

TACKLING OUR CARBON EMISSIONS

CURRENT POSITION

easyJet supports modern and sustainable aviation through efficient flying: encouraging fleet renewal, efficient infrastructures, high load factors and transitioning to increasingly more modern aircraft.

Last year our carbon emissions per passenger kilometre was 78.46 grams and we have reduced this by over a third (33.67%) since 2000. We have a target to bring this down even further.

We are challenging the industry to achieve net-zero carbon emissions and we are also working on reducing carbon emissions from our non-flying activities, by for example using renewable energy.

We all need to work to reinvent aviation as quickly as we can and easyJet is also working in other areas beyond carbon reduction. For example, we are aiming to rapidly reduce the waste we generate and the single-use plastics we use.

easyJet is also focused on supporting the development of electric and hybrid planes and the technologies which will be needed to make these happen.

We will also look at other technologies to radically reduce the carbon footprint of flying. We also want to champion new carbon capture technologies like direct air carbon capture and storage (DACCS) and sustainable aviation fuels (SAFs) by using them as they become available and commercially viable, which they are not today.

WHAT WE HAVE DONE

easyJet operates an increasingly more modern fleet which includes A320 and A321 NEOs. The neo is a step change in aircraft performance, bringing significant environmental and operational benefits – up to 15 percent saving in fuel usage and CO2 emissions, and a reduced noise footprint of 50 percent on take-off and landing providing a benefit to airport neighbourhood communities.

The airline's engineering and flight operations teams constantly look for every small way to increase the efficiency of the fleet and ensure the aircraft are as light-weight as possible to reduce fuel usage and carbon emissions.

For example, easyJet's pilots save fuel, whilst still operating the aircraft safely and effectively, by looking to use only one of the two engines whilst taxiing where possible, which averages 20 minutes for each flight – the equivalent of around four million miles a year. They also use airport electrical power as much as possible whilst on the ground, rather than the auxiliary power unit which uses fuel.

Efficiencies have also been gained through the clever reduction of weight from aircraft. easyJet's Recaro seats offer increased passenger space but are also 26% lighter than previous seats. All pilots use Panasonic Toughpads which replaced laptops and printed navigational charts. This removed 27 kilograms of paper on each aircraft which has delivered a reduction of over 2,000 tonnes of carbon emissions for easyJet each year.

easyJet is also moving to introducing electric, towbarless aircraft tugs to its entire operation at London Gatwick to perform pushbacks on its fleet of 60 aircraft at the airport.

CARBON OFFSETTING

easyJet will become the world's first major airline to operate net-zero carbon flights across its whole network. We will achieve this goal by offsetting the carbon emissions from the fuel used for all of our flights, from 19 November 2019.

We will offset the carbon emissions from the fuel used for all easyJet flights, through schemes accredited by two of the highest verification standards, Gold Standard and Verified Carbon Standard (VCS). In doing so we are committing to operating net-zero carbon flights across our network. We know that carbon offsetting is only an interim measure while new technologies are developed, but at the moment we believe it's the best way we have to remove carbon from the atmosphere. In the long-term the aviation industry will have to reinvent itself. The aim will be to reduce the amount of carbon offsetting we do as new technologies emerge which reduce carbon emissions.

We invite other airlines to do the same, so that aviation around the world moves towards becoming net-zero carbon.

Offsetting works because scientifically, one tonne of CO₂ has the same climate impact wherever it is emitted. So a tonne of CO₂ released by an easyJet aircraft can genuinely be "offset" by investing in such projects. By funding projects which directly reduce carbon dioxide from the atmosphere, we compensate for the CO₂ easyJet emits into the atmosphere. This is done either by reducing CO₂ by physically removing it from the air (e.g., by planting more trees) or by avoiding the release of CO₂ that would have otherwise been emitted were it not for the project.

The majority of easyJet's carbon footprint is due to the use of aviation fuel to power flight. easyJet constantly measures exactly how much fuel is used for its flights, and thus how much carbon is generated, which is approximately 3.157 kilograms of CO₂ for every kilogram of aviation fuel used. Further, we use well known aviation standards and benchmarks to estimate the amount of NO_x and other greenhouse gases we generate, and account for them on a CO₂ equivalent basis. We then offset this quantity of CO₂ by purchasing carbon offset credits which have a proven impact on carbon reduction.

We will continue advocating for more efforts from airports to promote initiatives to attract the quietest and cleanest aircraft.

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FUTURE TECHNOLOGY

In the long term easyJet is focused on supporting the development of electric and hybrid planes and the technologies which will be needed to make these happen.

We are working closely with partners in this area, including Wright Electric and Airbus. Wright Electric is working to produce an all-electric 180-seater plane for short haul flights, and we are undertaking a joint project with Airbus to research how electric and hybrid planes could be introduced for short haul flying in Europe.

We are also considering other technologies to radically reduce the carbon footprint of flying and are currently talking to Airbus, Rolls Royce and Safran about new developments. We also want to champion new carbon capture technologies like direct air carbon capture and storage (DACCS) and sustainable aviation fuels (SAFs) by looking to use them as they become available and commercially available, which they are not today.