-1.0%	
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 report.			
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.

4 Three breaches of surface water permit conditions were recorded. Two were Category 4 (no impact) and one was Category 3 (minor impact). All breaches occurred at East Midlands Airport. All have been investigated to prevent recurrence.

East Midlands 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).	3.6	4.5	-20.2%	
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).	29.0	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.	18.3%	15.0%	21.4%	
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.

East Midlands 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.	3,161	3,831	-17.5%	
	Total number of job seekers trained by the Airport Academy.	221	234	-5.6%	
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.	100.0%	93.6%	6.8%	
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} .	Number of young people supported.	4,117	3,046	35.2%	
	Total number of students visiting Aerozone.	1,342	1,338	0.3%	
	% Aerozone visitors from priority schools/colleges.	89.6%	81.8%	9.5%	
We will introduce a virtual insights and work experience programme, supporting 500 young people by 2030.	Number of work experience students.	14	23	-39.1%	
We will evolve our Meet the Buyers programme, achieving £20 million in sales for local companies by 2030 ⁶ .	Value of contracts let through Meet the Buyers.	N/A	£1,870,300	–	–
We will measure and report the proportion of our supply chain spend with local suppliers ⁷ .	Supply chain spend with local suppliers.	14.0%	14.8%	-5.4%	
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:

- ¹ '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.
- ² Due to low recruitment activity across the campus, MAG did not hold an EMA Jobs Fair last year, missing the opportunity to engage with around 1,500 people.
- ³ '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.
- ⁴ 'Support' for young people is delivered through a range of education and employability initiatives, including education programmes, careers fairs, career talks, and visits to EMA's Aerozone.
- ⁵ 'Priority schools' are those within a 20-mile radius of East Midlands Airport (those most impacted by our operations).
- ⁶ MAG did not hold a Meet the Buyers event at East Midlands Airport in FY26. The next event is planned for FY27.
- ⁷ 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.
- ⁸ 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.

East Midlands 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 ² .	Average quota count of aircraft (23:00-07:00 night period) per ATM.	0.75	NEW KPI	–	–
We will track and report our progress in mitigating the impacts of aircraft noise ^{1,2,3} .	Departure track compliance.	92.1%	91.9%	0.2%	
	Continuous descent approach.	91.3%	91.3%	0.0%	
	Continuous climb operations.	97.5%	96.9%	0.6%	
	Population within daytime noise footprint (57 dB LAeq 16hr).	800	700	14.3%	
	Population within night-time noise footprint (57 dB LAeq 8hr).	900	900	0.0%	
	Noise complaints.	490	625	-21.6%	
	Correlated noise complaints.	414	517	-19.9%	
	Number of homes insulated.	13	9	44.4%	
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 ^{4,5} .	Leadership participation in volunteering.	100.0%	100.0%	0.0%	
	All colleague participation in volunteering.	36.6%	30.9%	18.4%	
By 2030, invest a minimum of £1.5 million to support local communities ⁶ .	Value of community fund grants awarded.	£106,405	£282,158	-62.3%	
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 of this report on page 11.			
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:

- Due to magnetic variation, aircraft no longer follow the centre of the 'Trent' departure route from Runway 09. This issue has been discussed with stakeholders and will be addressed through our Future Airspace Programme. Our target is to achieve 98% departure track compliance for flights using other departure routes. In 2025/26, compliance on other routes was 98.2%.
- New KPI introduced as part of MAG's 2025–2030 Sustainability Strategy. Comparative FY25 data is therefore not available.
- 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.
- 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.
- This year EMA 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.
- The reduction in Community Fund expenditure reflects the conclusion of grant awards supported by the exceptional level of income from noise penalties applied to unusual operations during and due to the Covid-19 pandemic. An additional £16,214 was given through various sponsorship projects.

Manchester 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).	7,551	6,874	9.8%	
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.	32.2%	24.2%	33.1%	
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.	711	729	-2.5%	
From 2025 we will use HVO in all our compatible airport vehicles ² .	HVO as proportion of total diesel consumed for MAG vehicles.	23.1%	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).	3,319,852	3,254,962	1.9%	
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.	10.6%	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).	102,134	129,943	-21.4%	
	% 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](#).

Manchester 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.	49.1%	NEW KPI	–	–
Achieve 100% compliance with all environmental permits to discharge to watercourse or sewer.	Trade effluent compliance.	100.0%	100.0%	0.0%	
	Surface water compliance.	100.0%	98.2%	1.8%	
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.

Manchester 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).	3.8	3.9	-3.0%	
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).	24.8	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.	24.8%	25.8%	-3.9%	
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%	99.6%	0.4%	

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.

Manchester 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.	6,046	4,091	47.8%	
	Total number of job seekers trained by the Airport Academy.	350	449	-22.0%	
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 disadvantaged ³ .	Percentage of learners trained at the Academy from disadvantaged groups.	55.7%	85.5%	-34.9%	
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} .	Number of young people supported.	12,295	9,000	36.6%	
	Total number of students visiting Aerozone.	2,848	2,810	1.4%	
	% Aerozone visitors from priority schools/colleges.	88.3%	71.6%	23.3%	
We will introduce a virtual insights and work experience programme, supporting 500 young people by 2030.	Number of work experience students.	61	29	110.3%	
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.	£30,501,000	£6,359,500	379.6%	
We will measure and report the proportion of our supply chain spend with local suppliers ⁶ .	Supply chain spend with local suppliers.	30.7%	31.3%	-1.9%	
By 2028 we will estimate and report the social value of our programmes ⁷ .	Social value KPIs to be set.	More information will be provided closer to the target planned implementation date.			
We will continue to work with our partners to explore options for a skills hub at Manchester Airport, with a target of developing a new facility within the next five years.	Narrative reported annually.	More information will be provided closer to the target planned implementation date.			

Footnotes:

- ¹ '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.
- ² The reduction is primarily due to Manchester Academy providing additional preparatory courses in FY25 to support learners before they enrolled on our programmes.
- ³ '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.
- ⁴ 'Support' for young people is delivered through a range of education and employability initiatives, including education programmes, careers fairs, career talks, and visits to MAN's Aerozone.
- ⁵ Priority schools' are those within a 20-mile radius of Manchester Airport (those most impacted by our operations).
- ⁶ 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.
- ⁷ 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.

Manchester 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.	0.38	0.39	-2.6%	
We will track and report our progress in mitigating the impacts of aircraft noise ^{1,2} .	Departure track compliance.	91.5%	89.8%	1.9%	
	Continuous descent approach.	89.4%	91.1%	-1.9%	
	Continuous climb operations.	94.5%	94.4%	0.1%	
	Population within daytime noise footprint (57 dB LAeq 16hr).	28,400	29,100	-2.4%	
	Population within night-time noise footprint (57 dB LAeq 8hr).	8,100	10,900	-25.7%	
	Noise complaints.	872	863	1.0%	
	Correlated noise complaints.	502	449	11.8%	
	Number of homes insulated.	31	26	19.2%	
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 ³ .	Leadership participation in volunteering.	100.0%	100.0%	0.0%	
	All colleague participation in volunteering.	11.3%	11.8%	-4.2%	
By 2030, invest a minimum of £1.5 million to support local communities.	Value of community fund grants awarded.	£120,994	£125,582	-3.7%	
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 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.

³ This year MAG saw a decrease in all colleague volunteering participation and volunteering hours. 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. An additional £7,736 was given through various sponsorship projects.

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 disadvantaged 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	27.1%	↑
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:

- ¹ '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.
- ² 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.
- ³ '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.
- ⁴ '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.
- ⁵ 'Priority schools' are those within a 15-mile radius of London Stansted Airport (those most impacted by our operations).
- ⁶ 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.
- ⁷ 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.
- ⁸ 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%	
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} .	Leadership participation in volunteering.	78.0%	100.0%	-22.0%	
	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.

Independent Assurance Statement



Independent Verification Opinion

Objectives

Manchester Airports Group Ltd (MAG) commissioned Arcadis UK and Ireland (Arcadis) on 15 April 2026 to independently review selected metrics within MAG's FY 2026 environmental activity data. The review assessed the robustness of MAG's environmental reporting processes and the accuracy of the FY 2026 data supporting the provision of reasonable assurance for scopes 1 and 2, and limited assurance for scope 3.

Reported Metrics

MAG's FY 2026 greenhouse gas (GHG) emissions data (tCO₂e) is reported as:

Metric	Value (tCO ₂ e)
Emissions from stationary combustion (location-based)*	10,203
Emissions from stationary combustion (market-based)*	4,727
Emissions from combustion of fuel for transport purposes	5,840
Fugitive emissions from airfield de-icing and refrigerants	532
Total gross scope 1 emissions based on the above (location-based)	16,574
Total gross scope 1 emissions based on the above (market-based)	11,098
Emissions from purchased and generated electricity (location-based)	23,622
Emissions from purchased and generated electricity (market-based)	48
Total gross scope 2 emissions based on the above (location-based)	23,622
Total gross scope 2 emissions based on the above (market-based)	48
Emissions from category 1 – purchased goods and services (supply chain)	186,598
Emissions from category 1 – purchased goods and services (water)	292
Emissions from category 3 – fuel- and energy-related activities (fuel procured WTT)	133,485
Emissions from category 3 – fuel- and energy-related activities (electricity TAD losses)	3,943
Emissions from category 3 – fuel- and energy-related activities (electricity and heat WTT)	846
Emissions from category 5 – waste generated in operations (waste)	88
Emissions from category 5 – waste generated in operations (wastewater)	191
Emissions from category 6 – business travel (public transport and hotels)	1,024
Emissions from category 6 – business travel (staff vehicles)	162
Emissions from category 7 – employee commuting (MAG staff commuting)	13,041



Emissions from category 7 – employee commuting (MAG staff homeworking)	692
Emissions from category 11 – use of sold products (other airport staff commuting)	43,330
Emissions from category 11 – use of sold products (passenger surface access)	456,082
Emissions from category 11 – use of sold products (LTO cycle departments)	333,546
Emissions from category 11 – use of sold products (LTO cycle arrivals)	155,940
Emissions from category 11 – use of sold products (in-route (cruise)	5,087,907
Emissions from category 11 – use of sold products (on-stand power - FDP and APL)	15,852
Emissions from category 11 – use of sold products (airside vehicles)	4,768
Emissions from category 11 – use of sold products (onward supply water)	83
Emissions from category 11 – use of sold products (onward supply wastewater)	13
Emissions from category 11 – use of sold products (aircraft de-ice)	2,986
Emissions from category 11 – use of sold products (aircraft engine testing)	356
Emissions from category 13 – downstream leased assets (gas, location-based)	4,785
Emissions from category 13 – downstream leased assets (gas, market-based)	4,785
Emissions from category 13 – downstream leased assets (heating oil, location-based)	5
Emissions from category 13 – downstream leased assets (heating oil, market-based)	5
Emissions from category 13 – downstream leased assets (electricity, location-based)	14,082
Emissions from category 13 – downstream leased assets (electricity, market-based)	0
Total gross scope 3 emissions based on the above (location-based)	6,470,109
Total gross scope 3 emissions based on the above (market-based)	6,456,016
Total gross scope 1, 2 and 3 emissions based on the above (location-based)	6,610,364
Total gross scope 1, 2 and 3 emissions based on the above (market-based)	6,467,162

*This Verification Opinion was revised in September 2026 to reflect new information regarding gas consumption and associated scope 1 GHG emissions, which was discovered after Arcadis initial verification and our earlier Verification Opinion (VOP, July 2026).

Responsibilities

This verification opinion represents the independent opinion of Arcadis in relation to a sample set of environmental activity data associated with MAG's FY 2026 emissions. Arcadis was not directly involved in the preparation of MAG's reporting criteria, collection of environmental activity data or calculation of their FY 2026 GHG emissions. Information submitted in MAG's GHG data is the sole responsibility of MAG. Arcadis undertook this assurance assessment by checking samples of data, alongside supporting information and documents that were made available by MAG.



Arcadis' engagement and opinion relate to the environmental metrics and GHG emissions data above and excludes verification of:

- The appropriateness of the reporting criteria and scope;
- Information related to activities outside of the defined scope or reporting period; and
- The accuracy of the supporting information reported at site level.

This verification opinion is not issued as a statement of advice nor intended to be used as advice for any decisions, including without limitation, financial or investment decisions. Arcadis does not accept or assume any responsibility or liability whatsoever, and however so occurring, to anyone other than MAG for our work, this verification opinion or the conclusions within.

Approach

Arcadis delivered this engagement in accordance with the requirements ISO 14064-3 (2019), specification with guidance for the verification and validation of greenhouse gas statements, and also with consideration to the Airport Carbon Accreditation programme requirements and guidance.

Arcadis reviewed MAG's reporting process and undertook a sample-based audit of environmental activity data. Data sampling of activity data and supporting evidence reported by MAG during operation activities within FY 2026.

Arcadis' audit and verification findings are based on review and evaluation of MAG's reported environmental activity data against the supporting evidence, which included:

- The procedures outlined in MAG's Reporting Methodology; and
- MAG's online environmental data management system Enableon, including data extracted from site level records and spreadsheets.

Assurance Findings

The data collection, management and reporting processes MAG applies for the calculation of FY 2026 GHG data are considered to be consistent with the requirements of the MAG Reporting Methodology. Further opportunities for MAG to improve its environmental reporting have been identified through this review.

Based on the process and procedures conducted during this review, it is our opinion that there is no evidence to suggest that MAG's GHG emissions are not faithfully represented, contains material misstatements, is not correlated with the supporting data and has not been collected and analysed in a transparent and reliable manner. No errors, omissions or misrepresentations likely to materially affect the accuracy of the environmental data when aggregated at a company-wide level were identified in the reported activity data.

Jean-Louis Bartlett

Associate Technical Director

For and on behalf of Arcadis UK & Ireland

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Independent GRI Alignment Review

Objectives

Manchester Airport Group (MAG) commissioned Arcadis Consulting (UK) Ltd (Arcadis) on 15 April 2026 to provide independent review of its FY 2026 GRI disclosures as part of a broader sustainability reporting assurance engagement.

Arcadis carried out a limited assurance review of MAG's disclosures against the requirements of the GRI Universal Standards 2021, using an approach informed by recognised assurance principles. The review was designed to assess whether anything came to Arcadis' attention during its process to indicate that the reviewed disclosures were materially misstated within the defined scope.

Scope of work

Independent assurance within the reporting period assessed:

- Reliability of reported information
- Adherence to GRI 1 – Requirements and principles for using the GRI Standards
- Adherence to GRI 2 – Disclosures about the reporting organisation
- Adherence to GRI 3 – Disclosures and guidance about the organisation's material topics

Within the assurance scope, various GRI topical disclosures were investigated to aid the determination of observations, control gaps and actionable recommendations:

• 304-1	• 304-2	• 304-3	• 305-1
• 306-3	• 306-4	• 306-5	• 306-6
• 403-2	• 403-3	• 403-4	• 403-5
• 403-6	• 403-7	• 403-9	• 405-1
• 405-2	• A01	• A02	• A03

Responsibilities

This review represents the independent opinion of Arcadis in relation to MAG's GRI disclosures and associated sustainability information within the defined reporting scope. MAG is solely responsible for the preparation of the disclosures, the reporting criteria applied, and the completeness and accuracy of the underlying data and supporting information. Arcadis was not directly involved in the preparation of MAG's reporting criteria, collection of underlying sustainability data or preparation of the reported disclosures.

Arcadis undertook this assurance assessment by checking samples of data, alongside supporting information and documents that were made available by MAG. Arcadis did not independently verify all underlying source data beyond the guidance described in this statement.

Arcadis' engagement and review relates to the GRI disclosures above and excludes verification of:

- Statements of future intention, opinion, or policy;
- Information relating to activities outside of the defined scope or reporting period;
- Legal or regulatory compliance conclusions; and



- The accuracy of the supporting information originating from third parties, except to the extent expressly stated under the review procedures.

This review is not issued as a statement of advice nor intended to be used as advice for any decisions, including without limitation, financial or investment decisions. Arcadis accepts no duty, responsibility or liability to any person other than MAG in connection with this statement or the conclusions set out in it.

Approach

Arcadis delivered this engagement in accordance with select principles from the AA1000AS and ISAE 3000 assurance standards.

Arcadis reviewed MAG's reporting process and undertook a sample-based assessment. This included, but was not limited to:

- Evaluating the completeness and appropriateness of MAG's material
- Reviewing underlying reporting processes
- Testing selected data disclosures using a sample-based review
- Testing narrative disclosures to assess traceability, completeness and alignment with reporting requirements

Assurance Findings

The data collection, management and reporting processes MAG applies for its GRI disclosures are considered to be broadly consistent with the requirements of the GRI Universal Standards 2021 and the defined reporting scope. Further opportunities for MAG to improve its sustainability reporting processes and disclosures have been identified through this review and shared for further improvement.

Based on the process and procedures conducted during this review, nothing has come to our attention to suggest that MAG's GRI disclosures are materially misstated, are not consistent with the supporting information made available to Arcadis or have not been prepared and reported in a transparent and reliable manner within the defined scope.

D.N. Smith

Arcadis, Sustainability Advisory, Technical Director

For and on behalf of Arcadis Consulting (UK) Ltd

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