Manchester Airports Group
2025/26 Emissions Report



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Executive forward – Neil Robinson, Chief Sustainability Officer

As Chief Sustainability Officer, it is my pleasure to introduce Manchester Airports Group's (MAG) FY26 Emissions Report. This report sets out the greenhouse gas (GHG) emissions of Manchester Airports Group (MAG) across the 2025/26 financial year and the progress made against our commitment to decarbonise our operations and support the wider industry to reach net zero.

Since FY20, our decarbonisation programme has reduced MAG's Scope 1 and 2 market-based emissions by 26%, putting us firmly on track to achieve our science-based near-term target of a 48% reduction by 2030. We have continued to invest in measures that will carry us further: the transition of operational vehicles to Hydrotreated Vegetable Oil (HVO), preparing to power on our London Stansted's on-site solar farm, and continued progress on Sustainable Aviation Fuel (SAF) and carbon removals through our leadership of UK industry initiatives.

This report delivers on our commitment to transparent reporting set out in MAG's Sustainability Strategy, '*Creating a sustainable future for all*'. Our Sustainability Strategy sets MAG's plans to Decarbonise Aviation, including targets to reduce aircraft emissions intensity by 21% - from 767g to below 607g of CO_2e per revenue tonne kilometre – between 2019 and 2035.

I am pleased that we are continuing to improve the way in which our carbon performance is reported. Over the last year, we have continued to strengthen our emissions reporting, investing in the latest generation of tools to enhance how we collect, manage and calculate emissions data across MAG. In addition to this, we submitted our near-term target through the Science-based Target initiative.

In my role as Chair of Sustainable Aviation (SA), the UK aviation industry's coalition on sustainability, I have seen first-hand the collaboration across our industry to decarbonise aviation. From the launch of the SA Decarbonisation Roadmap to delivering the work on the Advanced Market Signal, we are seeing industry partners come together to develop and accelerate the solutions needed to achieve net zero aviation.

No airport, airline or fuel producer can decarbonise aviation alone – it requires collective action across the industry. I am pleased to see real advancements this year, and we will continue working closely with our partners to accelerate the decarbonisation of aviation alongside our operations.

I would like to thank everyone across MAG and our industry partners for their commitment and for the work they are doing to make this progress possible.

Neil Robinson
Chief Sustainability Officer, MAG



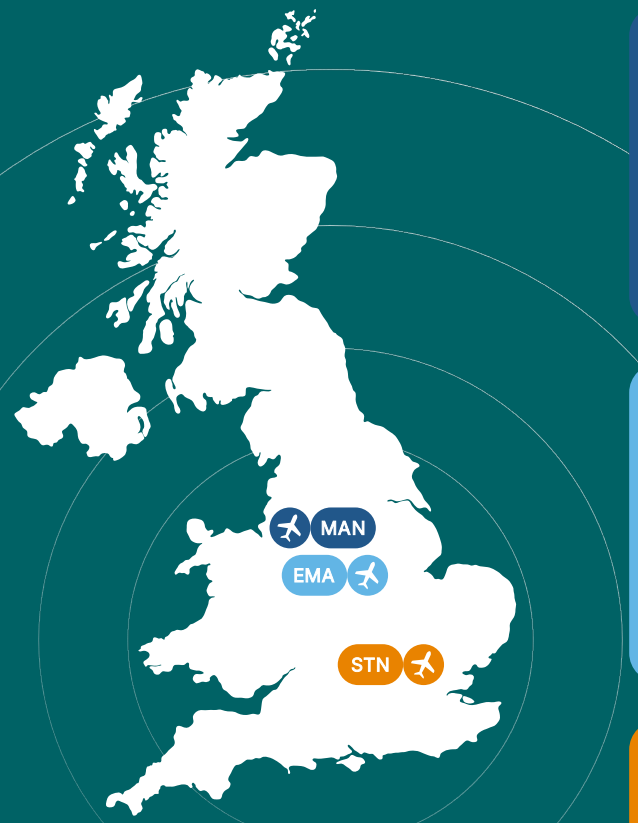


Introduction

Manchester Airports Group (MAG) is an international travel services and infrastructure company. We own and operate East Midlands, London Stansted and Manchester airports, together with global travel services business Cavu. In this report, the term 'MAG' refers to the consolidated group of entities controlled by Manchester Airport Holdings Limited (MAHL).

Manchester Airport is the largest UK airport outside London and handled 32.3 million passengers in FY26. London Stansted Airport is the fourth-busiest airport in the UK, serving 30 million passengers, while East Midlands Airport is the UK's largest pure-freight airport by cargo tonnage, handling 413,600 tonnes of cargo alongside four million passengers in FY26. Cavu operates in 58 countries with 32 lounge operations and a presence in 399 airports globally. This report covers MAG's UK airport operations, together with Cavu activities across MAG airports.

We are committed to transparent and best-practice reporting and will continue to expand the scope of our reporting to reflect our growing international presence in FY27. This includes Cavu's activities and MAG International's management contract for the redevelopment of Grand Bahama International Airport in Freeport, Bahamas.



MANCHESTER AIRPORT

Passengers	Destinations served	Gross value added
32.3m	211	£6.5bn

Cargo handled	Job supported on site
96.759t	21,000+

EAST MIDLANDS AIRPORT

Passengers	Destinations served	Gross value added
4.0m	61	£2.7bn

Cargo handled	Job supported on site
413,664t	7,000+

LONDON STANSTED AIRPORT

Passengers	Destinations served	Gross value added
30.0m	202	£4.4bn

Cargo handled	Job supported on site
292,716t	14,900+

Cavu

Lounges	Countries operating in	Presence at airports
32	58	399

Scope of our reporting

Our emissions are reported in accordance with the Greenhouse Gas (GHG) Protocol and the Airport Carbon Accreditation (ACA) framework. We use the operational control approach to set our organisational boundary. In addition to this, we dual-report Scope 1, 2 and 3 emissions on both a location-based and a market-based basis - consistent with our procurement of renewable electricity and biomethane.

BASIS OF REPORTING	
Reporting period	1 April 2025 – 31 March 2026 (FY26)
Organisational boundary	Operational control
Scopes reported	Scope 1, Scope 2 and Scope 3 (location and market-based), Outside of Scope relating to biofuels
Standards and frameworks	UK Streamlined Energy and Carbon Reporting (SECR), GHG Protocol, ACA
Scope 3 categories reported	Categories 1 & 2, 3, 5, 6, 7, 11 and 13 (see Section 4)
Assurance	Scope 1 & 2: Reasonable assurance. Scope 3: Limited assurance. Aligned to ISO 14064-1

Our footprint

As is common across the airport sector, the majority of MAG's emissions footprint sits in Scope 3. Within this Scope, the largest single element is the use of aircraft (Category 11 – covering both the landing and take-off (LTO) cycle and en-route cruise emissions.

This report quantifies GHG emissions in line with the gases covered by the Kyoto Protocol, reported as carbon-dioxide-equivalent (CO_2e). We recognise that aviation's overall climate impact also includes non-CO_2 effects, such as contrails and nitrogen oxides, which are not currently included in standard greenhouse gas inventories. We continue to monitor the development of methodologies in this area.



Our carbon footprint

Overview of the activities included within MAG's greenhouse gas reporting.

SCOPE 1

Direct emissions from sources MAG owns and/or controls

Stationary combustion
Gas, fire training activities, back-up diesel generators

Mobile combustion
Fuel used in MAG–owned or leased vehicles

Fugitive emissions
Refrigerants and airfield de-icer

MARKET-BASED EMISSIONS

18,481 tCO_2e

in financial year ending 31 March 2020

SCOPE 2

Indirect emissions from the energy MAG buys and uses

Purchased electricity
Used across terminals, offices, and supporting infrastructure

Generated electricity
On-site generated electricity

MARKET-BASED EMISSIONS

74 tCO_2e

in financial year ending 31 March 2020

SCOPE 3

Indirect emissions from MAG's value chain

Supply chain

Well-to-tank
From procured fuels, electricity and heat

Waste generated

Business travel

Passenger and staff surface access

Aircraft emissions

Onward supply of fuels
To on-site third parties

MARKET-BASED EMISSIONS

6,455,978 tCO_2e

in financial year ending 31 March 2020

Governance

Climate and sustainability matters are overseen at Board level through the Corporate Social Responsibility (CSR) Committee, which provides dedicated oversight and meets three times a year.

The CSR Committee is supported by MAG's Decarbonisation and ESG Team, which provides regular updates on performance, policy developments and emerging climate-related risks. The team also leads a programme of climate-related activities across the Group and the escalation of key issues to senior leadership and the Board.

Our Board and Executive Committee are also actively engaged on climate-related matters, as is our CSR Committee, the sub-committee of our Group Board that oversees climate initiatives.

Our Decarbonisation Programme is governed through an Executive-level Programme Board and through Decarbonisation Project Boards at each of our airports.

During the year, the Decarbonisation Programme focused on progress against our planned net zero trajectory, supporting the progression of initiatives relating to biofuels, alternative heating sources, electrification and carbon removals.

This report should be read alongside MAG's Climate-related Financial Disclosures (CFD/TCFD) in our Annual Reports and Accounts, which sets out the Board's oversight of climate-related risks and opportunities, our strategy, risk management and metrics and targets.

More details on Governance can be found in our Annual Financial Report here, see pages 59 to 60.

Our reporting standards and frameworks

This report has been prepared in accordance with the Greenhouse Gas (GHG) Corporate Accounting and Reporting Standard. Our inventory is independently verified to ISO 14064:3, and our energy and environmental management systems are verified to ISO 50001 and ISO 14001. Statutory energy and carbon disclosures are made under the UK Streamlined Energy and Carbon Reporting (SECR), and our reporting is certified under the Airport Carbon Accreditation (ACA) Level 3+, with preparations underway to move to Level 4+ in 2026/27.

We apply the five GHG Protocol accounting principles throughout and include the full methodology, which can be found on page 54.

1 Emissions Report

This report is our detailed carbon account referenced in our sustainability targets, including our full GHG inventory, methodologies and progress against our targets.

2 MAG Annual Report and Accounts

Our statutory UK SECR disclosure, and our climate- and nature-related financial disclosures.

3 Sustainability Report

Aligned with the GRI Universal Standards and Airport Operator Standard, covering all five focus areas of our Sustainability Strategy including those beyond carbon.

4 Independent benchmarks

Our progress is externally assessed through various benchmarks, including GRESB and EcoVadis.



Our strategy

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.

Our flagship decarbonisation commitment is to reach net zero carbon operations (Scope 1 and 2, market-based) by 2038. To support this commitment, we have set a science-based near-term target to achieve a 48% reduction in Scope 1 and 2 (market-based) emissions by 2030 against the FY20 baseline – which sets the trajectory against which we measure annual progress in Section 2.

We recognise that it will not be possible to eliminate all of our emissions and our Strategy commits us to scaling high-integrity carbon removals to cover 50% of residual emissions by 2030 and 100% by 2038.

Beyond our own operations, we support the aviation industry's collective goal of net zero aviation by 2050. Emissions from aircraft are the largest contributor to our emissions footprint. That is why we are collaborating with industry stakeholders to decarbonise aviation and, in our 2025 Strategy, introduced a target to reduce the emissions intensity of flights from MAG airports.

Decarbonising aviation headline targets:

NET ZERO

2038

Transition from carbon neutral airport operations to net zero (scope 1 and 2 market-based emissions) no later than 2038.

EMISSIONS

48%

Reduction in MAG scope 1 and 2 market-based emissions between 2019 and 2030.

AIRCRAFT EMISSIONS

21%

Reduction in emission intensity per revenue tonne kilometre for aircraft departing MAG airports between 2019 and 2035[1].

RENEWABLE ELECTRICITY

30%

Of our electricity will be supplied from renewable sources directly connected to our airports by 2035.

CARBON REMOVALS

50%

We will purchase carbon removals so that, by 2030, they address 50% of our residual scope 1 and 2 market-based emissions.

See more information on our decarbonisation plans in our Sustainability Strategy here

[1] Previously reported as a 27% improvement against a 2019 baseline of 826 gCO_2e/RTK. Following a re-baselining exercise utilising a revised methodology with improved flight and payload data, the 2019 figure has been restated to 767 gCO_2e/RTK. The 2035 target value of below 607 gCO_2e/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.

Section 2
Progress and Performance



Our year at a glance

The table below summarises our Scope 1, 2 & 3 market-based emissions across the Group, including comparison against the target baseline of 2019/20.

METRIC	2025/26	2024/25	2019/20
Scope 1 (market-based, tCO_2e)[1]	13,661	13,789	18,481
Scope 2 (market-based, tCO_2e)[2]	48	39	74
Scope 1 and 2 (market-based, tCO_2e)	13,709	13,840	18,555
Scope 3 (market-based, tCO_2e)	6,455,978	6,427,552	6,229,181
Carbon intensity (tCO_2e per traffic unit)[3]	0.184	0.190	0.268

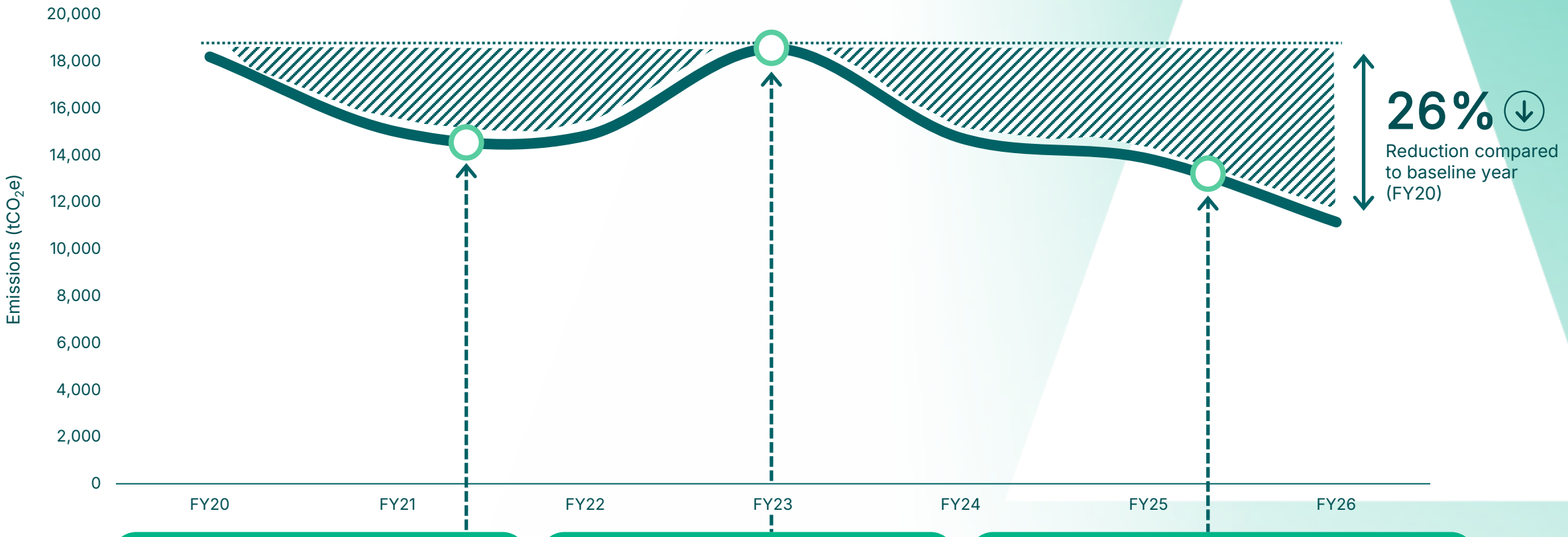
[1] FY26 natural gas use and associated emissions have been restated since the publication of our annual report in July 2026, reflecting the latest information regarding onward supply of gas to third parties from Manchester Airport's private gas network. Consequently, we have reduced our allocation of RGGOs for FY26 by 1,930 tCO_2e and are carrying these renewable energy attributes forward to FY27. These RGGOs were retired on the Green Gas Certification Scheme in July 2026. More information about our use of renewable energy is provided in the methodology section of this report.

[2] All purchased electricity consumed by MAG is backed by Renewable Energy Guarantees of Origin (REGOs), a small level of market-based Scope 2 emissions remains. This relates to electricity generated by MAG-owned wind turbines at East Midlands Airport, where renewable attributes cannot be claimed by MAG due to the receipt of Feed-in Tariff payments and must therefore be reported using standard grid emission factors.

[3] 'SECR' Scope 1, 2 and 3 greenhouse gas emissions (market-based) per traffic unit (tonnes CO2e). Performance intensity is measured using traffic units, defined by ICAO as equivalent to 1,000 passengers or 100 tonnes of cargo, allowing emissions to be assessed relative to the level of activity at our airports.



MAG's Scope 1 & 2 emissions (market-based)



COVID-19 IMPACT

FY21 – FY23 trends were heavily influenced by COVID-19 travel restrictions and reduced passenger demand.

INCREASED ACTIVITY

Higher operational activity from the lifting of global travel restrictions led to increased emissions in FY23.

DRIVING REDUCTIONS

Reductions attributable to the adoption of HVO fuel, together with energy efficiency measures including seasonal boiler switch-offs and energy optimisation.

Our performance

Decarbonising Aviation is a core pillar of our Sustainability Strategy, Creating a Sustainable Future for All. Through this focus area, we have established a range of targets and commitments designed to reduce greenhouse gas emissions from our own operations and support the wider decarbonisation of the aviation sector. The tables below summarise progress against these targets, providing an overview of performance and progress towards delivering our strategic ambitions.

↑ Improved YoY performance
↔ No significant change
↓ Worsened YoY performance

Decarbonising aviation	KPI	FY26	FY25	YOY%	PERFORMANCE
Against a 2019 baseline, MAG emissions (Scope 1 & 2) reduced by 48% by 2030 and net zero by 2038.	Market-based emissions (tCO_2e).	**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 CO2e to below 607g CO2e, between 2019 and 2035, a 21% improvement. [4]	Scope 3 aircraft emissions as grammes CO_2e 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 or 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_2e)	**6,455,978**	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 and 2) emissions (tCO_2e)	**186,598**	198,657	-6.1%	↑
	% of supply chain spend for which emissions are reported	**100.0%**	100.0%	0.0%	↔

[1] 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.
[2] New KPI introduced as part of MAG's 2025–2030 Sustainability Strategy. Comparative FY25 data is therefore not available.
[3] In FY26 MAG launched a procurement process to establish a framework to supply carbon offsets and removals. This is expected to complete in FY27.
[4] Previously reported as a 27% improvement against a 2019 baseline of 826 gCO_2e/RTK. Following a re-baselining exercise utilising a revised methodology with improved flight and payload data, the 2019 figure has been restated to 767 gCO_2e/RTK. The 2035 target value of below 607 gCO_2e/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.
[5] Please find more information, including our methodology and reporting scope, regarding supply chain emissions in the 'Methodology' section of this report.

Our performance

Decarbonising aviation	KPI	FY26 update
Implement Future Airspace Programme, reporting progress.	Narrative reporting annually	Please refer to the 'Airspace Modernisation' section on page 11 of MAG's Sustainability Report.
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 on page 13 of MAG's Sustainability Report.
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 this 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.



Case studies



LONDON STANSTED AIRPORT SOLAR FARM

The construction of London Stansted Airport's 12.8MW on-site solar farm, is the first solar farm of its kind at a London airport. More than 24,000 solar panels have been installed, with the facility designed to help meet the airport's growing electricity demand and support the transition to low-carbon operations.



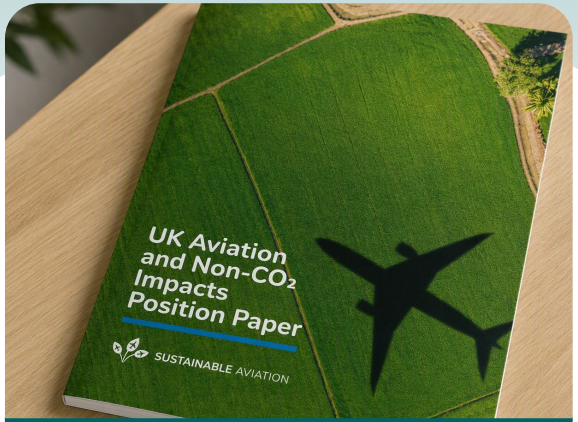
HVO AT THE AIRPORT

MAG introduced Hydrotreated Vegetable Oil (HVO) across compatible operational vehicles. HVO is a alternative to diesel that can reduce lifecycle greenhouse gas emissions by up to 90%, providing immediate emissions reductions while supporting the long-term transition to an electric vehicle fleet.



ADVANCED MARKET SIGNAL

MAG representatives led the development of Sustainable Aviation's Greenhouse Gas Removal Advanced Market Signal, bringing together seven aviation partners to provide more than £2 million of support for the carbon removal market. The initiative aims to accelerate the supply of durable carbon removals.



NON-CO_2 POSITION PAPER

Working through SA, MAG contributed to the publication of a Non-CO_2 Position Paper setting out a plan to better understand and reduce aviation's wider climate impacts. The paper focuses on improving scientific understanding, increasing the availability of operational data and maximising the benefits delivered by SAF and future aircraft technologies.

More details on our case studies can be found in the 'Decarbonisation in Action' section of this report.

GHG Emissions Data

SECR Report

The SECR report, published in our Annual Report and Accounts, is presented below. This report provides a high-level overview of our energy use, emissions and carbon intensity as required by the Companies (Directors' Report) and Limited Liability Partnerships (Energy and Carbon Report) Regulations 2018. Please note that the figures have been restated to incorporate the latest and most accurate data sets; for further details, refer to the restatement section on page 65.

	2025/26	2024/25 [1]	2019/20 (baseline) [2]
Energy consumption used to calculate emissions (kWh)[3]	211,276,261	211,996,993	215,607,233
Emissions from stationary combustion (Scope 1, location-based, tCO_2e)[3, 4]	10,203	10,873	10,286
Emissions from stationary combustion (Scope 1, market-based, tCO_2e)[4]	4,727	6,562	10,286
Emissions from mobile combustion (Scope 1, location-based, tCO_2e)	5,840	6,596	6,622
Fugitive emissions from airfield de-icing and refrigerants (Scope 1, location-based tCO_2e) [5]	532	618	1,573
Emissions from purchased electricity (Scope 2, location-based, tCO_2e) [4]	23,622	25,755	34,552
Emissions from purchased electricity (Scope 2, market-based, tCO_2e) [4, 6]	48	39	74
Emissions from business travel in rental cars or employee-owned vehicles where MAG is responsible for purchasing the fuel (Scope 3, location-based, tCO_2e)	182	173	119
Total gross emissions based on the above (Location-based, tCO_2e) [4]	40,379	43,835	52,857
Total gross emissions based on the above (Market-based, tCO_2e) [4]	13,709	13,997	18,555
Intensity measure (Traffic units) [7]	74,341	72,898	69,167
Intensity ratio (Location-based emissions, tCO_2e/traffic unit) [4, 7]	0.547	0.601	0.790
Intensity ratio (Market-based emissions, tCO_2e/traffic unit) [4, 7]	0.184	0.190	0.268
Carbon offsets (Purchased and retired, tCO_2e) [8]	13,709	13,997	18,555

[1] Energy and emission performance has been restated for 2024/25 to make use of the most recent and complete dataset. This approach follows best practice outlined in the World Resources Institute GHGP and guidance issued by the UK Government.

[2] During the reporting year, MAG expanded the scope of its SECR disclosure aligning with the boundary of its Scope 1 and 2 near term and net zero emissions. In addition, a new carbon accounting tool was implemented to enhance data capture and management. These improvements have strengthened the robustness and completeness of emissions reporting and have been subject to independent assurance. In line with best practice, prior year emissions have been restated to ensure consistency and comparability across reporting periods.

[3] Year-on-year increase in energy consumption is primarily driven by higher stationary combustion emissions at Manchester Airport following the completion of the Manchester Airport Transformation Programme.

[4] Location-based emissions are based on the average emission intensity of UK energy networks. MAG proactively chooses to purchase renewable electricity and biomethane which are backed by Renewable Energy Guarantees of Origin certificates (REGOs) and Renewable Gas Guarantees of Origin certificates (RGGOs). To demonstrate the carbon saving of our procurement decisions we dual report our location- and market-based GHG emissions in accordance with the UK Government's Environmental Reporting Guidelines.

[5] The scope of MAG's SECR reporting has expanded to include fugitive emissions from airfield de-icer and refrigerant losses, aligning with MAG's near-term and net zero carbon emissions target. Previous years have been restated in accordance with best practice.

[6] MAG receives feed in tariff payments for its wind generated electricity, it does not own the renewable energy attribute and must therefore report emissions using the 'Electricity: UK' emission factor for both location- and market-based emissions.

[7] MAG measures carbon intensity against traffic units, which are defined by the International Civil Aviation Organization (ICAO) as equivalent to 1,000 passengers or 100 tonnes of freight.

[8] MAG purchases carbon (reduction) offsets to compensate for remaining market-based scope 1 and 2 emissions as well as business travel, in alignment with Airport Carbon Accreditation Level 3+.

Section 3
Decarbonisation in action



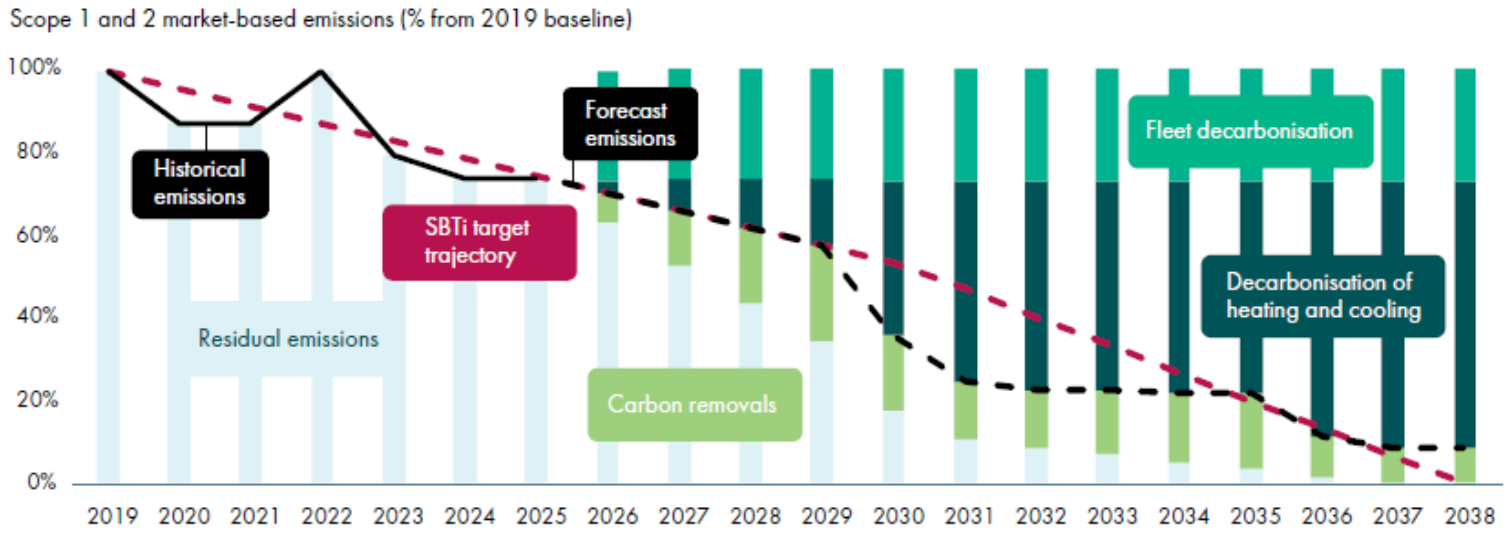
Decarbonising aviation

OUR NET ZERO TRAJECTORY

We understand the urgent need to decarbonise airport operations, and the wider economy, and we are playing a pivotal role in enabling the industry to achieve its net zero ambitions. We have a responsibility to drive change and support the transition to a sustainable aviation industry.

Our commitment includes net zero operations (market-based scope 1 and 2) by 2038 while working collaboratively with our partners and value chain to support indirect (scope 3) emissions reductions. To achieve this, we have committed to setting a near-term science-based target through the Science Based Targets initiative. This target includes reducing MAG's operational emissions (market-based scope 1 and 2) by 48% by 2030, against our 2019 baseline.

Around 90% of decarbonisation will be delivered through decarbonising heating, cooling and fleet. However, we expect some residual emissions from fire training, airfield de-icer and back-up generators. By 2038, 100% of our residual emissions will be addressed using carbon removals.



Our targets:

EMISSIONS

48%

Reduction in MAG scope 1 and 2 market-based emissions between 2019 and 2030.

NET ZERO

2038

Transition from carbon neutral airport operations to net zero (scope 1 and 2 market-based emissions) no later than 2038.

CARBON REMOVALS

50%

We will purchase carbon removals so that, by 2030, they address 50% of our residual scope 1 and 2 market-based emissions.

Sustainable Aviation

MAG is the current chair of Sustainable Aviation (SA), the UK aviation industry's coalition on sustainability.

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.

Aviation is expected to have the largest residual emissions of any UK sector by 2050, meaning that durable, verifiable Greenhouse Gas Removals (GGRs) will play a critical role in addressing the 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-CO_2 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 CO_2 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-CO_2 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-CO_2 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

Decarbonisation in Action (Value Chain)

Most of our emissions footprint sits within Scope 3, the majority of which arises from the use of aircraft, our procurement of goods and services and how passengers travel to our airports. Reducing these emissions is not something any airport can achieve alone. It depends on collective action across the value chain.

Sustainable Aviation Fuel (SAF) is central to that effort. Provisional data from the Department for Transport shows that SAF made up 2.4% of UK aviation fuel, ahead of the UK SAF Mandate's opening obligation of 2%.

We are also acting on residual emissions that cannot yet be eliminated. MAG, through its role with SA, led an industry Advanced Market Signal to stimulate the supply of high-integrity carbon removals, supporting our target to scale removals to 50% of residual operational emissions by 2030 and 100% by 2038.

Alongside these value chain efforts, we track the carbon intensity of aircraft using our airports; our target is to reduce this from a 2019 baseline of 767g CO_2e per revenue tonne kilometres to below 607g by 2035 – a 21% improvement.

Supply chain and capital goods emissions

We have calculated and disclosed our supply chain and capital goods emissions for the first time using a spend-based methodology, providing a more complete view of our value chain impacts. By delivering this reporting a year ahead of our original target, we have improved transparency and strengthened our understanding of emissions across purchased goods, services and capital investments. Further information on the methodology, assumptions and results can be found in the Data Tables and Methodology sections of this report.

Aircraft fleet modernisation

In the last five years, aircraft fleets across the Group have 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



13%

(UP FROM 0.1% IN 2019)

EAST MIDLANDS AIRPORT



37%

(UP FROM 9% IN 2019)

MANCHESTER AIRPORT



25%

(UP FROM 2% IN 2019)

LONDON STANSTED AIRPORT

Decarbonisation in Action

Airspace Modernisation

As part of efforts to decarbonise the aviation sector and support the transition to net zero by 2050, MAG is playing its role in delivering the UK Government's Future Airspace Programme.

Through the Future Airspace Strategy Implementation (FASI) programme, airspace infrastructure is being modernised to enable cleaner, quieter and more efficient aircraft arrivals and departures. Airspace modernisation is already delivering environmental benefits for flights operating at our airports and across the wider UK aviation sector.

Sustainable Aviation's 2026 Decarbonisation Road-Map found that changes implemented to date have enabled annual carbon savings of more than 70,000 tonnes of CO_2. Looking ahead, the Road-Map anticipates that airspace and operational efficiency improvements will contribute around 4% of UK aviation decarbonisation by 2050.

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

London Stansted Airport became the first UK airport in the 'very large' airport category to reach this stage in April 2022, with its submission subsequently used by the CAA as a model for other airports. Manchester Airport and East Midlands Airport progressed to Stage 3 in March 2023 and November 2023 respectively. During the reporting period, all three airports continued to advance their individual airspace modernisation proposals.

As part of Stage 3 of the CAP1616 process, Manchester and East Midlands Airports also continued developing coordinated airspace designs to support the delivery of a more efficient and sustainable future airspace network.



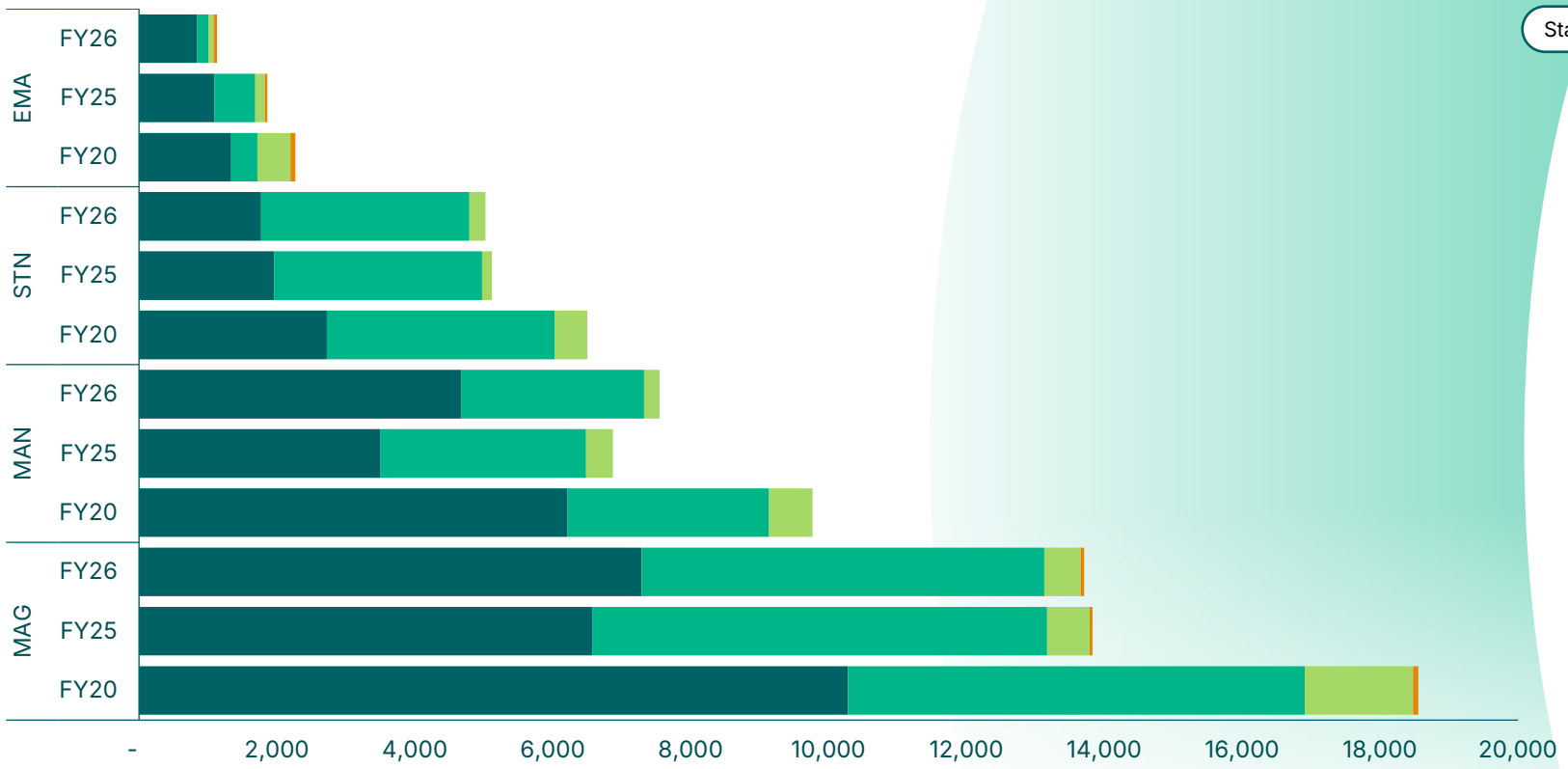
C2 - Internal

Our emissions performance data

Group



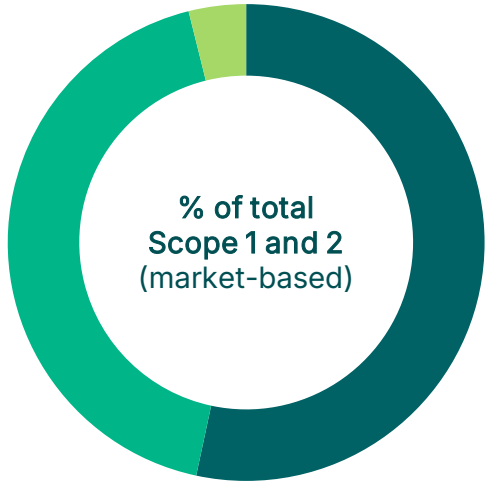
MAG Scope 1 and 2 (market-based)



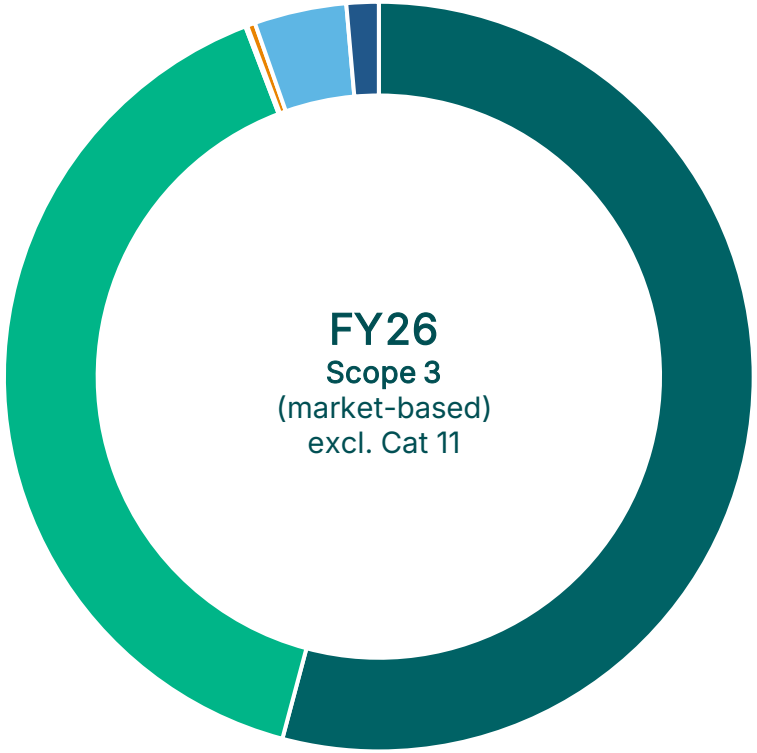
Stationary combustion | Mobile combustion | Fugitive emissions | Renewable generation

Stationary combustion | Mobile combustion | Process emissions

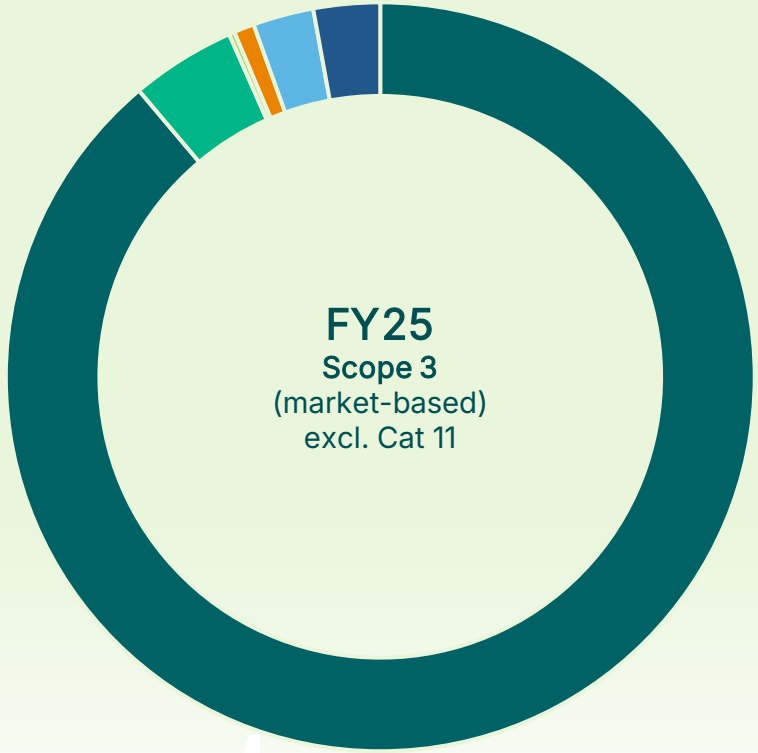
53% | 43% | 4%



MAG Scope 3 excluding Cat 11 (market-based)

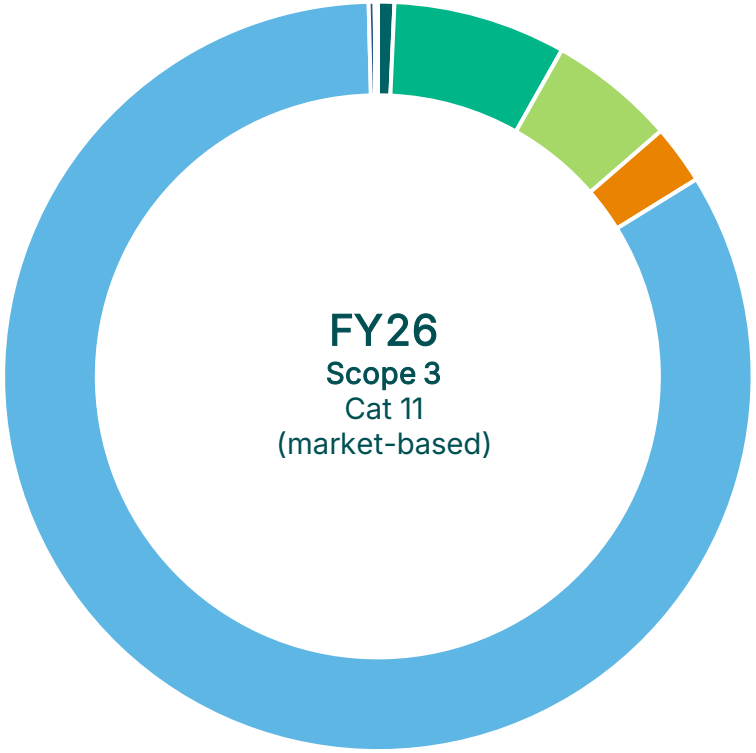


FY26		FY25
186,890	Category 1: Purchased good & services	198,835
138,274	Category 3: Fuel & energy-related activities*	10,142
279	Category 5: Waste generated in operations	539
1,206	Category 6: Business travel	1,968
13,733	Category 7: Employee commuting	5,869
4,790	Category 13: Downstream leased assets	6,424

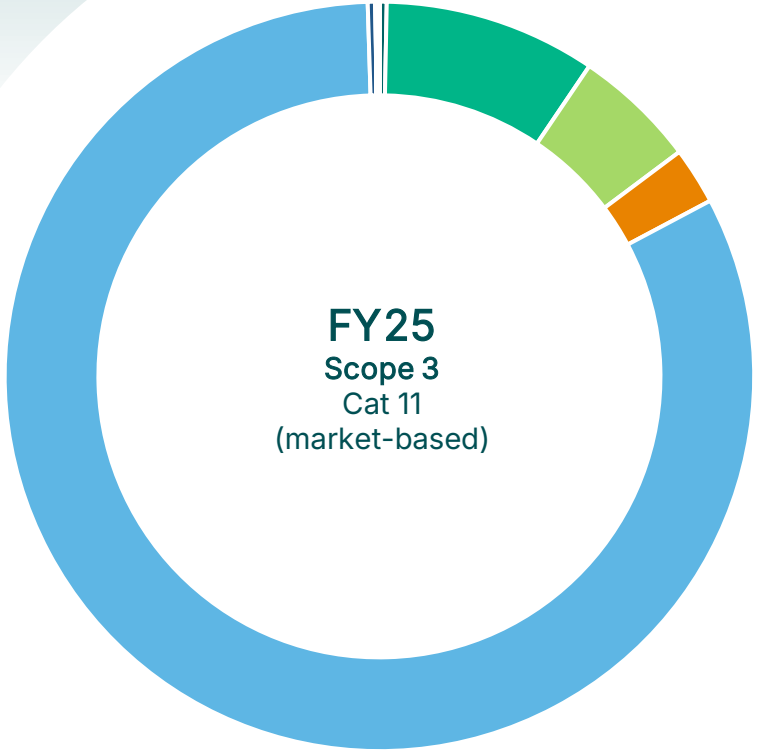


* Not in Scope 1 or 2, FY26 includes passenger surface access fuels.

MAG Scope 3 Cat 11 (market-based)



FY26		FY25
43,330	Other airport staff commuting	19,352
456,092	Passenger surface access	568,048
333,546	LTO cycle (departures)	329,102
155,940	LTO cycle (arrivals)	152,511
5,097,907	Cruise emissions*	5,103,445
15,852	On stand power (FEGP & APU)	20,402
356	Aircraft engine testing	280
4,768	Airside vehicles	5,910
2,986	Aircraft de-icer	4,378
53	Onward supply – water	33
13	Onward supply – wastewater	13



* departures excl. MAG airport LTO cycle

GHG Emission Inventories

Manchester Airports Group - GHG Inventory [1]

Scope	Activity	Category	Fuel/emission source	Energy consumption (kWh)			Location-based emissions (tCO_2e)			Market-based emissions (tCO_2e) [2]		
				2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Stationary combustion	Boilers	Gas	54,486,361	57,426,177	53,914,065	9,971	10,503	9,916	7,058	6,213	9,916
			Liquefied petroleum gas	113,195	121,636	57,839	26	28	13	26	28	13
			Heating oil	10,098	-	328,269	3	-	90	3	-	90
		Fire training	Biomass	-	92,967	6,377	-	1	0.1	-	1	0.1
			Petrol	223	189	45	0.05	0.04	0.01	0.05	0.04	0.01
			Liquefied petroleum gas	34,689	136,098	65,158	8	31	15	8	31	15
			Kerosene	4,342	4,195	7,411	1	1	2	1	1	2
		Power back-up generators	Diesel	748,827	1,157,982	-	194	301	-	194	301	-
			Gas oil	-	-	911,578	-	-	249	-	-	249
	Mobile combustion	MAG owned vehicles	Diesel	22,313,770	25,113,484	10,888,808	5,791	6,518	2,836	5,791	6,518	2,836
			HVO	5,178,916	-	-	19	-	-	19	-	-
			Petrol	125,599	336,367	131,050	30	78	32	30	78	32
			Gas oil [3]	-	-	12,589,169	-	-	3,439	-	-	3,439
			Company cars [4]	-	-	-	-	-	315	-	-	315
	Fugitive emissions	De-icing	Airfield de-icer	-	-	-	323	418	238	323	418	238
		Cooling	Refrigerants	-	-	-	208	200	1,335	208	200	1,335
	Total gross Scope 1			**83,016,020**	**84,389,096**	**78,899,767**	**16,574**	**18,083**	**18,481**	**13,661**	**13,789**	**18,481**
2	Generation of renewable electricity on site		Wind generated electricity	270,301	188,001	288,184	48	39	74	48	39	74
	Consumption of purchased electricity, heat, steam and cooling		Consumption of purchased electricity	133,189,609	124,154,117	135,158,528	23,574	25,706	34,551	-	–	-
	Total gross Scope 2			**133,459,910**	**124,342,118**	**135,446,712**	**23,622**	**25,745**	**34,624**	**48**	**39**	**74**
1 & 2	**Total gross Scope 1 and 2**			**216,475,929**	**208,731,214**	**214,346,479**	**40,197**	**43,828**	**53,105**	**13,709**	**13,840**	**18,555**
	Carbon offsets		Purchase and retirement of carbon offsets [5]	-	–	-	-	-	-	13,709	13,840	18,555
	Renewable gas		RGGOs retired	16,420,111	24,297,187	-	-	-	-	2,913	4,309	-

GHG Emission Inventories

Manchester Airports Group - GHG Inventory [1]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e) [2]		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
3	Category 1: Purchased goods and services	Water	**292**	178	410	**292**	178	410
		Supply chain	**186,598**	198,657	193,024	**186,598**	198,657	193,024
	Category 3: Fuel and energy-related activities (not in Scope 1 or 2)	Fuels procured (well-to-tank)	**133,485**	7,424	143,285	**133,485**	7,424	143,285
		Electricity (transportation and distribution losses)	**3,943**	2,225	2,933	**3,943**	2,225	2,933
		Electricity and heat (well-to-tank)	**846**	493	410	**846**	493	410
	Category 5: Waste generated in operations	Waste	**88**	114	509	**88**	114	509
		Wastewater	**191**	425	1,730	**191**	425	1,730
	Category 6: Business travel	Business travel – public transport	**1,033**	1,786	1,152	**1,033**	1,786	1,152
		Business travel – staff vehicles	**182**	182	119	**182**	182	119
	Category 7: Employee commuting	Home working	**692**	2,271	-	**692**	2,271	-
		MAG staff commuting	**13,041**	3,598	10,421	**13,041**	3,598	10,421
	Category 11: Use of sold products	Other airport staff commuting	**43,330**	19,352	95,340	**43,330**	19,352	95,340
		Passenger surface access	**456,092**	568,048	555,720	**456,092**	568,048	555,720
		LTO cycle (departures)	**333,546**	329,102	307,938	**333,546**	329,102	307,938
		LTO cycle (arrivals)	**155,940**	152,511	142,756	**155,940**	152,511	142,756
		Cruise emissions (departures excl. MAG airport LTO cycle)	**5,097,907**	5,103,446	4,719,002	**5,097,907**	5,103,446	4,719,002
		On stand power (FEGP and APU)	**15,852**	20,402	19,771	**15,852**	20,402	19,771
		Aircraft engine testing	**356**	280	291	**356**	280	291
		Airside vehicles	**4,768**	5,910	27,937	**4,768**	5,910	27,937
		Aircraft de-icer	**2,986**	4,378	1,483	**2,986**	4,378	1,483
		Onward supply – water	**53**	33	103	**53**	33	103
		Onward supply - wastewater	**13**	13	39	**13**	13	39
	Category 13: Downstream leased assets	Gas	**4,739**	5,005	4,783	**4,739**	5,005	4,783
		Heating oil	**5**	1,419	25	**5**	1,419	25
		Electricity	**14,092**	17,469	22,246	**-**	-	-
	Total gross Scope 3		**6,470,070**	**6,447,021**	**6,251,427**	**6,455,978**	**6,427,552**	**6,229,181**
	Carbon offsets	Purchase and retirement of carbon offsets [5]	**1,206**	1,968	1,271	**1,206**	1,968	1,271

GHG Emission Inventories

Manchester Airports Group - GHG Emissions Intensity [1, 6]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e)		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Intensity benchmark	Total traffic units (TU)	**74,341**	72,898	69,167	**74,341**	72,898	69,167
1 & 2	Intensity benchmark	Scope 1 and 2 gross emissions/TU	**0.541**	0.601	0.768	**0.184**	0.190	0.268

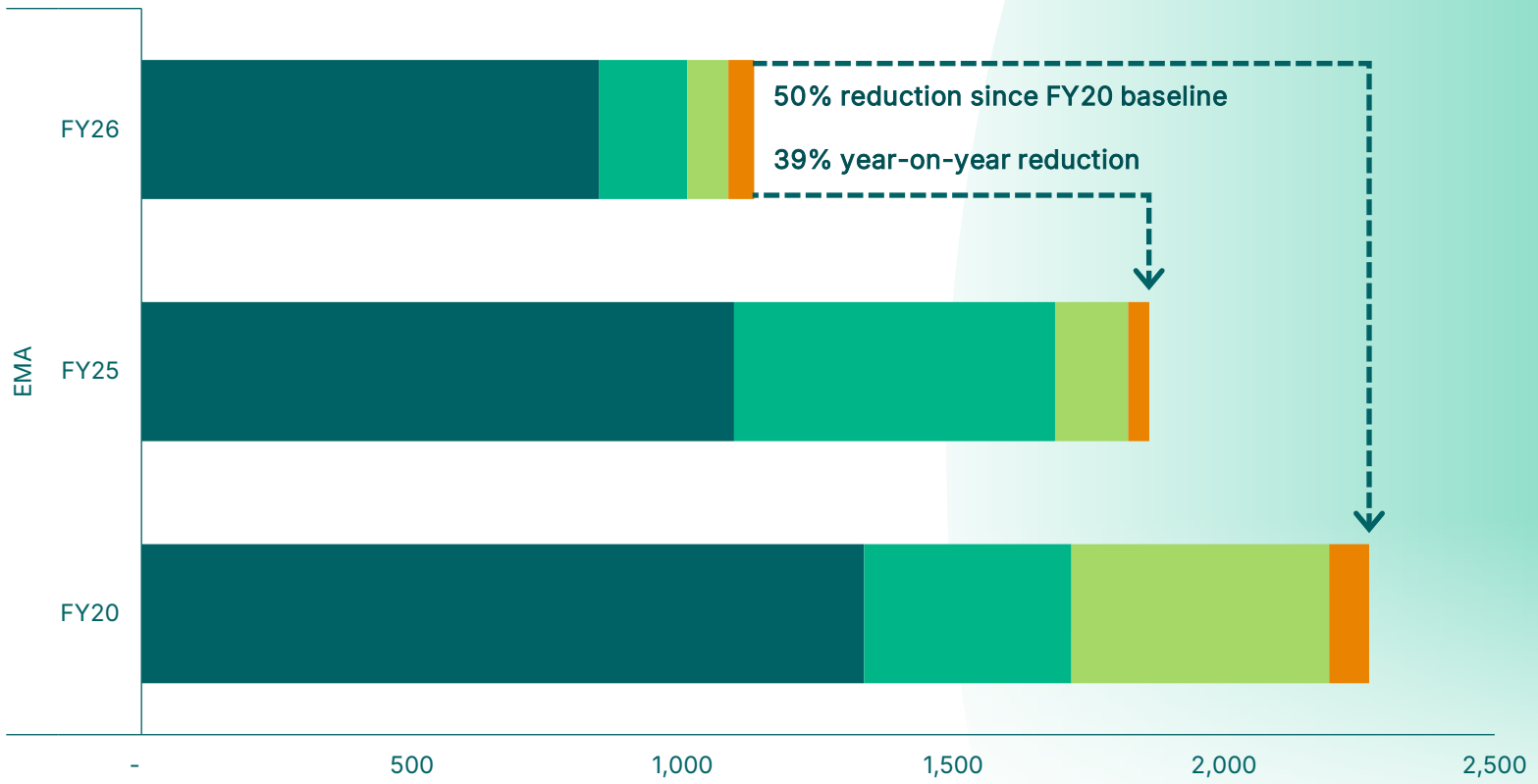
Footnotes

[1]	Our energy and emission performance have been restated for 2024/25 and our baseline year of 2019/20 to make use of the most recent and complete dataset. This approach follows best practice outlined in the World Resources Institute Greenhouse Gas Protocol and guidance issued by the UK Government.
[2]	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.
[3]	MAG no longer use red diesel in any of our vehicles, instead using petrol, white diesel and HVO fuels.
[4]	MAG no longer use fuel cards to provide fuel for colleagues vehicles.
[5]	Our airport operations are certified and hold Airport Carbon Accreditation at Level 3+. As we work towards our net zero carbon goal, each year we continue to offset residual emissions. Full details of our carbon offsets are included in this report.
[6]	We measure emissions intensity against traffic units, which are defined by the International Civil Aviation Organisation (ICAO) as equivalent to 1,000 passengers or 100 tonnes of freight.

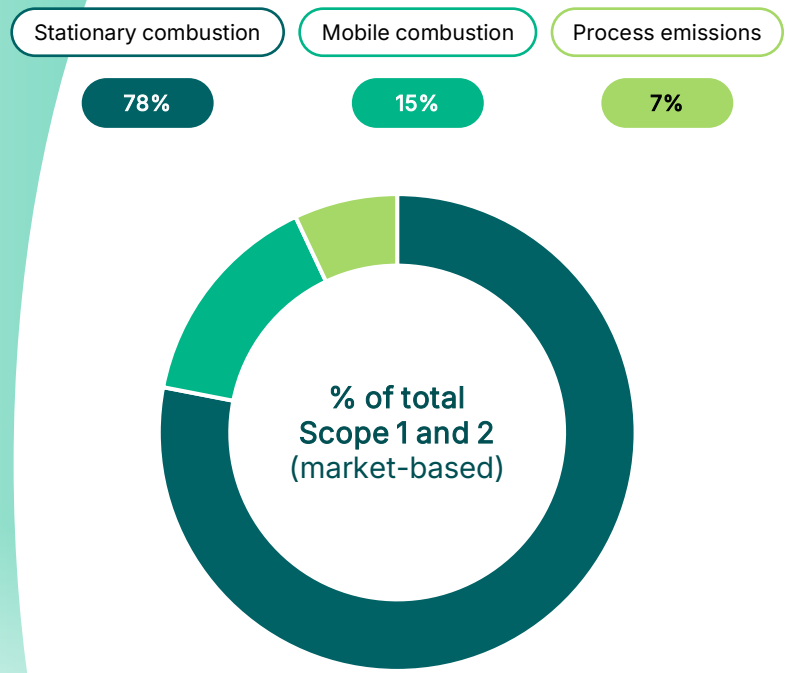
EMA



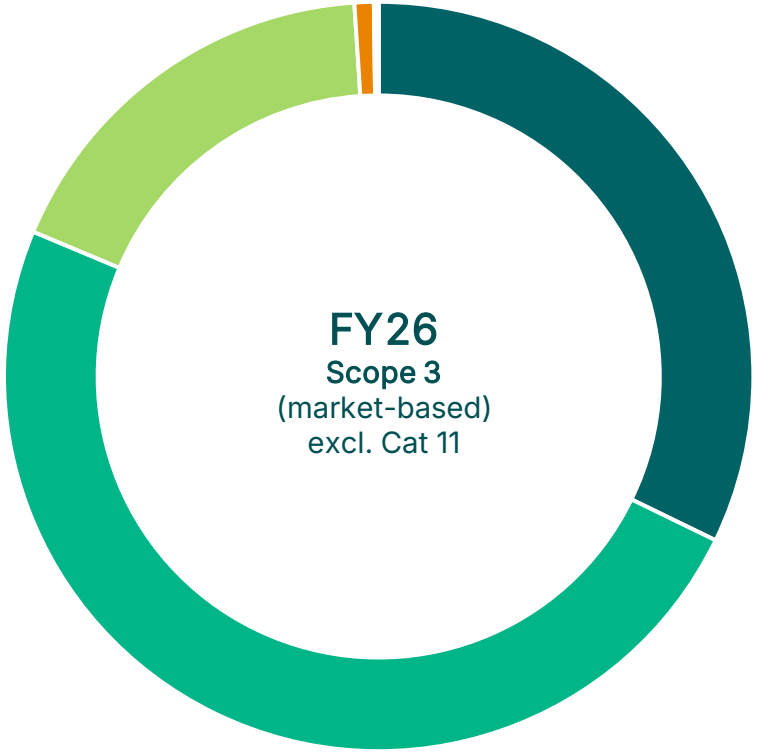
East Midlands Airport Scope 1 & 2 (market-based)



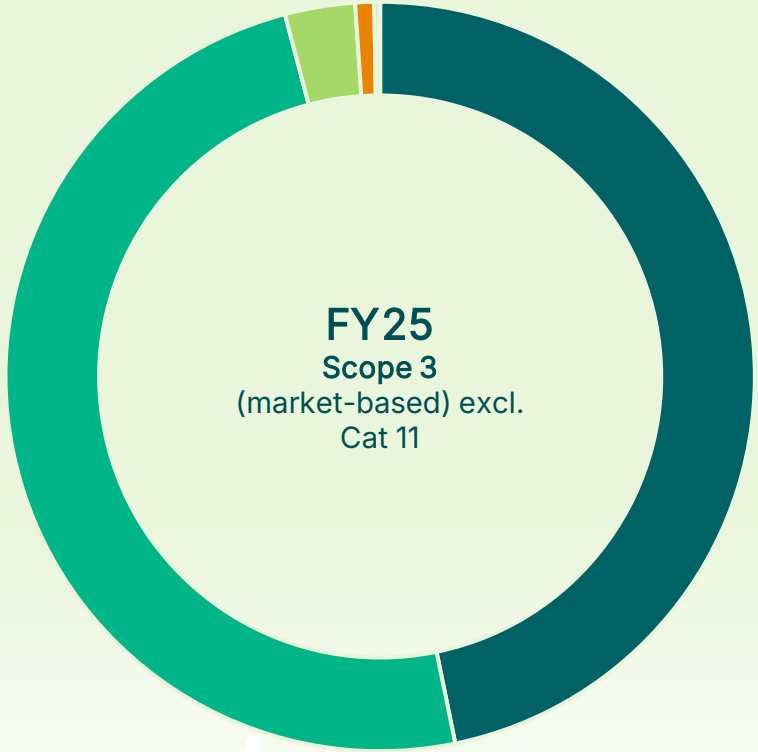
Stationary combustion | Mobile combustion | Fugitive emissions | Renewable generation



East Midlands Airport
Scope 3 excluding Cat 11 (market-based)

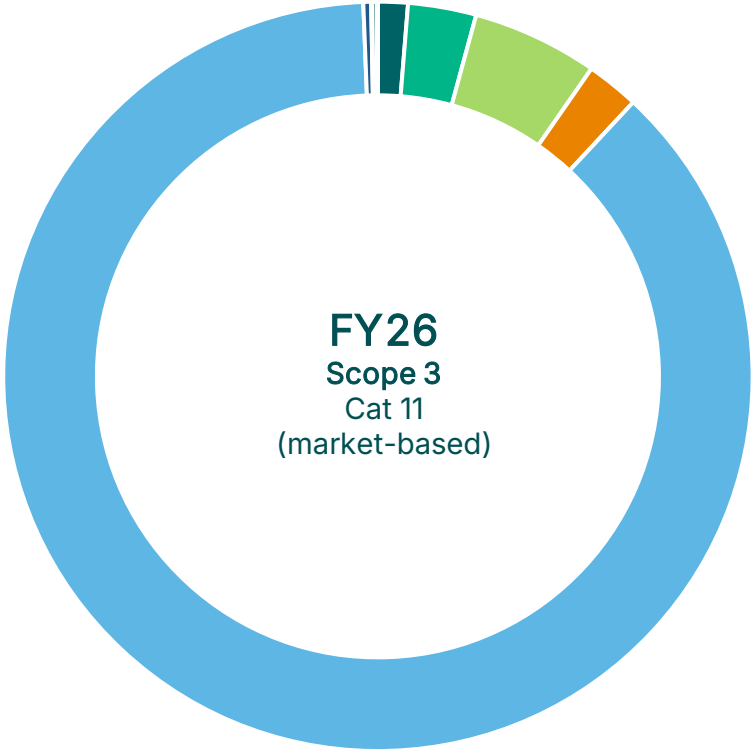


FY26		FY25
13,387	Category 1: Purchased good & services	11,917
7,396	Category 3: Fuel & energy-related activities*	816
21	Category 5: Waste generated in operations	16
43	Category 6: Business travel	101
1,334	Category 7: Employee commuting	556
5	Category 13: Downstream leased assets	1419

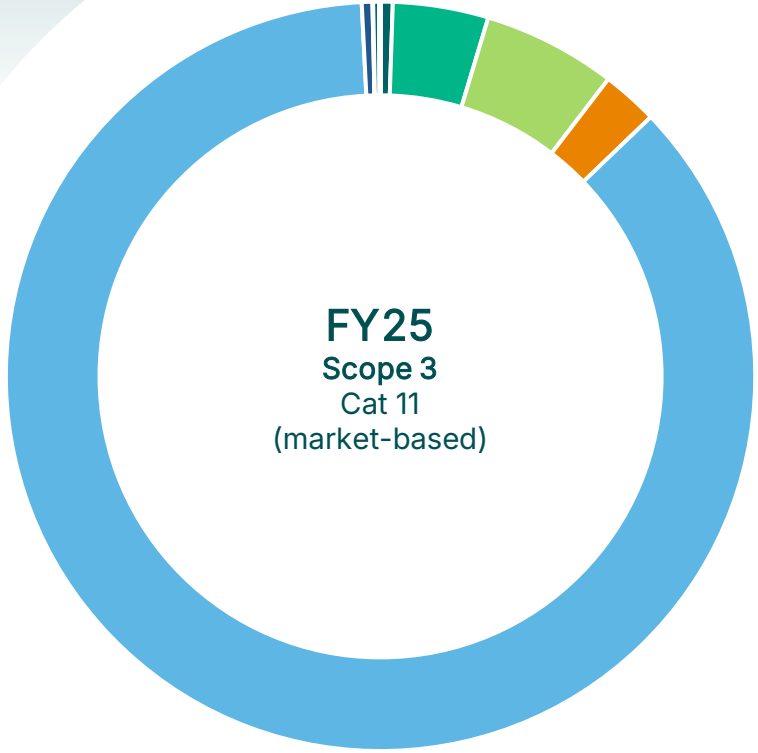


* Not in Scope 1 or 2, FY26 includes passenger surface access fuels.

East Midlands Airport
Scope 3 Cat 11 (market-based)



FY26		FY25
9,593	Other airport staff commuting	3,673
21,946	Passenger surface access	28,972
40,497	LTO cycle (departures)	40,509
16,992	LTO cycle (arrivals)	17,003
657,279	Cruise emissions*	607,060
2,509	On stand power (FEGP & APU)	3,216
293	Aircraft engine testing	211
1,498	Airside vehicles	1,768
351	Aircraft de-icer	447
2	Onward supply – water	2



East Midlands Airport

GHG Inventory [1]

Scope	Activity	Category	Fuel/emission source	Energy consumption (kWh)			Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e) [2]		
				2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Stationary combustion	Boilers	Gas	3,633,774	6,010,744	6,307,879	665	1,099	1,160	665	923	1,160
			Liquefied petroleum gas	-	-	-	-	-	-	-	-	-
			Heating oil	10,098	-	328,269	3	-	90	3	-	90
		Fire training	Biomass	-	92,967	6,377	-	1	0.1	-	1	0.1
			Petrol	223	189	45	0.05	0.04	0.01	0.05	0.04	0.01
			Liquefied petroleum gas	20,012	23,798	34,910	5	5	8	5	5	8
			Kerosene	4,324	4,195	7,411	1	1	2	1	1	2
		Power back-up generators	Diesel	664,344	634,118	-	172	165	-	172	165	-
			Gas oil	-	-	279,375	-	-	76	-	-	76
	Mobile combustion	MAG owned vehicles	Diesel	598,470	2,276,613	219,717	155	591	57	155	591	57
			HVO	1,832,719	-	-	7	-	-	7	-	-
			Gas oil [3]	-	-	877,347	-	-	240	-	-	240
			Petrol	-	9,664	86,391	-	2	21	-	2	21
			Company cars [4]	-	-	-	-	–	65	-	–	65
	Fugitive emissions	De-icing	Airfield de-icer	-	-	-	75	128	98	75	128	98
		Cooling	Refrigerants	-	-	-	1	7	378	1	7	378
	Total Gross Scope 1			6,763,982	9,052,287	8,147,721	1,084	2,003	2,194	1,084	1,823	2,194
2	Generation of renewable electricity on site		Wind generated electricity	270,301	188,001	288,184	48	38	74	48	38	74
	Consumption of purchased electricity, heat, steam and cooling		Consumption of purchased electricity	9,089,153	8,812,750	19,378,388	1,609	1,825	4,953	-	-	-
	Total Gross Scope 2			9,359,454	9,000,750	19,666,571	1,657	1,863	5,027	48	38	74
	Total Gross Scopes 1 and 2			16,123,436	18,053,038	27,814,292	2,761	3,866	7,221	1,132	1,865	2,268
1 & 2	Carbon offsets		Purchase and retirement of carbon offsets [5]	-	-	-	-	-	-	1,132	1,865	2,268
	Renewable gas		RGGOs retired [7]	-	995,183	-	-	-	-	-	176	-

East Midlands Airport

GHG Inventory [1]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e)		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
3	Category 1: Purchased goods and services	Water	**22**	13	14	**22**	13	14
		Supply chain	**13,365**	11,904	6,366	**13,365**	11,904	6,366
	Category 3: Fuel and energy-related activities (not in Scope 1 or 2)	Fuels procured (well-to-tank)	**7,050**	608	9,174	**7,050**	608	9,174
		Electricity (transportation and distribution losses)	**285**	162	421	**285**	162	421
		Electricity and heat (well-to-tank)	**61**	46	59	**61**	46	59
	Category 5: Waste generated in operations	Waste	**4**	2	15	**4**	2	15
		Wastewater	**17**	14	65	**17**	14	65
	Category 6: Business travel	Business travel – public transport	**43**	100	39	**43**	100	39
		Business travel – staff vehicles	**-**	1	19	**-**	1	19
	Category 7: Employee commuting	MAG staff commuting	**1,248**	341	999	**1,248**	341	999
		Home working	**86**	215	-	**86**	215	-
	Category 11: Use of sold products	Other airport staff commuting	**9,593**	3,673	13,545	**9,593**	3,673	13,545
		Passenger surface access	**21,946**	28,972	32,647	**21,946**	28,972	32,647
		LTO cycle (departures)	**40,497**	40,509	40,268	**40,497**	40,509	40,268
		LTO cycle (arrivals)	**16,992**	17,003	18,082	**16,992**	17,003	18,082
		Cruise emissions (departures excl. MAG airport LTO cycle)	**657,279**	607,060	479,563	**657,279**	607,060	479,563
		On stand power (FEGP and APU)	**2,509**	3,216	3,611	**2,509**	3,216	3,611
		Airside vehicles	**1,498**	1,503	3,383	**1,498**	1,768	3,383
		Onward supply – wastewater	**-**	-	39	**-**	-	39
		Onward supply - water	**2**	2	19	**2**	2	19
		Aircraft de-icer	**351**	447	276	**351**	447	276
		Aircraft engine testing	**293**	211	234	**293**	211	234
	Category 13: Downstream leased assets	Heating oil	**5**	1,419	25	**5**	1,419	25
		Electricity	**1,113**	1,483	2,601	**-**	–	-
	Total gross Scope 3		**774,259**	**719,169**	**611,464**	**773,146**	**705,782**	**608,863**
	Carbon offsets	Purchase and retirement of carbon offsets [5]	**43**	101	58	**43**	101	58

East Midlands Airport

GHG Emission Intensity [1, 6]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e)		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Intensity benchmark	Total traffic units (TU)	**8,100**	7,792	8,189	**8,100**	7,792	8,189
1 & 2	Intensity benchmark	Scope 1 and 2 gross emissions/TU	**0.341**	0.496	0.882	**0.140**	0.239	0.277

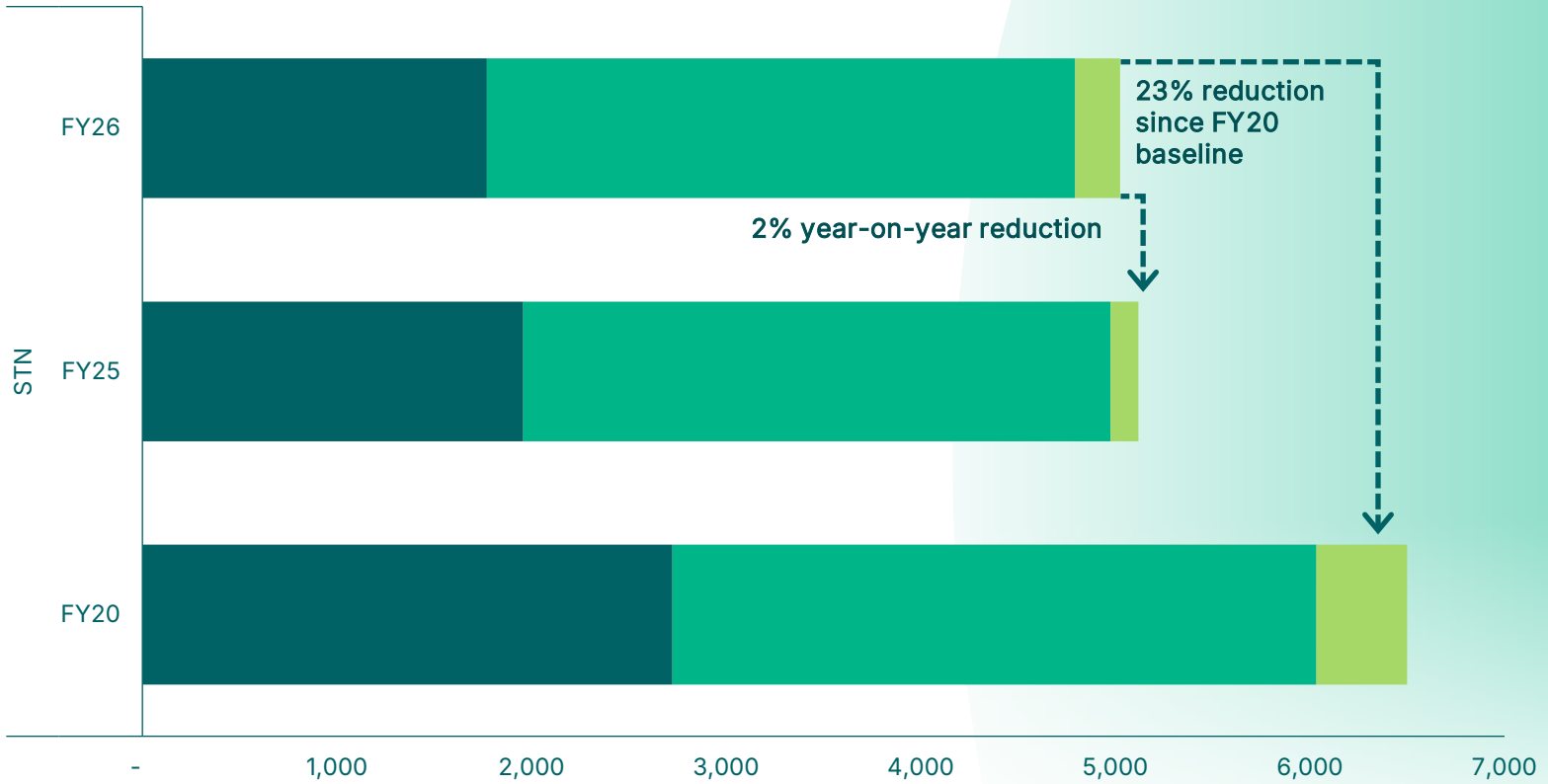
Footnotes

[1]	Our energy and emission performance have been restated for 2024/25 and our baseline year of 2019/20 to make use of the most recent and complete dataset. This approach follows best practice outlined in the World Resources Institute Greenhouse Gas Protocol and guidance issued by the UK Government.
[2]	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.
[3]	MAG no longer use red diesel in any of our vehicles, instead using petrol, white diesel and HVO fuels.
[4]	MAG no longer use fuel cards to provide fuel for colleagues vehicles.
[5]	Our airport operations are certified and hold Airport Carbon Accreditation at Level 3+. As we work towards our net zero carbon goal, each year we continue to offset residual emissions. Full details of our carbon offsets are included in this report.
[6]	We measure emissions intensity against traffic units, which are defined by the International Civil Aviation Organisation (ICAO) as equivalent to 1,000 passengers or 100 tonnes of freight.
[7]	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.

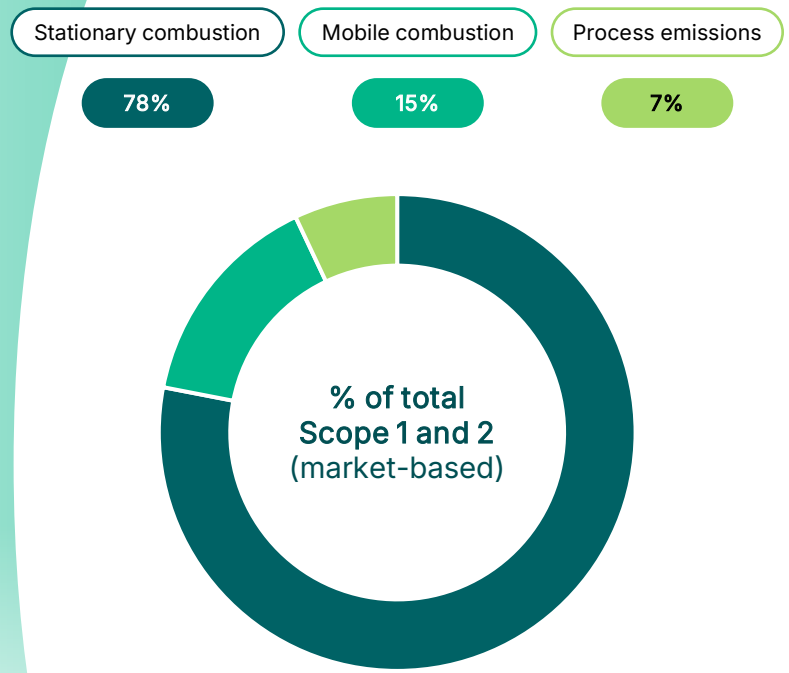
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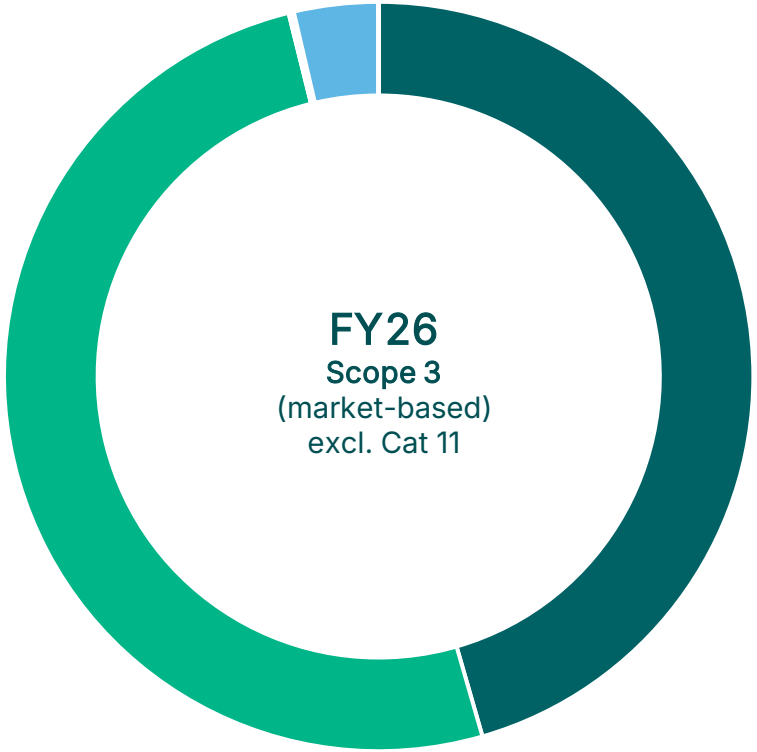
London Stansted Airport Scope 1 and 2 (market-based)



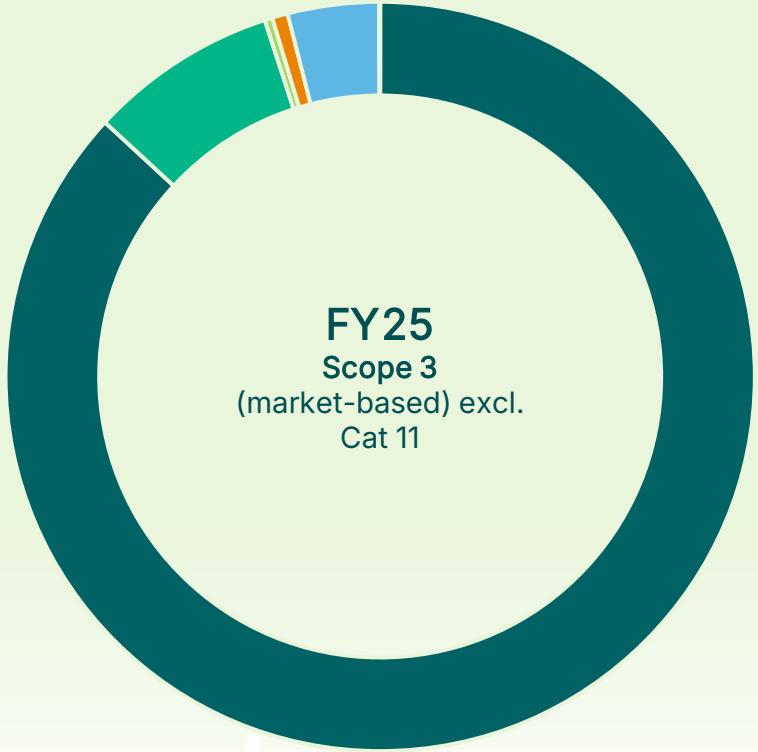
Stationary combustion | Mobile combustion | Fugitive emissions | Renewable generation



London Stansted Airport
Scope 3 excluding Cat 11 (market-based)

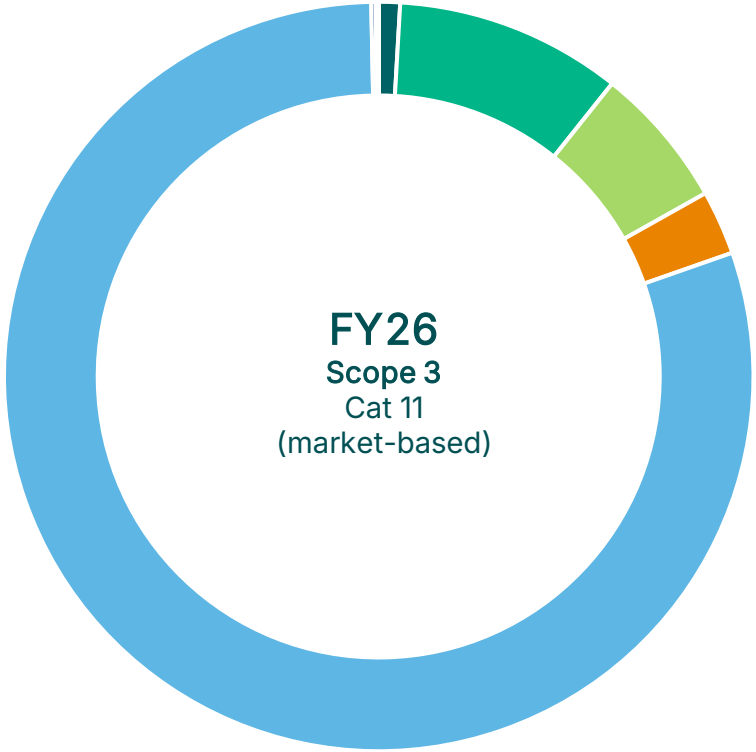


FY26		FY25
56,506	Category 1: Purchased good & services	37,190
62,790	Category 3: Fuel and energy-related activities*	3,490
126	Category 5: Waste generated in operations	141
155	Category 6: Business travel	289
4,503	Category 7: Employee commuting	1,685
16	Category 13: Downstream leased assets	18

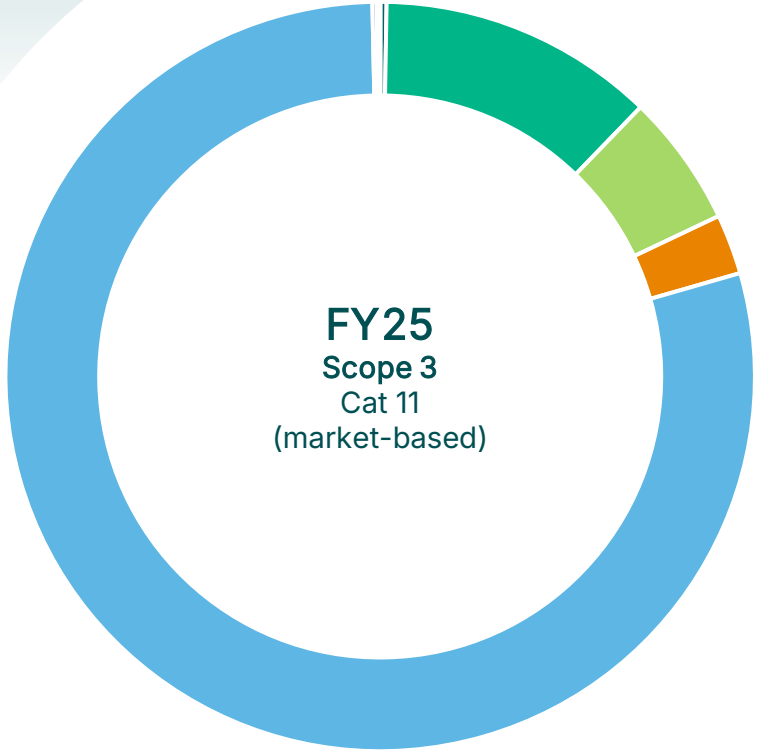


* Not in Scope 1 or 2, FY26 includes passenger surface access fuels.

London Stansted Airport
Scope 3 Cat 11 (market-based)



FY26		FY25
20,384	Other airport staff commuting	6,545
217,746	Passenger surface access	285,873
136,880	LTO cycle (departures)	136,806
61,751	LTO cycle (arrivals)	61,932
1,779,722	Cruise emissions*	1,891,169
4,341	On stand power (FEGP & APU)	4,458
42	Aircraft engine testing	43
1,644	Airside vehicles	1,990
1,013	Aircraft de-icer	1,442
37	Onward supply – water	20



* departures excl. MAG airport LTO cycle

C2 - Internal

London Stansted Airport

GHG Inventory [1]

Scope	Activity	Category	Fuel/emission source	Consumption			Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e) [2]		
				2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Stationary combustion	Boilers	Gas	**13,963,878**	10,531,302	14,792,927	**2,555**	1,926	2,720	**1,746**	1,926	2,720
		Fire training	Liquefied petroleum gas	**14,678**	11,649	30,248	**3**	3	7	**3**	3	7
		Power back-up generators	Diesel	**84,483**	107,089	-	**22**	28	-	**22**	28	-
			Gas oil	**-**	-	3,534	**-**	-	1	**-**	-	1
	Mobile combustion	MAG owned vehicles	Diesel	**11,533,818**	11,362,997	2,226,551	**2,993**	2,942	582	**2,993**	2,942	582
			HVO	**398,061**	-	-	**1**	-	-	**1**	-	-
			Petrol	**125,599**	326,703	44,659	**29**	76	11	**29**	76	11
			Gas oil [3]	**-**	-	9,594,529	**-**	-	2,621	**-**	-	2,621
			Company cars [4]	**-**	-	-	**-**	–	95	**-**	–	95
	Fugitive emissions	De-icing	Airfield de-icer	**-**	-	-	**116**	64	15	**116**	64	15
		Cooling	Refrigerants	**-**	-	-	**114**	79	452	**114**	79	452
	Total gross Scope 1			**26,120,516**	**22,339,741**	**26,692,448**	**5,833**	**5,118**	**6,503**	**5,024**	**5,118**	**6,503**
2	Consumption of purchased electricity, heat, steam and cooling		Consumption of purchased electricity	**48,842,484**	46,296,481	43,775,814	**8,757**	9,586	11,189	**-**	–	-
	Total gross Scope 2			**48,842,484**	**46,296,481**	**43,775,814**	**8,757**	**9,586**	**11,189**	**-**	**–**	**-**
1 & 2	**Total gross Scope 1 and 2**			**74,963,000**	**68,636,222**	**70,468,263**	**14,590**	**14,704**	**17,692**	**5,024**	**5,118**	**6,503**
	Carbon offsets		Purchase and retirement of carbon offsets [5]	**-**	-	-	**-**	-	-	**5,024**	5,118	6,503
	Renewable gas		RGGOs retired	**4,560,203**	-	-	**-**	-	-	**809**	–	-

London Stansted Airport

GHG Inventory [1]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e) [2]		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
3	Category 1: Purchased goods and services	Water	117	95	189	117	95	189
		Supply chain	56,389	37,095	49,837	56,389	37,095	49,837
	Category 3: Fuel and energy-related activities (not in Scope 1 or 2)	Fuels procured (well-to-tank)	60,977	2,459	61,830	60,977	2,459	61,830
		Electricity (transportation and distribution losses)	1,309	847	950	1,309	847	850
		Electricity and heat (well-to-tank)	280	184	133	280	184	133
	Category 5: Waste generated in operations	Waste	30	32	124	30	32	124
		Wastewater	96	109	502	96	109	502
	Category 6: Business travel	Business travel – public transport	155	283	274	155	283	274
		Business travel – staff vehicles	-	6	24	-	6	24
	Category 7: Employee commuting	Home working	212	652	-	212	652	-
		MAG staff commuting	4,291	1,033	4,812	4,291	1,033	4,812
	Category 11: Use of sold products	Other airport staff commuting	20,384	6,545	36,707	20,384	6545	36,707
		Passenger surface access	217,746	285,873	246,006	217,746	285,873	246,006
		LTO cycle (departures)	136,880	136,806	122,517	136,880	136,806	122,517
		LTO cycle (arrivals)	61,751	61,932	54,301	61,751	61,932	54,301
		Cruise emissions (departures excl. MAG airport LTO cycle)	1,779,722	1,891,169	1,552,923	1,779,722	1,891,169	1,552,923
		On stand power (FEGP and APU)	4,341	4,458	4,924	4,341	4,458	4,924
		Airside vehicles	1,644	1,990	7,296	1,644	1,990	7,296
		Aircraft de-icer	1,013	1,442	231	1,013	1,442	231
		Onward supply – water	37	20	58	37	20	58
		Aircraft engine testing	42	43	45	42	43	45
	Category 13: Downstream leased assets	Gas	16	18	20	16	18	20
		Electricity	3,859	5,445	8,605	-	–	-
	Total gross Scope 3		2,351,291	2,443,600	2,152,308	2,347,432	2,438,155	2,143,606
	Carbon offsets	Purchase and retirement of carbon offsets [5]	155	289	298	155	289	298

London Stansted Airport

GHG Emission Intensity [1, 6]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e)		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Intensity benchmark	Total traffic units (TU)	**33,008**	33,062	30,893	**33,008**	33,062	30,893
1 & 2	Intensity benchmark	Scope 1 and 2 gross emissions/TU	**0.442**	0.445	0.573	**0.152**	0.155	0.211

Footnotes

[1] Our energy and emission performance have been restated for 2024/25 and our baseline year of 2019/20 to make use of the most recent and complete dataset. This approach follows best practice outlined in the World Resources Institute Greenhouse Gas Protocol and guidance issued by the UK Government

[2] 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.

[3] MAG no longer use red diesel in any of our vehicles, instead using petrol, white diesel and HVO fuels.

[4] MAG no longer use fuel cards to provide fuel for colleagues vehicles.

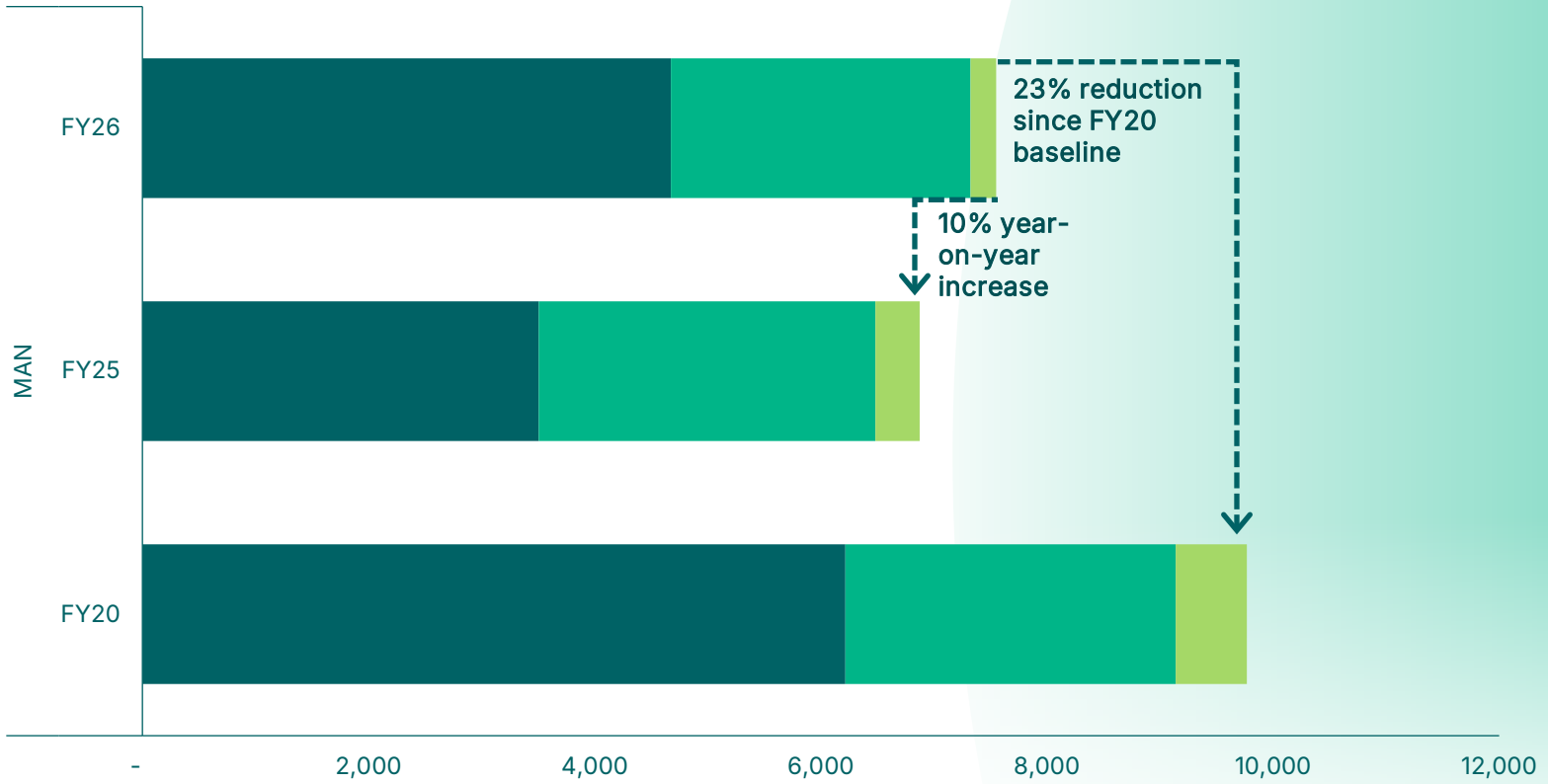
[5] Our airport operations are certified and hold Airport Carbon Accreditation at Level 3+. As we work towards our net zero carbon goal, each year we continue to offset residual emissions. Full details of our carbon offsets are included in this report.

[6] We measure emissions intensity against traffic units, which are defined by the International Civil Aviation Organisation (ICAO) as equivalent to 1,000 passengers or 100 tonnes of freight.

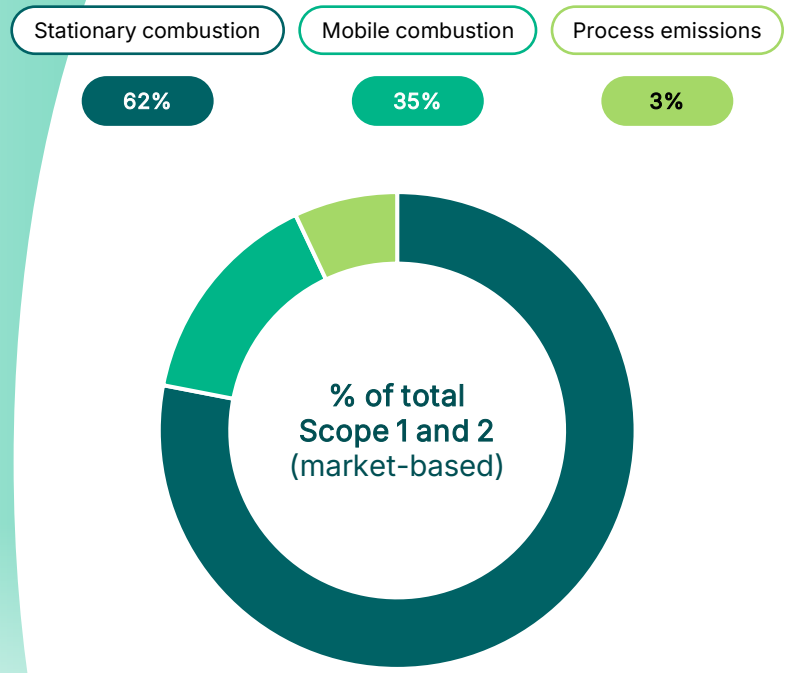
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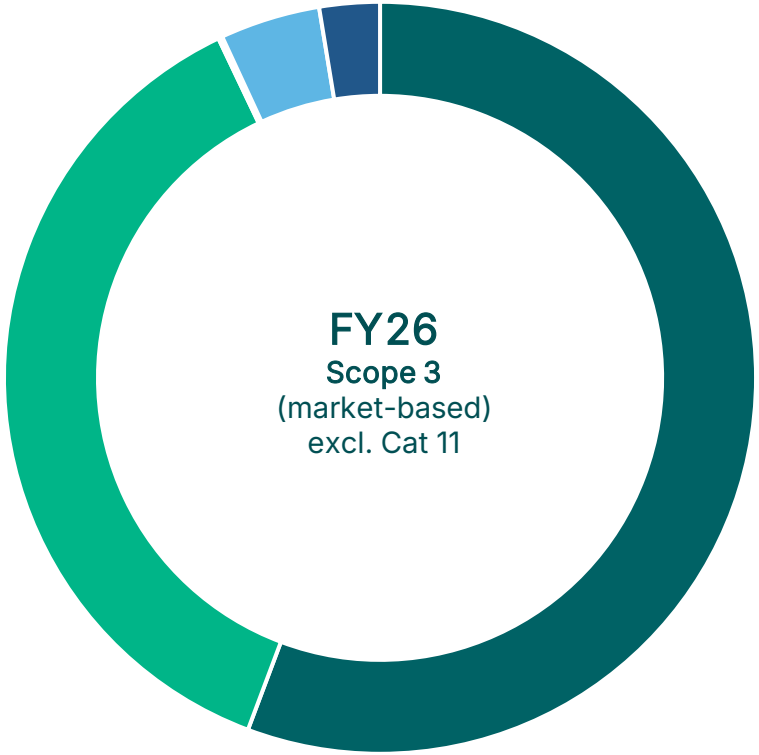
Manchester Airport Scope 1 and 2 (market-based)



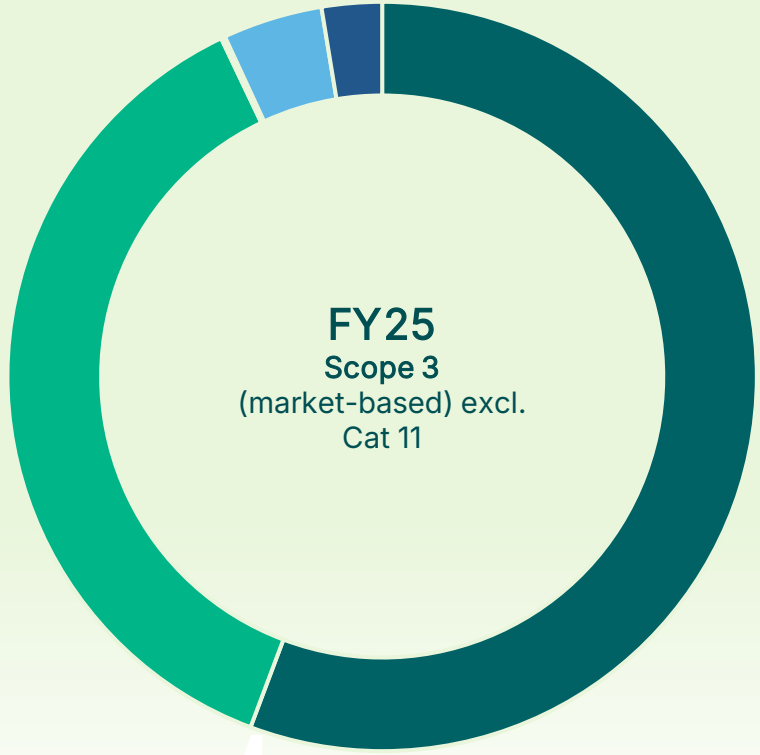
Stationary combustion | Mobile combustion | Fugitive emissions | Renewable generation



Manchester Airport
Scope 3 excluding Cat 11 (market-based)

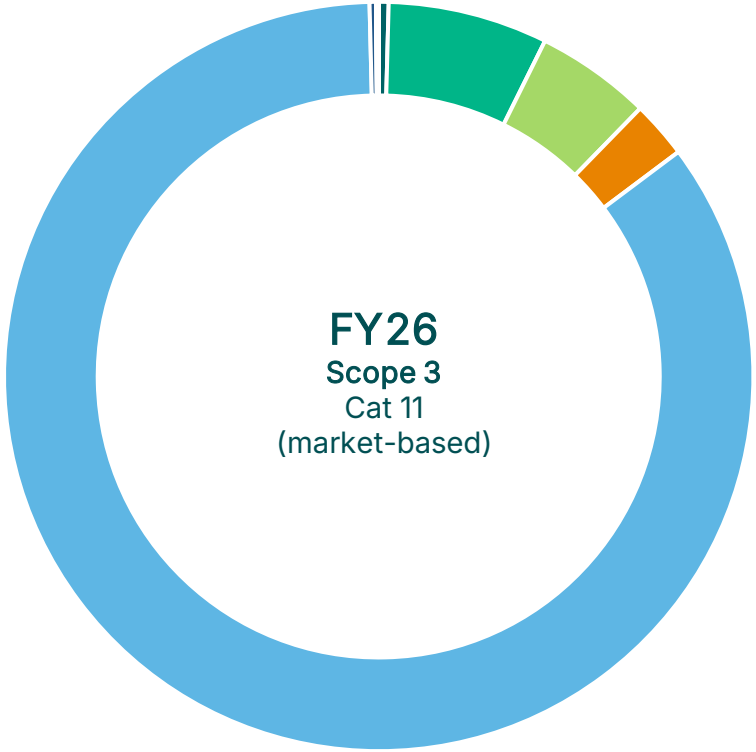


FY26		FY25
102,287	Category 1: Purchased good & services	130,022
68,311	Category 3: Fuel & energy-related activities*	5,835
133	Category 5: Waste generated in operations	329
194	Category 6: Business travel	512
7,895	Category 7: Employee commuting	3,627
4,723	Category 13: Downstream leased assets	4,987

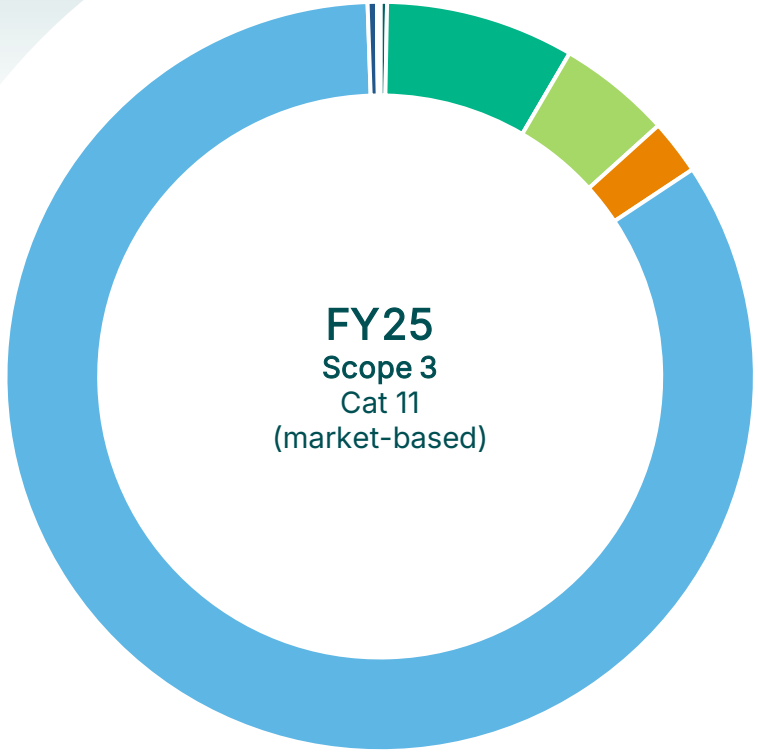


* Not in Scope 1 or 2, FY26 includes passenger surface access fuels.

Manchester Airport
Scope 3 Cat 11 (market-based)



FY26		FY25
13,354	Other airport staff commuting	9,135
216,340	Passenger surface access	253,203
156,170	LTO cycle (departures)	151,788
77,197	LTO cycle (arrivals)	73,577
2,660,905	Cruise emissions*	2,605,217
9,001	On stand power (FEGP & APU)	12,729
21	Aircraft engine testing	25
1,629	Airside vehicles	1,463
1,622	Aircraft de-icer	2,489
14	Onward supply – water	11
13	Onward supply – wastewater	13



* departures excl. MAG airport LTO cycle

Manchester Airport

GHG Inventory [1]

Scope	Activity	Category	Fuel/emission source	Energy consumption (kWh)			Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e) [2]		
				2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Stationary combustion	Boilers	Gas	**36,888,710**	40,884,131	32,809,259	**6,751**	7,478	6,032	**4,647**	3,346	6,032
			Liquefied petroleum gas	**113,195**	121,636	57,839	**26**	28	13	**26**	28	13
		Fire training	Liquefied petroleum gas	**-**	100,651	-	**-**	23	-	**-**	23	-
		Power back-up generators	Diesel	**-**	416,775	-	**-**	108	-	**-**	108	-
			Gas oil	**-**	-	628,668	**-**	-	172	**-**	-	172
	Mobile combustion	MAG owned vehicles	Diesel	**10,181,482**	11,473,875	8,442,540	**2,642**	2,978	2,197	**2,642**	2,978	2,197
			HVO	**2,948,136**	-	-	**11**	-	-	**11**	-	-
			Gas oil [3]	**-**	-	2,117,292	**-**	-	578	**-**	-	578
			Company cars [4]	**-**	-	-	**-**	-	146	**-**	-	146
	Fugitive emissions	De-icing	De-icing	**-**	-	-	**132**	278	126	**132**	278	126
		Cooling	Refrigerants	**-**	-	-	**93**	113	505	**93**	113	505
	Total gross Scope 1 [5]			**50,131,523**	**52,997,068**	**44,059,598**	**9,655**	**11,006**	**9,769**	**7,551**	**6,874**	**9,769**
2	Consumption of purchased electricity, heat, steam and cooling		Consumption of purchased electricity	**75,237,211**	69,029,220	71,987,978	**13,317**	14,292	18,399	**-**	–	-
	Total gross Scope 2			**75,327,211**	**69,029,220**	**71,987,978**	**13,317**	**14,292**	**18,399**	**-**	**–**	**-**
1 & 2	**Total gross Scope 1 and 2**			**125,368,734**	**122,026,287**	**116,047,576**	**22,972**	**25,298**	**28,168**	**7,551**	**6,874**	**9,769**
	Carbon offsets		Purchase and retirement of carbon offsets [6]	**-**	–	-	**-**	-	-	**7,551**	6,874	9,769
	Renewable gas		RGGOs retired	**11,859,909**	9,906,661	-	**-**	-	-	**2,104**	4,132	-

Manchester Airport

GHG Inventory [1]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e) [2]		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
3	Category 1: Purchased goods and services	Water	**153**	79	208	**153**	79	208
		Supply chain	**102,134**	129,943	136,821	**102,134**	129,943	136,821
	Category 3: Fuel and energy-related activities (not in Scope 1 or 2)	Fuels procured (well-to-tank)	**65,458**	4,356	72,276	**65,458**	4,356	72,276
		Electricity (transportation and distribution losses)	**2,349**	1,215	1,562	**2,349**	1,215	1,562
		Electricity and heat (well-to-tank)	**504**	264	218	**504**	264	218
	Category 5: Waste generated in operations	Wastewater	**78**	302	1,163	**78**	302	1,163
		Waste	**55**	27	370	**55**	27	370
	Category 6: Business travel	Business travel – public transport	**194**	511	264	**194**	511	264
		Business travel – staff vehicles	**-**	1	12	**-**	1	12
	Category 7: Employee commuting	Home working	**394**	1,403	-	**394**	1,403	-
		MAG staff commuting	**7,501**	2,224	4,610	**7,501**	2,224	4,610
	Category 11: Use of sold products	Passenger surface access	**216,400**	253,203	277,066	**216,400**	253,203	277,066
		Other airport staff commuting	**13,354**	9,135	45,089	**13,354**	9,135	45,089
		LTO cycle (departures)	**156,170**	151,788	145,153	**156,170**	151,788	145,153
		LTO cycle (arrivals)	**77,197**	73,577	70,372	**77,197**	73,577	70,372
		Cruise emissions (departures excl. MAG airport LTO cycle)	**2,660,905**	2,605,217	2,686,517	**2,660,905**	2,605,217	2,686,517
		On stand power (FEGP and APU)	**9,002**	12,729	11,236	**9,002**	12,729	11,236
		Onward supply – water	**14**	11	26	**14**	11	26
		Onward supply – wastewater	**13**	13	-	**13**	13	-
		Aircraft de-icer	**1,622**	2,489	975	**1,622**	2,489	975
		Airside vehicles	**1,629**	1,463	17,257	**1,629**	1,463	17,257
		Aircraft engine testing	**21**	25	11	**21**	25	11
	Category 13: Downstream leased assets	Gas	**4,723**	4,987	4,762	**4,723**	4,987	4,762
		Electricity	**9,120**	10,541	11,039	**-**	–	-
	Total gross Scope 3		**3,328,990**	**3,265,503**	**3,487,007**	**3,319,870**	**3,254,962**	**3,475,968**
	Carbon offsets	Purchase and retirement of carbon offsets [5]	**194**	512	276	**194**	512	276

Manchester Airport

Emissions Intensity [7]

Scope	Activity	Fuel/emission source	Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e)		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
1	Intensity benchmark	Total traffic units (TU)	**33,234**	32,044	29,749	**33,234**	32,044	29,749
1 & 2	Intensity benchmark	Scope 1 and 2 gross emissions/TU	**0.689**	0.789	0.947	**0.227**	0.215	0.328

Footnotes

[1]	Our energy and emission performance have been restated for 2024/25 and our baseline year of 2019/20 to make use of the most recent and complete dataset. This approach follows best practice outlined in the World Resources Institute Greenhouse Gas Protocol and guidance issued by the UK Government.
[2]	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.
[3]	MAG no longer use red diesel in any of our vehicles, instead using petrol, white diesel and HVO fuels.
[4]	MAG no longer use fuel cards to provide fuel for colleagues vehicles.
[5]	A year-on-year increase in our Scope 1 emissions can be largely be attributed to the completion and full operation of the airport's new Terminal 2.
[6]	Our airport operations are certified and hold Airport Carbon Accreditation at Level 3+. As we work towards our net zero carbon goal, each year we continue to offset residual emissions. Full details of our carbon offsets are included in this report.
[7]	We measure emissions intensity against traffic units, which are defined by the International Civil Aviation Organisation (ICAO) as equivalent to 1,000 passengers or 100 tonnes of freight.

Group activities - GHG Inventory

Group activities captures emissions associated with corporate functions that support the wider Group rather than individual airport operations. This includes emissions from our London city centre office, the purchase of goods and services by MAG to support airport activities and offices, and selected business travel undertaken by employees working across Group functions.

Scope	Activity	Fuel/emission source	Energy consumption (kWh)			Location – based emissions (tCO_2e)			Market – based emissions (tCO_2e)		
			2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)	2025/26	2024/25	2019/20 (baseline)
2	Consumption of purchased electricity, heat, steam and cooling	Consumption of purchased electricity	**20,760**	15,667	16,439	**4**	3	4	**-**	–	-
	Total gross Scope 2		**20,760**	**15,667**	**16,349**	**4**	**3**	**4**	**-**	**–**	**-**
3	Category 1 & 2: Purchased goods and services	Supply chain	**-**	**-**	**-**	**14,710**	19,715	-	**14,710**	19,715	-
	Category 6: Business travel	Business travel – staff vehicles	**-**	**-**	**-**	**173**	194	63	**173**	194	63
		Business travel – public transport	**-**	**-**	**-**	**641**	892	574	**641**	892	574
	Total gross Scope 3		**-**	-	-	**15,524**	**20,801**	**637**	**15,524**	**20,801**	**637**
	Carbon offsets	Purchase and retirement of carbon offsets	**-**	-	-	**-**	-	-	**814**	**1,086**	**637**

Outside of scope (biofuels)



Outside of scope emissions (biofuels)

The combustion of biofuels still releases carbon dioxide into the atmosphere. However, because this carbon comes from biological rather than fossil sources, the Greenhouse Gas Protocol requires the associated biogenic CO_2 to be reported separately as "Outside of Scope".

This means it is visible within our emissions reporting but is not included in our Scope 1 and 2. We calculate these emissions by applying the relevant DESNZ greenhouse gas conversion factors to the amount of biofuel used

Outside of scope emissions	EMA	STN	MAN	Group activities	Total
Diesel (standard biofuel blend, tCO_2e)	8.5	163.0	143.9	-	**315.4**
Petrol (standard biofuel blend, tCO_2e)	-	1.8	-	-	**1.8**
HVO (tCO_2e)	467.2	101.5	751.5	-	**1,320.2**
Biomethane (tCO_2e)	-	907.6	2,360.4	-	**3,267.9**
Electricity (tCO_2e)	1,045.9	5,620.3	8,657.5	2.4	**15,326.1**
Total	**1,521.5**	**6,794.2**	**11,913.3**	**2.4**	**20,231.4**



Data methodology

Methodology

Our emissions have been calculated in accordance with the GHG Protocol: Corporate Accounting and Reporting Standard, applying the operational control principle. Calculations are based on a combination of directly measured consumption data, supplier data and appropriate estimation techniques where primary data is unavailable. Where data gaps exist, estimates are made using historical consumption patterns, averages or survey-driven assumptions, applied conservatively and reviewed annually.

Emission factors and calculation methodologies are applied consistently across all emission sources, using the following sources:

- **UK Government (DESNZ) GHG conversion factors:** published annually and used to calculate emissions from fuel, energy, business travel, waste and water.
- **Airports Council International ACERT tool:** used to estimate emissions from de-icers and engine testing.
- **Market-based reporting:** REGO certificates are used to evidence zero-emission renewable electricity, while RGGOs support market-based reporting of biomethane. Both location-based and market-based emissions are reported.



Scope 1

Scope 1 covers emissions from sources that MAG owns or directly controls. The table below sets out each source, with the methodology applied and any significant estimates or assumptions.

Category	Source	Description	Methodology	Significant estimations and assumptions
Stationary combustion	Gas	Natural gas used in fixed equipment including boilers and combined heat and power (CHP) units to produce heat, hot water and energy for our buildings.	**Location-based:** Gas consumption is measured in kilowatt-hours (kWh) from meter readings, including deduction submeters which measure energy supplied by MAG to tenants and concessionaires. The emissions associated with this use are included in our Scope 3 footprint below. Any data gaps are filled using estimates based on historic consumption. The resulting activity data is multiplied by the DESNZ location-based natural gas emission factor. **Market-based:** Gas consumption is measured in kWh from meter readings, including deduction submeters which measure energy supplied by MAG to tenants and concessionaires. The emissions associated with this use are included in our Scope 3 footprint below. Any data gaps are filled using estimates based on historic consumption. The resulting activity data is applied to a supplier-specific emission factor that reflects the purchase of renewable gas (RGGOs).	Data gaps filled with estimate based on historic consumption.
	LPG	Liquified petroleum gas (LPG) used in fixed equipment including boilers and fire service training facilities to produce heat, hot water and for fire service training.	Supplier invoices for regular deliveries in litres multiplied by the DESNZ LPG emission factor.	Use is calculated upon delivery of the fuel from the supplier.
	Biomass	Wood and straw used in fire service training facilities for fire training exercises.	Measurement of wood delivered for training activity, multiplied by actual number of training events supplied by the Airport Fire and the DESNZ biomass emission factor for the relevant fuel type.	None
	Petrol	Petrol used in fire service training exercises.	Supplier invoices for regular deliveries in litres multiplied by the DESNZ petrol emission factor.	Use is calculated upon delivery of the fuel from the supplier.
	Kerosene	Kerosene used in fire service training exercises.	Supplier invoices for regular deliveries in litres multiplied by the DESNZ turbine fuel emission factor.	Use is calculated upon delivery of the fuel from the supplier.

Scope 1

Category	Source	Description	Methodology	Significant estimations and assumptions
Stationary combustion	Power backup diesel	Emissions from the use of onsite diesel generators during periods of mains power failure and low visibility operations.	Supplier invoices for regular deliveries in litres multiplied by the DESNZ diesel emission factor.	None
Mobile combustion	Diesel	Diesel consumption in the fleet of vehicles that are directly owned or leased by MAG. These vehicles are used for operational purposes across our airports, including airside ground support, maintenance activities, and landside operations.	Motor Transport fuelling records from MAG and third-party fuel card supplier fuelling systems in litres, multiplied by the DESNZ diesel emission factor.	None
	Petrol	Petrol consumption in the fleet of vehicles that are directly owned or leased by MAG. These vehicles are used for operational purposes across our airports, including airside ground support, maintenance activities, and landside operations.	Motor Transport fuelling records from MAG and third-party fuel card supplier fuelling systems in litres, multiplied by the DESNZ diesel emission factor.	None
	HVO	HVO consumption in the fleet of vehicles operated by MAG. HVO is a renewable diesel alternative used as a near-term decarbonisation measure across our airports, including airside ground support, maintenance activities, and other operational vehicles.	Motor Transport fuelling records from MAG and third-party fuel card supplier fuelling systems in litres, multiplied by the DESNZ Biodiesel HVO emission factor.	None
Fugitive emissions	Airfield de-icer	De-icer is applied to aircraft manoeuvring areas, taxiways and runways to maintain safe operating conditions during winter weather.	Measured consumption of de-icing fluids in litres provided by our Airfield Operations team, multiplied by the ACERT 7.0 emission factor for de-icing substances.	None
	Refrigerants	Refrigerant gases used for air conditioning or refrigeration in airport spaces.	Measured consumption from refrigerant charges detailing; refrigerants type, data, and addition of refrigerant in kg multiplied by the DESNZ emission factor for the relevant refrigerant.	Emissions accounted for at the time of recharge/service.
Renewable generation	Wind generated electricity	Electricity generated by wind turbines, owned and operated by MAG and connected directly to East Midlands Airport's private electrical network.	Measured electricity production based on meter readings. Because MAG receives feed in tariff payments for its wind generated electricity, it does not own the renewable energy attribute and must therefore report emissions using the 'Electricity: UK' emission factor for both location and market-based emissions.	None

Scope 2

Category	Source	Description	Methodology	Significant estimations and assumptions
Indirect emissions from the consumption of purchased electricity	Electricity	Consumption of purchased electricity across MAG's sites, including terminals, offices, and supporting infrastructure. These emissions are calculated using both the location-based method, which applies the national grid average emission factor, and the market-based method, which reflects contractual arrangements and renewable energy sourcing where applicable.	**Location-based:** Electricity consumption is recorded in kWh from meter readings, with any third-party (Scope 3) usage deducted from the total supply. The resulting activity data is then multiplied by the DESNZ location-based average grid electricity emission factor. **Market-based:** Electricity consumption is recorded in kWh from meter readings, with any third-party (scope 3) usage deducted from the overall grid supply. The resulting activity data is then applied to a green electricity emissions factor of 0 $kgCO_2e$ per unit.	Data gaps filled with estimate based on historic consumption.

Scope 3 materiality

Consistent with the GHG Protocol and ACA, we report the Scope 3 categories most material to our business and operations. The table below records the status of all fifteen GHG Protocol Categories and the rationale for those excluded.

Category	Description	Status	Rationale
1 – Purchased Goods and Services	Emissions associated with the production, extraction and transportation of goods and services purchased by MAG. This category covers upstream (cradle-to-gate) emissions from procurement activities, including purchased materials, contracted services, water supply and supply chain emissions	Included	
2 – Capital Goods	Emissions embodied in the manufacture of long-lived assets such as terminal buildings and airfield infrastructure.	Included in Category 1 – Purchased Goods and Services due to data constraints. See the 'Methodology' section of this report for more information.	
3 – Fuel-and-Energy-Related Activities	Well-to-tank emissions from the extraction, refinement and distribution of fuels and electricity.	Included	
4 – Upstream Transport and Distribution	Third-party transport and distribution of purchased goods, and third-party logistics paid for by MAG.	Excluded	Not material (TBC)
5- Waste	Disposal and treatment of waste arising from across MAG's operations.	Included	
6 – Business Travel	Travel by MAG colleagues by air, rail, road, including hotel stays.	Included	
7 - Employee Commuting	Journeys made by MAG employees traveling to and from work, incl. working from home emissions.	Included	
8, 9, 10, 12, 14, 15	Category 8: Upstream leased assets, Category 9: Downstream transportation and distribution, Category 10: Processing of sold products, Category 12: End-of-life treatment of sold products, Category 14: Franchises and Category 15: Investments	Excluded	Not material to our operations
11 – Use of Sold Products	Aircraft emissions, passenger surface access, airside vehicles, on the ground aircraft power, engine testing and aircraft de-icing	Included	
13 – Downstream leased assets	Electricity and natural gas are supplied by MAG to tenants and third parties on MAG-owned premises.	Included	

Scope 3

Our scope 3 emissions are calculated using primary data as a preference. However, the nature of indirect emissions, which are the direct responsibility of another company or individual, means that primary data is not always available to us. Where we do not have primary data, we have developed robust modelling and sampling methodologies to estimate our indirect emissions.

Category	Source	Description	Methodology	Significant estimations and assumptions
Category 1: Purchased goods and services	Water consumption	Water supplied by utilities and consumed across MAG facilities, including terminals, offices, and operational buildings.	Data supplied as cubic metres of water used based on meter readings and supplier invoice records. Activity data is multiplied by the DESNZ water supply emission factor.	None
	Supply chain	Goods and services purchased from suppliers across MAG's supply chain, including operational, maintenance, professional and other services, as well as capital goods required to support our airports and business activities. Due to current data constraints, purchased goods and services and capital goods are reported together using the same methodology.	Procurement spend data is analysed and categorised into the main goods and services purchased by MAG. Relevant spend-based emissions factors are then applied to each category.	Spend-based methodology
Category 3: Fuel-and energy-related activities (not in Scope 1 or 2)	Well-to-tank	WTT (well-to-tank) - upstream emissions from the extraction, refinement and distribution of fuels (incl. third-part) and electricity purchased and used by MAG.	Fuel volumes from invoices were collected and multiplied by the corresponding DESNZ WTT emissions factors for respective fuel types.	None
	Transmission and distribution	TandD (transmission and distribution) - emissions accounting for the energy losses during transmission from source to end-user. WTT of TandD - upstream emissions from the fuels used to generate electricity that is lost in the TandD system.	Measured electricity consumption taken from supplier invoices and/or meter readings was collected and multiplied by the DESNZ 2024 TandD emissions factor. WTT of TandD emissions were calculated by applying an average loss rate to the electricity purchased and multiplying those losses by applying the WTT emissions factor.	None
Category 5: Waste generated in operations	Waste	Disposal and treatment of waste generated across MAG's operations. Emissions are produced indirectly through waste management processes such as recycling, composting, energy recovery, and landfill.	Data is provided by the waste operator on weight, waste type and treatment method. The DESNZ emission factors for the relevant waste type and treatment method are used.	None
	Wastewater	Wastewater generated at MAG facilities which is treated by third-party utilities.	Emissions from wastewater were calculated in line with the GHGP using the average data method. Volumetric data from invoices for both MAG water consumption and volume of wastewater treated were collected from invoices provided by utility supplier, and multiplied by the DESNZ emissions factors for water and wastewater.	None

Scope 3

Category	Source	Description	Methodology	Significant estimations and assumptions
Category 6: Business travel	Business travel – public transport	Business travel undertaken by MAG staff using public transport (including air travel, rail, car and hotels) and private vehicles owned or leased by MAG staff.	Activity data is compiled from travel booking systems, supplemented by expense claims where appropriate, and includes details such as travel mode, travel class and distance travelled. Where available, hotel stays linked to business travel are also included. Emissions are calculated by DESNZ emission factors for each mode of transport (air, rail, car hire, taxis, etc.), with class-specific factors used for air travel.	None
Category 7: Employee commuting	MAG staff commuting	Journeys made by MAG's directly employed staff travelling to and from work. Commuting is undertaken using a range of transport modes, including private vehicles, public transport, cycling, and walking.	Emissions are estimated using the results of the most recent MAG staff travel surveys, which provide data on the "typical" commuting patterns of employees, including average travel distances and modal splits. These representative profiles are then multiplied by the actual number of directly employed MAG staff at each airport to calculate total emissions. DESNZ emission factors for the relevant reporting year are applied for each mode of transport.	If the vehicle type is not stated, the UK Government's average emission factor is used.
	Home working	Emissions associated with employees working from home, including energy consumption for heating, lighting, and powering home working equipment during working hours.	Home-working emissions are calculated using the DESNZ home working emissions factor and HR survey data to determine the proportion of employees working from home three days per week. Emissions are calculated based on a 7.5-hour working day and 49 working weeks per year, providing a conservative estimate of home-working energy consumption.	Operational staff are assumed to work fully on-site, while office-based employees are assumed to work from home 3 days per week.
Category 11: Use of sold products	Other airport staff commuting	Commuting journeys of staff employed by other companies who work at MAG airports, including airline, retail, hospitality, and ground-handling employees. Travel is undertaken using a range of modes, primarily private vehicles and public transport.	Emissions are estimated using the results of the most recent airport-wide staff travel surveys, which provide data on the "typical" commuting patterns of non-MAG employees, including average travel distances and modal splits. These representative commuting profiles are multiplied by the actual number of airport-based staff employed by other organisations to calculate total emissions.	If the vehicle type is not stated, the DESNZ average emission factor is used.

Scope 3

Category	Source	Description	Methodology	Significant estimations and assumptions
Category 11: Use of sold products	Passenger surface access	Emissions from passengers travelling to and from MAG airports using private vehicles and public transport. Journeys are made across a wide range of distances and modes, including cars, taxis, buses, coaches, trams and rail, depending on the airport location and passenger origin.	Data from the Civil Aviation Authority (CAA) passenger surveys conducted during the 2024 calendar year is used. These surveys capture key information including mode of transport, destination, route taken from the airport, and group size. Reported journeys were converted into total trip distances, adjusted to a per-person basis where group travel was indicated. Each journey was assigned an emissions factor corresponding to its transport mode, using DESNZ emission factors. Since survey participation is voluntary and responses represent only a proportion of the total passenger population, the results were scaled up to align with full-year passenger volumes at each airport. This approach provides a representative estimate of emissions associated with all surface access journeys made by departing and arriving passengers.	If the vehicle type is not stated, the UK Government's average emission factor is used.
	Onward supply - Airside vehicles	Emissions from vehicles and ground support equipment operated on the airfield by companies other than MAG, including airlines, handling agents, and service providers. These vehicles support a range of activities such as aircraft turnaround, baggage handling, fuelling, and catering.	Emissions are estimated using fuel consumption data for a "typical" airside vehicle, based on fuelling records held in MAG's fuelling systems where MAG is the fuel supplier. This representative fuel use is then multiplied by the total number of airside vehicles operating at each airport, as recorded through the airside vehicle permit system.	None
Category 13: Downstream leased assets	Onward supply - Gas	Natural gas distributed by MAG to tenants and concessionaires for use in fixed equipment such as boilers, catering facilities, and heating systems located within MAG-owned premises.	Emissions are based on measured natural gas consumption from meter readings for tenant and concessionaire facilities multiplied by the DESNZ natural gas emission.	Where meter data is unavailable or incomplete, estimates are applied using historic consumption patterns for the same location or comparable facilities.

Scope 3

Category	Source	Description	Methodology	Significant estimations and assumptions
Category 13: Downstream leased assets	Onward supply – Diesel	Heating oil supplied by MAG to tenants and concessionaires for use in fixed equipment, such as boilers and other heating systems, within MAG-owned premises.	Fuelling records from MAG's fuelling systems, supplemented by supplier invoices for regular heating oil deliveries.	None
	Onward supply - Electricity	Electricity supplied by MAG to tenants and concessionaires for use in fixed equipment, such as lighting, HVAC systems, catering equipment.	Calculated using measured electricity consumption from meter readings for tenant and concessionaire facilities. As the electricity supplied is backed by REGOs, the market-based Scope 2 emissions are reported as zero. For location-based reporting, UK Government conversion factors for grid electricity are applied to the consumption data.	Where meter data is unavailable or incomplete, estimates are applied based on historic consumption patterns for the same location or comparable facilities.
Category 11: Use of sold products	Aircraft emissions	Emissions from aircraft operating at MAG airports, including both departing and arriving flights. Emissions are calculated for the full landing and take-off (LTO) cycle as defined by the International Civil Aviation Organisation (ICAO). The LTO cycle includes taxiing from the parking stand to the runway, take-off, and climb or descent to 3,000 feet above ground level. It therefore captures emissions from both departures and arrivals occurring within the airport's vicinity. In addition to LTO emissions, cruise emissions are estimated for the phase of flight above 3,000 feet from departure until descent below 3,000 feet at the destination airport. Full flight emissions are calculated by combining LTO and cruise emissions to provide an estimate of total emissions associated with each aircraft operating at MAG airports. This approach ensures that both local (LTO) and en-route (cruise) emissions are captured, providing a complete picture of aviation-related GHGs attributable to airport operations.	Source data for aircraft operations at MAG airports is provided by Cirium, which includes detailed flight schedules, aircraft types, and operational information. Cirium's methodology estimates fuel burn for each phase of flight, including taxiing, take-off, climb, cruise, descent, and landing. Using this fuel burn data, emissions are calculated by applying the DESNZ emissions factors, updated annually.	Emissions from general aviation flights are currently excluded due to data constraints. These are estimated to represent less than 5% of total airport-related aviation emissions, so their exclusion does not significantly affect the overall footprint. MAG continues to review options for including general aviation in future reporting.

Scope 3

Category	Source	Description	Methodology	Significant estimations and assumptions
Category 11: Use of sold products	Auxiliary Power Units and Fixed Electrical Ground Power	Systems used to provide power to aircraft while parked at MAG airports. It includes both fixed electric ground power (FEGP) supplied from airport infrastructure and auxiliary power units (APUs) operated on-board the aircraft.	FEGP: Calculated using metered electricity consumption. APU: Estimated using a "typical turn-around" APU run-time, derived from operational monitoring, multiplied by fuel flow rates for the relevant APU type for each aircraft. UK Government conversion factors for jet fuel are applied to calculate associated CO_2e emissions.	Where metering is unavailable, consumption is estimated and reported under Scope 2 using UK Government electricity conversion factors.
	Maintenance, repair and overhaul emissions	Aircraft engine testing conducted at MAG airports as part of maintenance, repair, and overhaul (MRO) activities. Following maintenance, aircraft engines require testing on the ground to ensure proper operation and safety before returning to service.	Estimated using airside engine testing permit data, which provides the number of tests, airline, and aircraft type. For each test, emissions are calculated by applying the ACERT 7.0 emission factor for the relevant aircraft type during taxiing, assuming sufficient thrust for movement and a standard engine run time of 15 minutes.	Where a specific emission factor is not available for a given aircraft type, a Boeing 737-800 is applied to ensure a conservative estimate.
	Aircraft de-icing	De-icing substances applied to aircraft by third-party ground handling companies at MAG airports. The substances used include Type I, Type II and Type IV.	Calculated using measured consumption of de-icing fluids (in litres) provided by the operators. Each volume of de-icer is multiplied by the relevant ACERT 7.0 emission factor for the specific type of de-icing substance applied.	None

Restatements

In line with the GHG Protocol and best practice, we are committed to recalculating our emissions if any factor results in a change of more than 5% of our total footprint.

A restatement can be triggered by any of the following: a data error identified after publication, a change in calculation methodology, the replacement of an estimation with primary data once it becomes available (such as late supplier invoicing) or a structural change to the business, such as an acquisition or divestment. We aim to be transparent about restatements.

Trigger	Data	Information
Boundary expansion	Scope 1 mobile combustion (FY20 – 26)	Recategorised fuel combustion from third-party contracted activities from Scope 3 to Scope 1, reflecting MAG's operational control over these activities.
	Scope 3 Category 1	Purchased Goods and Services emissions have been calculated and disclosed for the first time using a spend-based methodology. As part of MAG's commitment to improve value chain emissions reporting, the FY20 baseline has been restated to include these emissions, enabling year-on-year performance tracking and delivery of our reporting target one year ahead of plan.
	Scope 3 Category 3	Well-to-tank (WTT) emissions and transmission and distribution (TandD) losses have been added to the FY20 baseline to improve alignment with GHG Protocol reporting requirements and provide a more comprehensive representation of energy-related value chain emissions.
Methodology enhancement	The FY20 baseline has been subject to reasonable assurance for Scope 1 and Scope 2 emissions and limited assurance for selected Scope 3 categories.	The FY20 baseline has been reassured to reasonable assurance level for Scope 1 and Scope 2 emissions and limited assurance for selected Scope 3 categories. Aircraft emissions calculations have also been updated to utilise Cirium flight data, improving the accuracy and consistency of historic emissions reporting.
Data correction	Scope 1 stationary combustion	FY26 natural gas use and associated emissions have been restated since the publication of our annual report in July 2026, reflecting the latest information regarding onward supply of gas to third parties from Manchester Airport's private gas network. Consequently, we have reduced our allocation of RGGOs for FY26 by 1,930 tCO_2e and are carrying these renewable energy attributes forward to FY27. These RGGOs were retired on the Green Gas Certification Scheme in July 2026. More information about our use of renewable energy is provided in the methodology section of this report

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6 Appendix A - 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 (tCO_2e) is reported as:

Metric	Value
Emissions from stationary combustion (location-based, tCO_2e)*	10,203
Emissions from stationary combustion (market-based, tCO_2e)*	4,727
Emissions from combustion of fuel for transport purposes (tCO_2e)	5,840
Fugitive emissions from airfield de-icing and refrigerants (tCO_2e)	532
Total gross scope 1 emissions based on the above (location-based, tCO_2e)	16,574
Total gross scope 1 emissions based on the above (market-based, tCO_2e)	11,098
Emissions from purchased and generated electricity (location-based, tCO_2e)	23,622
Emissions from purchased and generated electricity (market-based, tCO_2e)	48
Total gross scope 2 emissions based on the above (location-based, tCO_2e)	23,622
Total gross scope 2 emissions based on the above (market-based, tCO_2e)	48
Emissions from category 1 – purchased goods and services (supply chain, tCO_2e)	186,598
Emissions from category 1 – purchased goods and services (water, tCO_2e)	292
Emissions from category 3 – fuel- and energy-related activities (fuels procured WTT, tCO_2e)	133,485
Emissions from category 3 – fuel- and energy-related activities (electricity T&D losses, tCO_2e)	3,943
Emissions from category 3 – fuel- and energy-related activities (electricity and heat WTT, tCO_2e)	846
Emissions from category 5 – waste generated in operations (waste, tCO_2e)	88
Emissions from category 5 – waste generated in operations (wastewater, tCO_2e)	191
Emissions from category 6 – business travel (public transport and hotels, tCO_2e)	1,024
Emissions from category 6 – business travel (staff vehicles, tCO_2e)	182
Emissions from category 7 – employee commuting (MAG staff commuting, tCO_2e)	13,041
Emissions from category 7 – employee commuting (MAG staff homeworking, tCO_2e)	692
Emissions from category 11 – use of sold products (other airport staff commuting, tCO_2e)	43,330
Emissions from category 11 – use of sold products (passenger surface access, tCO_2e)	456,092
Emissions from category 11 – use of sold products (LTO cycle departures, tCO_2e)	333,546
Emissions from category 11 – use of sold products (LTO cycle arrivals, tCO_2e)	155,940
Emissions from category 11 – use of sold products (en-route (cruise), tCO_2e)	5,097,907
Emissions from category 11 – use of sold products (on stand power - FEGP and APU, tCO_2e)	15,852
Emissions from category 11 – use of sold products (airside vehicles, tCO_2e)	4,768
Emissions from category 11 – use of sold products (onward supply water, tCO_2e)	53
Emissions from category 11 – use of sold products (onward supply wastewater, tCO_2e)	13
Emissions from category 11 – use of sold products (aircraft de-icer, tCO_2e)	2,986
Emissions from category 11 – use of sold products (aircraft engine testing, tCO_2e)	356
Emissions from category 13 – downstream leased assets (gas, location-based, tCO_2e)	4,785
Emissions from category 13 – downstream leased assets (gas, market-based, tCO_2e)	4,785
Emissions from category 13 – downstream leased assets (heating oil, location-based, tCO_2e)	5
Emissions from category 13 – downstream leased assets (heating oil, market-based, tCO_2e)	5
Emissions from category 13 – downstream leased assets (electricity, location-based, tCO_2e)	14,092
Emissions from category 13 – downstream leased assets (electricity, market-based, tCO_2e)	0
Total gross scope 3 emissions based on the above (location-based, tCO_2e)	6,470,108
Total gross scope 3 emissions based on the above (market-based, tCO_2e)	6,456,016
Total gross scope 1, 2 and 3 emissions based on the above (location-based, tCO_2e)	**6,510,304**
Total gross scope 1, 2 and 3 emissions based on the above (market-based, tCO_2e)	**6,467,162**

**This Verification Opinion was revised in September 2026 to reflect new information materially affecting reported natural gas consumption and associated scope 1 GHG emissions, which was discovered after Arcadis' initial Verification and our earlier Verification Opinion (10th 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, collation 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 Enablon, 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 consistent 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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Assurance statements

Appendix B: Finalised FY20 Reported GHG Emissions

Scope 1 & 2

Scope	Emissions Source	East Midlands (tCO2e)	Manchester (tCO2e)	Stansted (tCO2e)	MAG Group Assets (tCO2e)	MAG Group Total (tCO2e)
1	Boilers	1,249.37	6,045.30	2,719.68	5.00	10,019.35
1	Back-up Generators	76.31	171.72	1.24	n/a	249.27
1	Vehicles & Equipment	382.78	2,921.69	3,308.31	9.23	6,622.01
1	Fire Training	10.08	n/a	6.97	n/a	17.05
1	De-icer	97.81	125.62	14.77	n/a	238.20
1	Refrigerants	377.69	505.09	452.42	n/a	1,335.20
	Scope 1 Total:	2,194.04	9,769.42	6,503.39	14.23	18,481.08
2	Electricity generated	73.66	n/a	n/a	n/a	73.66
2	Electricity Consumption	4,953.12	18,399.36	11,189.10	9.20	34,550.77
	Scope 2 Total:	5,026.78	18,399.36	11,189.10	9.20	34,624.43
	Scope 1 & 2 Total:	7,220.82	28,168.78	17,692.49	23.43	53,105.51

Scope 3

Scope	Emissions Source	East Midlands (tCO2e)	Manchester (tCO2e)	Stansted (tCO2e)	MAG Group Assets (tCO2e)	MAG Group Total (tCO2e)
3 Cat 1	Purchased Goods & Services & Capital Goods	6,366.26	136,820.84	49,837.22	n/a	193,024.32
3 Cat 2	Capital Goods					
3 Cat 3	WTT	9,174.01	72,276.45	61,830.40	4.30	143,285.16
3 Cat 3	T&D	420.51	1,562.07	949.94	0.78	2,933.30
3 Cat 3	WTT T&D	58.72	218.11	132.64	0.11	409.58
3 Cat 3	Upstream T&D					
3 Cat 5	Waste	15.39	369.57	123.56	n/a	508.51
3 Cat 5	Wastewater	65.11	1,162.53	502.39	n/a	1,730.03
3 Cat 5	Water	14.07	207.59	188.61	n/a	410.27
3 Cat 6	Business Travel	57.65	276.39	298.61	637.61	1,270.25
3 Cat 7	Employee Commuting	999.00	4,609.99	4,812.12	n/a	10,421.11
3 Cat 8	Upstream Leased Assets					
3 Cat 9	Downstream T&D					
3 Cat 10	Processing of Sold Products					
3 Cat 11	Aircraft	541,759.03	2,913,288.85	1,734,709.58	n/a	5,189,757.46
3 Cat 11	Airside vehicles	3,382.89	17,257.22	7,296.49	n/a	27,963.60
3 Cat 11	De-icer	276.46	974.99	231.21	n/a	1,482.67
3 Cat 11	Third party and visitor access	46,192.35	332,155.18	282,712.66	n/a	651,060.19
3 Cat 12	End-of-Life Treatment of Sold Products					
3 Cat 13	Onward Supply	2,683.38	15,827.44	8,684.43	n/a	27,195.24
3 Cat 14	Franchises					
3 Cat 15	Investments					
	Scope 3 Total:	611,464.82	3,487,007.23	2,152,309.84	642.79	6,251,424.68

Scope 1, 2 and 3

Scope	East Midlands (tCO2e)	Manchester (tCO2e)	Stansted (tCO2e)	MAG Group Assets (tCO2e)	MAG Group Total (tCO2e)
Scope 1 Total:	2,194.04	9,769.42	6,503.39	14.23	18,481.08
Scope 2 Total:	5,026.78	18,399.36	11,189.10	9.20	34,624.43
Scope 1 & 2 Total:	7,220.82	28,168.78	17,692.49	23.43	53,105.51
Scope 3 Total:	611,464.82	3,487,007.23	2,152,309.84	642.79	6,251,424.68
Scope 1, 2 and 3 Total:	618,685.64	3,515,176.01	2,170,002.33	666.22	6,304,530.19

Carbon offset certificates



Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of
9843 Verified Emission Reductions (VERs)
by
Schneider Electric Limited
on 23/07/2026

These credits were retired on behalf of Manchester Airports Group (MAG).

Retired on behalf of London Stansted Airport to correct restated emissions reported for FY20–FY25, in accordance with best practice.

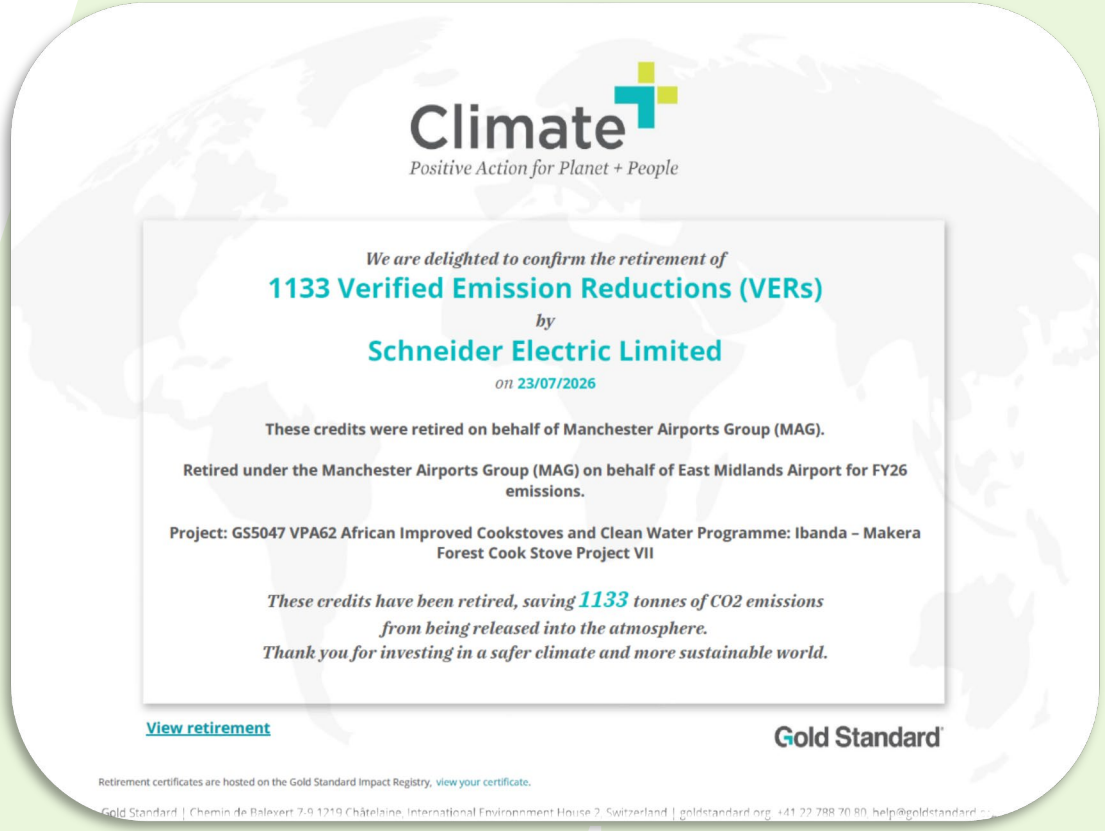
These credits have been retired, saving ***9843*** *tonnes of CO2 emissions from being released into the atmosphere. Thank you for investing in a safer climate and more sustainable world.*

View retirement

Gold Standard

Retirement certificates are hosted on the Gold Standard Impact Registry, view your certificate.

Gold Standard | Chemin de Balexert 7-9 1219 Châtelaine, International Environment House 2, Switzerland | goldstandard.org, +41 22 788 70 80, help@goldstandard.org



Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of
1133 Verified Emission Reductions (VERs)
by
Schneider Electric Limited
on 23/07/2026

These credits were retired on behalf of Manchester Airports Group (MAG).

Retired under the Manchester Airports Group (MAG) on behalf of East Midlands Airport for FY26 emissions.

Project: GS5047 VPA62 African Improved Cookstoves and Clean Water Programme: Ibanda – Makera Forest Cook Stove Project VII

These credits have been retired, saving ***1133*** *tonnes of CO2 emissions from being released into the atmosphere. Thank you for investing in a safer climate and more sustainable world.*

View retirement

Gold Standard

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Carbon offset certificates



Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

3993 Verified Emission Reductions (VERs)

by

Schneider Electric Limited

on 23/07/2026

These credits were retired on behalf of Manchester Airports Group (MAG).

Retired under the Manchester Airports Group (MAG) on behalf of Manchester Airport for FY26 emissions.

Project: GS5047 VPA50 African Improved Cookstoves and Clean Water Programme: Ibanda – Makera Forest Cook Stove Project I

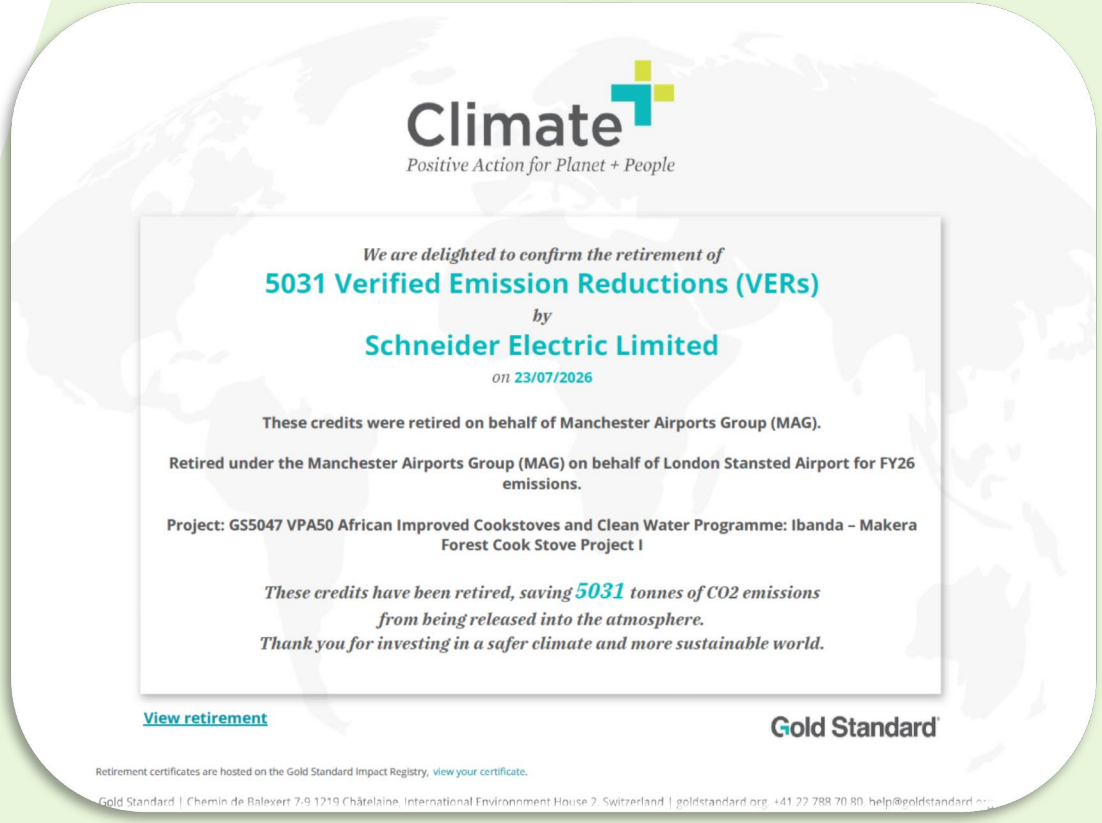
These credits have been retired, saving 3993 tonnes of CO2 emissions from being released into the atmosphere.
Thank you for investing in a safer climate and more sustainable world.

View retirement

Gold Standard

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Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

5031 Verified Emission Reductions (VERs)

by

Schneider Electric Limited

on 23/07/2026

These credits were retired on behalf of Manchester Airports Group (MAG).

Retired under the Manchester Airports Group (MAG) on behalf of London Stansted Airport for FY26 emissions.

Project: GS5047 VPA50 African Improved Cookstoves and Clean Water Programme: Ibanda – Makera Forest Cook Stove Project I

These credits have been retired, saving 5031 tonnes of CO2 emissions from being released into the atmosphere.
Thank you for investing in a safer climate and more sustainable world.

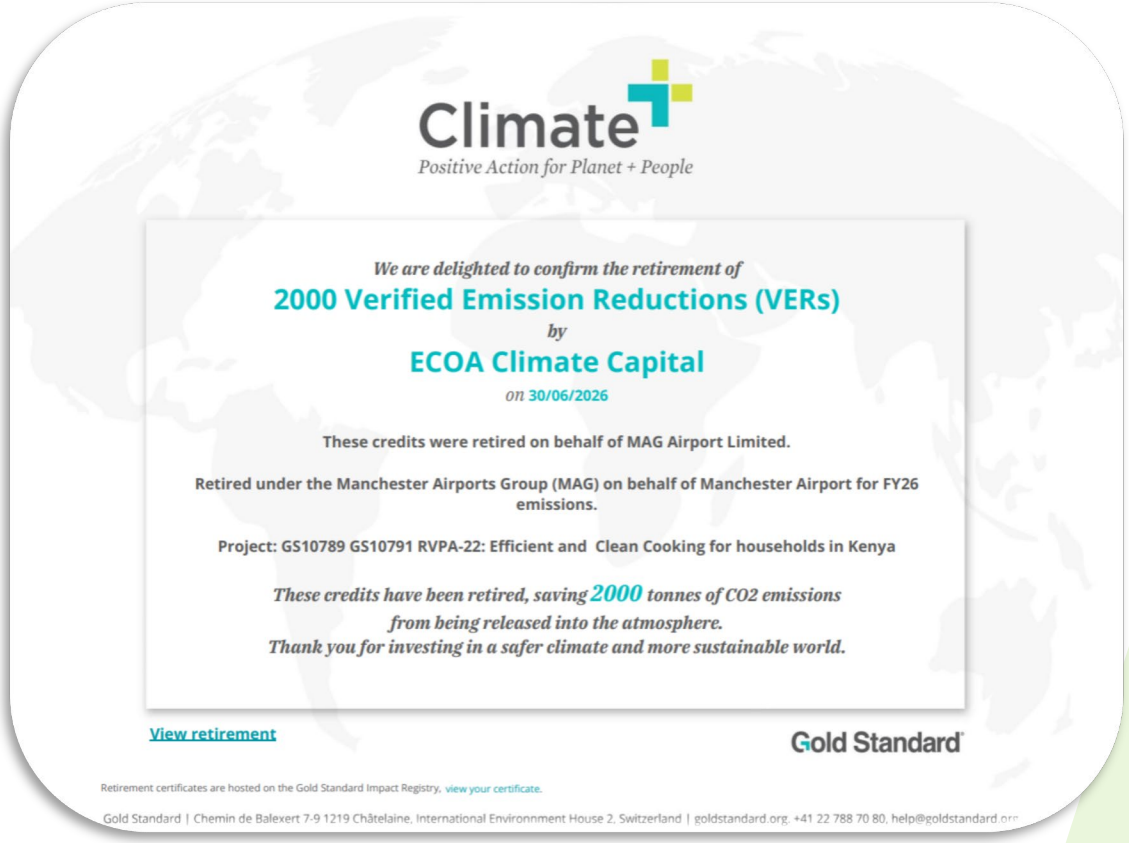
View retirement

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Carbon offset certificates



Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

2000 Verified Emission Reductions (VERs)

by

ECOA Climate Capital

on 30/06/2026

These credits were retired on behalf of MAG Airport Limited.

Retired under the Manchester Airports Group (MAG) on behalf of Manchester Airport for FY26 emissions.

Project: GS10789 GS10791 RVPA-22: Efficient and Clean Cooking for households in Kenya

These credits have been retired, saving 2000 tonnes of CO2 emissions from being released into the atmosphere.
Thank you for investing in a safer climate and more sustainable world.

View retirement

Gold Standard

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Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

1650 Verified Emission Reductions (VERs)

by

First Climate Markets GmbH

on 30/06/2026

These credits were retired on behalf of MAG Airport Limited.

Retired under the Manchester Airports Group (MAG) on behalf of Manchester Airport for FY26 emissions.

Project: Improved Cookstoves for Social Impact in Ugandan Communities

These credits have been retired, saving 1650 tonnes of CO2 emissions from being released into the atmosphere.
Thank you for investing in a safer climate and more sustainable world.

View retirement

Gold Standard

Retirement certificates are hosted on the Gold Standard Impact Registry, view your certificate.

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Carbon offset certificates



Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

173 Verified Emission Reductions (VERs)

by

First Climate Markets GmbH

on 30/06/2026

These credits were retired on behalf of MAG Airport Limited.

Retired under the Manchester Airports Group (MAG) on behalf of Manchester Airports Group for group activities in FY26.

Project: Improved Cookstoves for Social Impact in Ugandan Communities

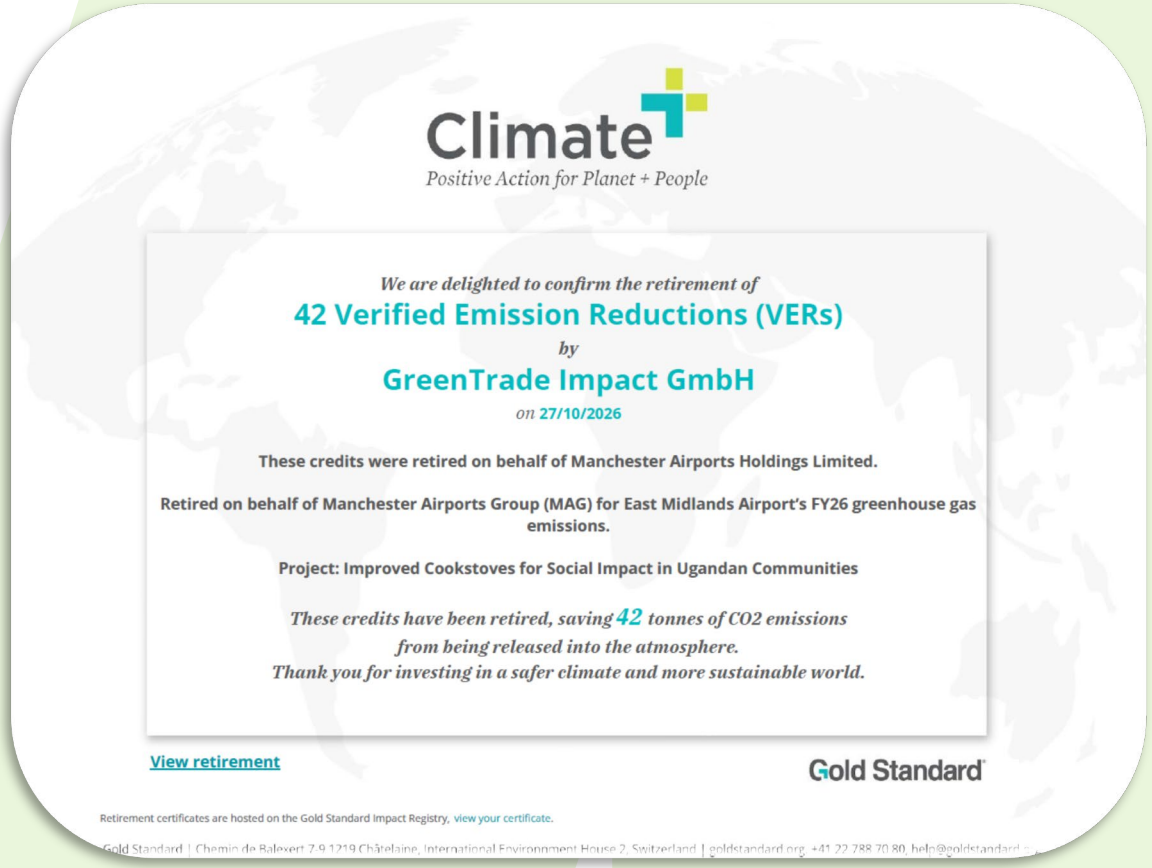
These credits have been retired, saving 173 tonnes of CO2 emissions from being released into the atmosphere.
Thank you for investing in a safer climate and more sustainable world.

View retirement

Gold Standard

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Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

42 Verified Emission Reductions (VERs)

by

GreenTrade Impact GmbH

on 27/10/2026

These credits were retired on behalf of Manchester Airports Holdings Limited.

Retired on behalf of Manchester Airports Group (MAG) for East Midlands Airport's FY26 greenhouse gas emissions.

Project: Improved Cookstoves for Social Impact in Ugandan Communities

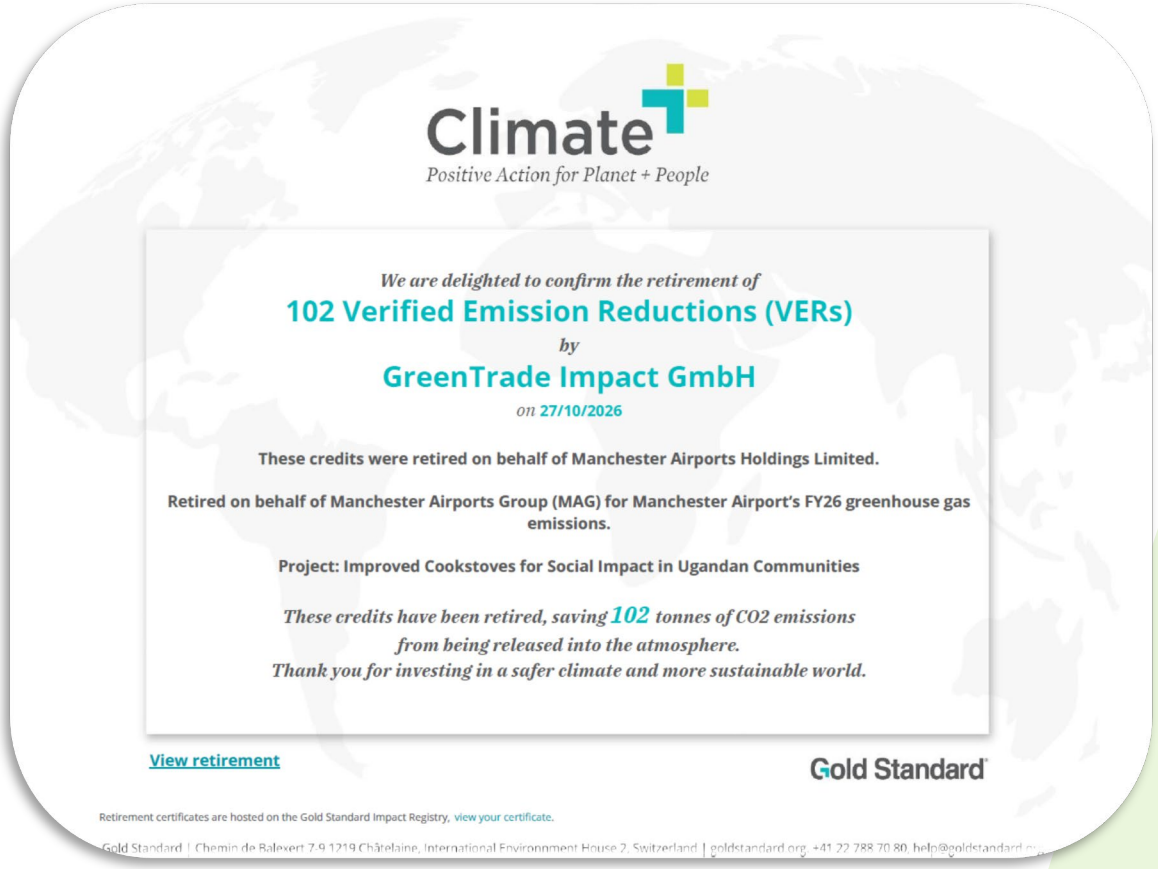
These credits have been retired, saving 42 tonnes of CO2 emissions from being released into the atmosphere.
Thank you for investing in a safer climate and more sustainable world.

View retirement

Gold Standard

Retirement certificates are hosted on the Gold Standard Impact Registry, view your certificate.

Carbon offset certificates



Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

102 Verified Emission Reductions (VERs)

by

GreenTrade Impact GmbH

on 27/10/2026

These credits were retired on behalf of Manchester Airports Holdings Limited.

Retired on behalf of Manchester Airports Group (MAG) for Manchester Airport's FY26 greenhouse gas emissions.

Project: Improved Cookstoves for Social Impact in Ugandan Communities

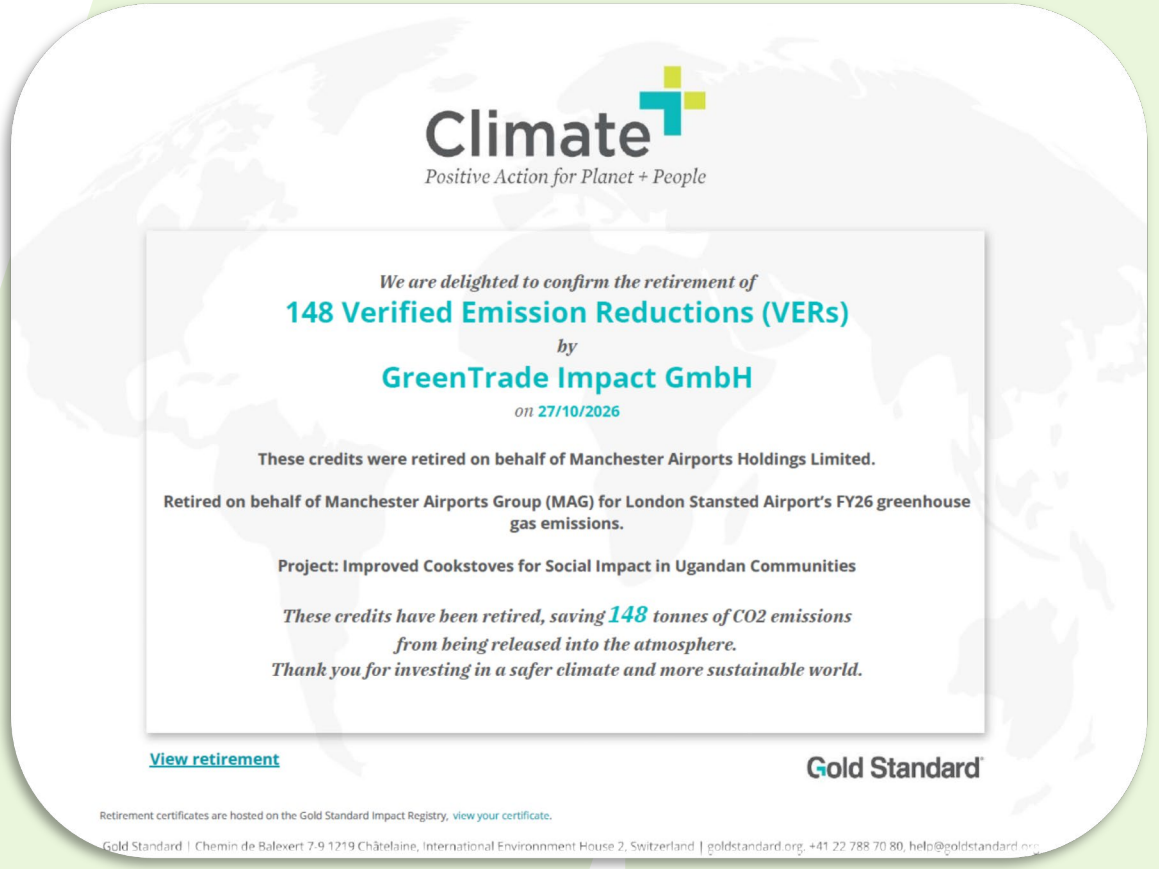
These credits have been retired, saving 102 tonnes of CO2 emissions from being released into the atmosphere. Thank you for investing in a safer climate and more sustainable world.

View retirement

Gold Standard

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Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

148 Verified Emission Reductions (VERs)

by

GreenTrade Impact GmbH

on 27/10/2026

These credits were retired on behalf of Manchester Airports Holdings Limited.

Retired on behalf of Manchester Airports Group (MAG) for London Stansted Airport's FY26 greenhouse gas emissions.

Project: Improved Cookstoves for Social Impact in Ugandan Communities

These credits have been retired, saving 148 tonnes of CO2 emissions from being released into the atmosphere. Thank you for investing in a safer climate and more sustainable world.

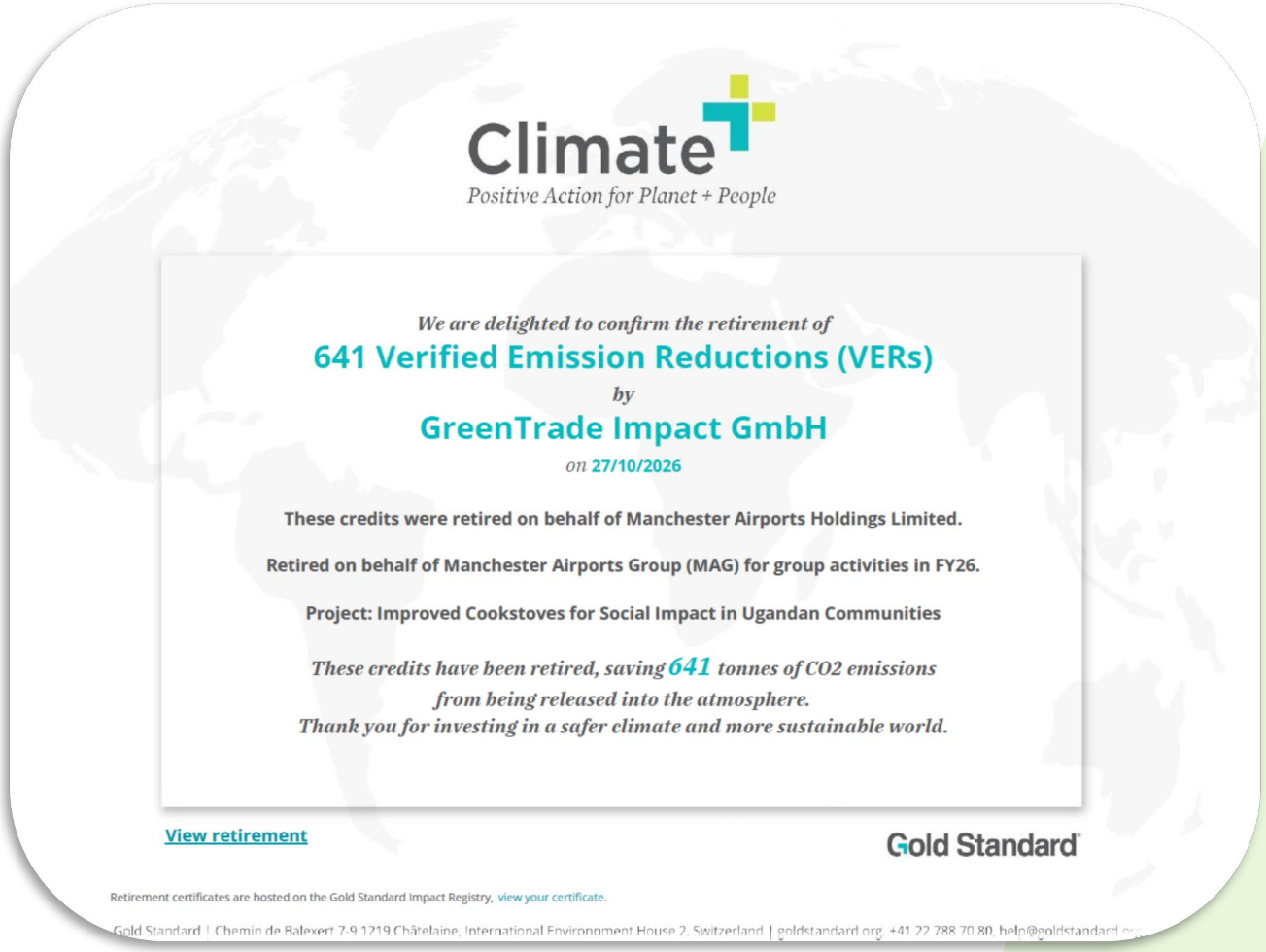
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Carbon offset certificates



Climate
Positive Action for Planet + People

We are delighted to confirm the retirement of

641 Verified Emission Reductions (VERs)

by

GreenTrade Impact GmbH

on **27/10/2026**

These credits were retired on behalf of Manchester Airports Holdings Limited.

Retired on behalf of Manchester Airports Group (MAG) for group activities in FY26.

Project: Improved Cookstoves for Social Impact in Ugandan Communities

These credits have been retired, saving ***641*** *tonnes of CO2 emissions from being released into the atmosphere.*
Thank you for investing in a safer climate and more sustainable world.

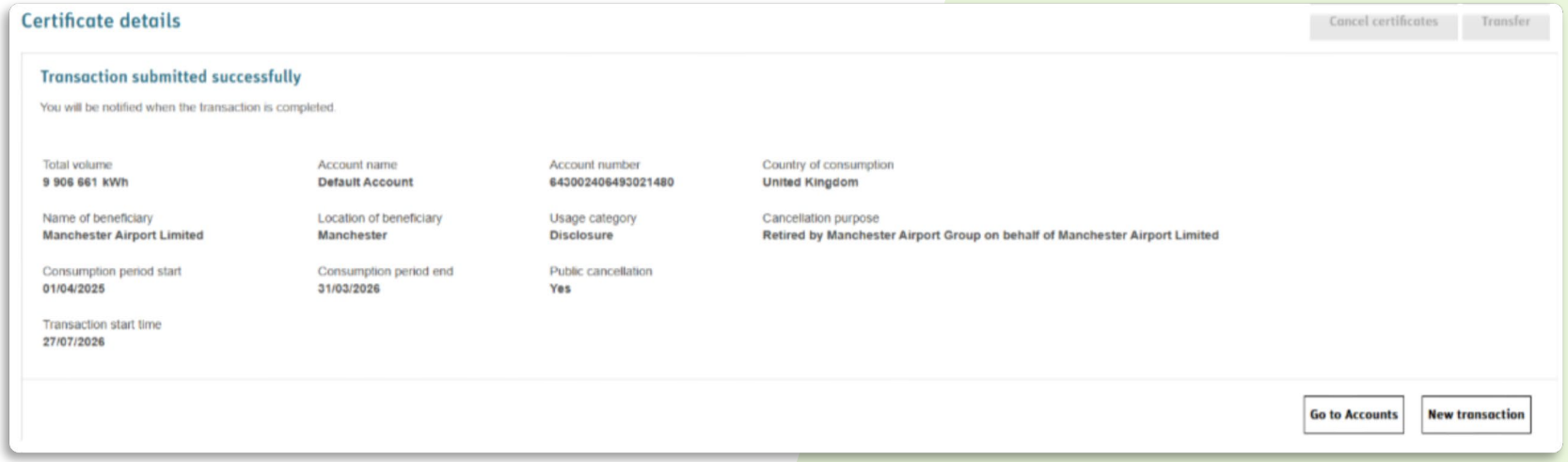
View retirement

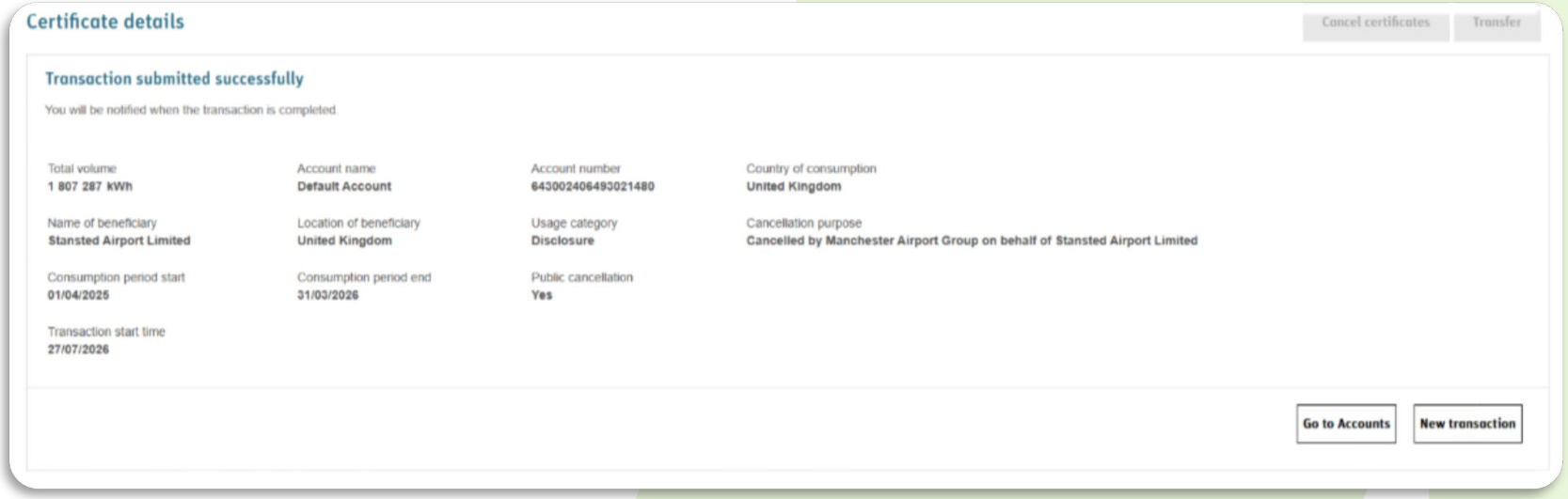
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Renewable Gas Guarantees of Origin





Terminology and acronyms

This report uses technical terminology; the table below defines the key terms and abbreviations used throughout.

Term	Definition
ACA	Airport Carbon Accreditation is the global carbon management and certification programme for airports.
ACERT	Airport Carbon and Emissions Reporting Tool, developed by Airports Council International and used in this report for selected airport-related emission sources.
ACI	Airports Council International.
AMS	Advanced Market Signal, an industry initiative intended to stimulate future supply of greenhouse gas removals.
APU	Auxiliary Power Unit, an onboard aircraft unit that supplies power while the aircraft is on the ground.
CAA	Civil Aviation Authority, the UK's aviation regulator.
CAP1616	The UK Civil Aviation Authority's airspace change process.
CFD	UK Climate-related Financial Disclosures.
CHP	Combined heat and power.
CO_2e	Carbon dioxide equivalent, a common unit used to compare the global warming effect of different greenhouse gases.
CSR	Corporate Social Responsibility.
DESNZ	UK Department for Energy Security and Net Zero.

Terminology and acronyms

This report uses technical terminology; the table below defines the key terms and abbreviations used throughout.

Term	Definition
EMA	East Midlands Airport.
ESG	Environmental, social and governance.
FASI	Future Airspace Strategy Implementation.
FEGP	Fixed Electrical Ground Power, electricity supplied to an aircraft while it is parked at the stand.
FY20 / FY25 / FY26	Financial years ending 31 March 2020, 2025 and 2026 respectively.
GGR	Greenhouse gas removal.
GHG Protocol	Greenhouse Gas Protocol, the international standards and guidance used for greenhouse gas accounting and reporting.
GRI	Global Reporting Initiative.
HVAC	Heating, ventilation and air conditioning.
HVO	Hydrotreated Vegetable Oil, a renewable diesel alternative.
ICAO	International Civil Aviation Organization.
LTO	Landing and take-off cycle, covering aircraft activity below 3,000 feet, including taxiing, take-off, climb and descent.
MRO	Maintenance, repair and overhaul.

Terminology and acronyms

This report uses technical terminology; the table below defines the key terms and abbreviations used throughout.

Term	Definition
REGO	Renewable Energy Guarantee of Origin, a certificate evidencing renewable electricity generation.
RGGO	Renewable Gas Guarantee of Origin, a certificate evidencing renewable gas production.
RTK	Revenue tonne kilometre, an aviation activity measure based on the weight of passengers, baggage, freight and mail carried multiplied by distance travelled.
SA	Sustainable Aviation, the UK aviation industry coalition on sustainability.
SAF	Sustainable Aviation Fuel.
SBTi	Science Based Targets initiative.
SECR	Streamlined Energy and Carbon Reporting.
TCFD	Task Force on Climate-related Financial Disclosures.
TU	Traffic unit, defined as 1,000 passengers or 100 tonnes of freight.
ULEV	Ultra-low emission vehicle.
WTT	Well-to-tank emissions generated during the extraction, processing and transportation of fuels before their use.

Contact Us

sustainability@magairports.com

