



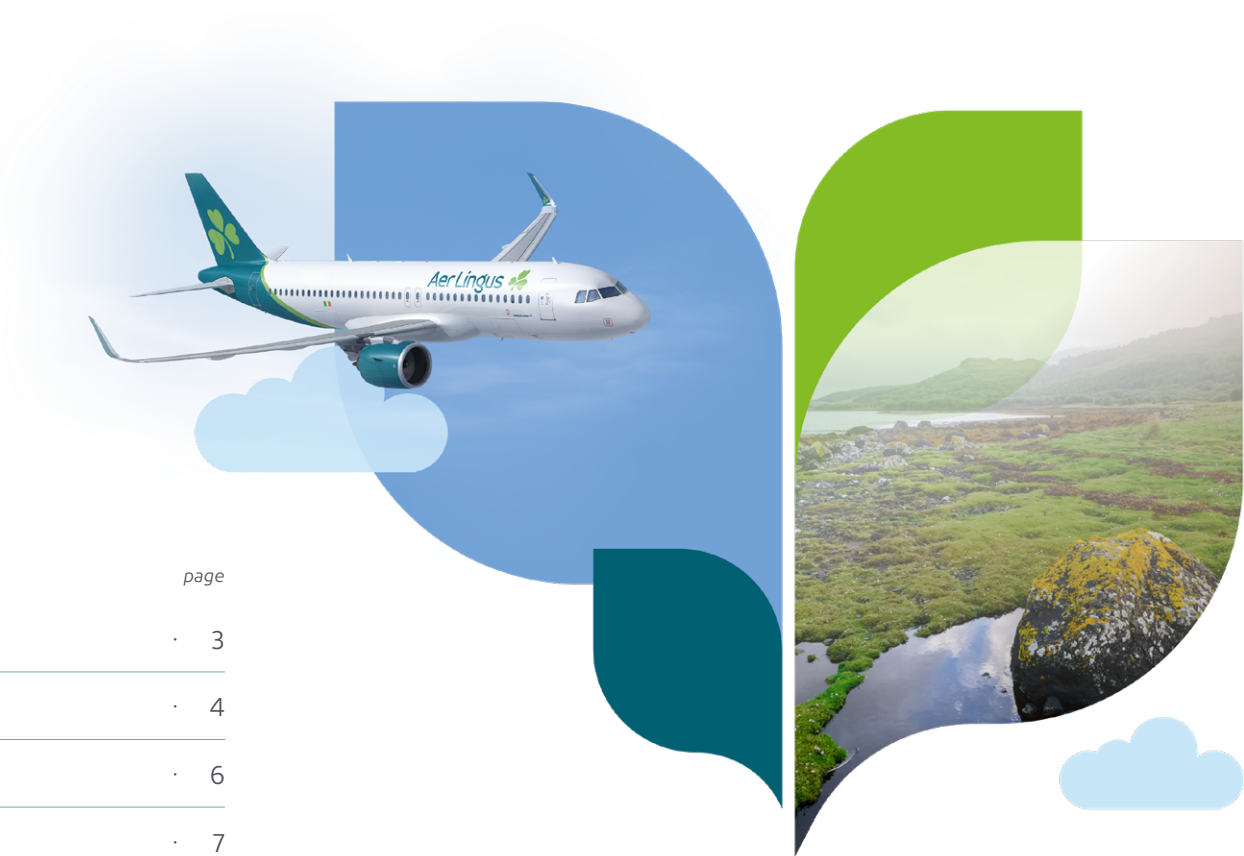
Aer Lingus 

Environmental Report 2025



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Company overview

Founded in 1936, Aer Lingus is Ireland's national flag carrier, and it is a member of International Airlines Group (IAG) one of the world's largest airline groups. Headquartered at Dublin Airport and recognised as a 4-star airline by Skytrax, the international air transport rating organisation, Aer Lingus serves over 100 destinations from Dublin, Cork, Shannon and Knock to Europe, the UK, and North America.

In 2025, 24 routes were operated from Dublin and Shannon in Ireland, and Manchester in the UK, to North America and the Caribbean confirming our commitment to North America.

As part of IAG, Aer Lingus is aligned with the Group's ambition to achieve net zero carbon emissions by 2050. This goal is underpinned by a comprehensive strategy that includes investment in fleet renewal, use of SAF and deployment of operational efficiencies.

For more detail on IAG's net zero roadmap, please refer to the [IAG website](#).

11.4m

Passengers



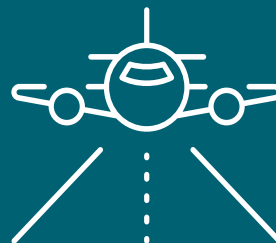
5,899

Employees



>100

Destinations



63

Aircraft

as at 31 December 2025

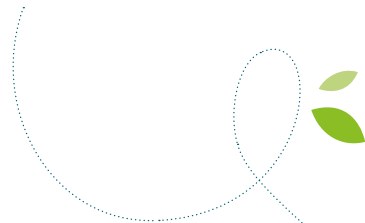
Awards & Accreditations





Aer Lingus is committed to reducing its environmental impact while continuing to support Ireland's economic, social and connectivity needs as the national airline.

Introduction



As part of International Airlines Group (IAG), Aer Lingus is aligned with the Group's ambition to achieve net zero carbon emissions by 2050, supported by fleet renewal, operational efficiencies, and the increasing use of sustainable aviation fuel (SAF).

In 2025, Aer Lingus made progress in improving its carbon efficiency, despite an overall increase in flying activity and absolute emissions driven by demand growth.

Carbon efficiency (grams of CO₂ per passenger kilometre) improved by 7% compared with the 2019 baseline,

reflecting continued investment in more fuel efficient aircraft, increased SAF use in line with EU and UK mandates, and targeted operational efficiency initiatives.

This report outlines the actions taken in 2025, the outcomes achieved, and the challenges that remain as Aer Lingus continues its transition toward a lower carbon future.

The aviation industry connects people and cultures, enables international trade and enterprise, and facilitates tourism which is vital to local economies both in Ireland and around the world. According to ITIC, in 2025, North America was the most valuable market for Irish tourism, contributing €1.9 billion in

visitor expenditure (excluding fares), with an average spend of €1,282 per North American visitor – underlining the importance of transatlantic air links.¹ Aviation is an important contributor to Ireland's economy, directly employing over 44,000 people, generating \$5.6 billion of economic output, equal to 1% of total GDP, helping to sustain a diverse and highly skilled labour market.²

The contribution of the aviation industry to global carbon emissions is approximately 2.5%.³ At Aer Lingus, we understand the urgency of responding to the climate challenge and we are making changes to how we operate across the business designed to reduce our environmental impact. It is imperative that regulators administer appropriate obligations to reduce carbon emissions from all airlines, while also providing incentives that support the delivery of sustainability initiatives. Alongside investing in new fleet and implementing operational efficiencies, sustainable aviation fuel (SAF) is a key lever in Aer Lingus' sustainability strategy. However, effective, compelling incentives and policy supports are needed to accelerate investment in new SAF production capacity and ensure that sufficient, affordable supply becomes available.

In 2025, Aer Lingus continued to make important progress on its sustainability journey. In this report, we will outline how we are supporting emissions reductions across our organisation.

1. <https://www.itic.ie/ye25-outlook26/>

2. [iata.org/en/iata-repository/publications/economic-reports/the-value-of-air-transport-to-ireland/](https://www.iata.org/en/iata-repository/publications/economic-reports/the-value-of-air-transport-to-ireland/)

3. Aviation - IEA



In the air

New technology aircraft

During the year, Aer Lingus expanded and modernised its fleet with the delivery of **two A320neo and three A321XLR aircraft**, enabling network growth while

delivering up to 20% lower fuel burn per seat compared with predecessor aircraft and a noise footprint up to 50% smaller (Source: Airbus).

Sustainable aviation fuel (SAF)

SAF remains one of the most effective near-term technologies for reducing aviation emissions. According to the International Air Transport Association (IATA), SAF represented only 0.6% of total jet fuel consumption in 2025.⁴ Ensuring that SAF is produced at the scale required to deliver affordable prices for airlines requires clear, long-term policy support to stimulate market development. In 2025, Aer Lingus increased SAF use to approximately **10,000 tonnes, including the first delivery of SAF into Ireland**, supporting compliance with EU mandates and demonstrating the viability of SAF supply into the Irish market. Refer to page 9 for more information on SAF

Operational efficiencies

Improving operational efficiency remains one of the biggest immediate opportunities to reduce emissions. Aer Lingus continues to implement a range of operational efficiencies, including leveraging technology to enable more efficient flight planning,

reducing weight on board and single-engine taxi. All of these contribute to reduced fuel usage and therefore lower carbon emissions.



On the ground

2025 saw us work closely with our catering and waste management partners to improve our waste recycling. Catering waste recycled and composted increased 80% year-on-year after

operational changes were introduced. In addition, onboard cabin waste recycling increased 70% following the expansion of onboard recycling to all inbound routes in late 2024.

In 2025, we updated our waste management targets for delivery by 2030. These include a 50% reduction in virgin single-use plastics, reducing total waste generation per unit of activity by 10%, and ensuring that at least 80% of waste is correctly segregated to facilitate recycling. These enhanced targets build on progress to date and reinforce our continued focus on responsible waste management.



Governance & stakeholder engagement

Aer Lingus engages constructively with industry and government stakeholders to advocate for effective aviation sustainability policy development at both

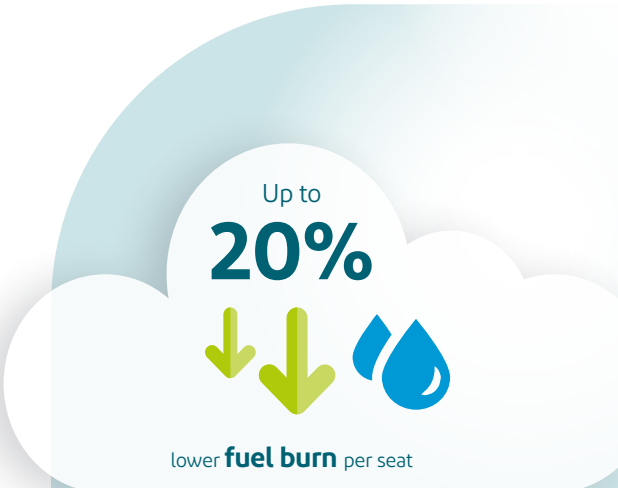
European and national levels. Working closely with IAG, we have participated in

discussions at the European Commission, European Parliament, and Ireland's Permanent Representation to the EU.

While efficiency improvements and SAF uptake are delivering progress, achieving net zero aviation will require sustained policy support, large-scale investment in SAF production capacity, and coordinated action across governments, industry and the wider energy system.

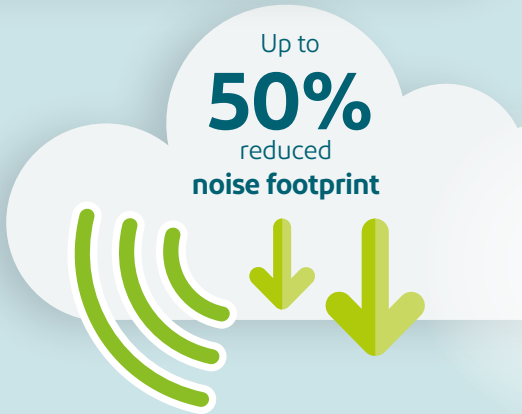
Environmental performance and sustainability risks are overseen through Aer Lingus and IAG governance structures, including executive level review and Board oversight. Aer Lingus remains certified to **IATA's IEnvA Stage 2**, reflecting a structured approach to identifying, managing and mitigating environmental impacts.

Reducing carbon emissions from aviation remains a significant challenge. As outlined in this report, we are taking actions across our operation to reduce our environmental impact, and we continue to work towards the long-term ambition of net-zero carbon emissions by 2050. Achieving this will require collective effort from all stakeholders in the wider aviation sector to support a low-carbon transition while maintaining the competitiveness of international air travel.



Up to
20%

lower **fuel burn** per seat



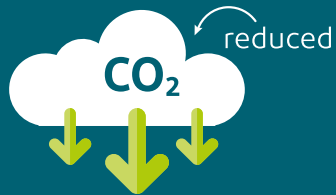
Up to
50%
reduced
noise footprint

4. IATA - SAF Production Growth Rate is Slowing Down, Essential to Correct Course Ahead of e-SAF Mandates.

Key highlights 2025

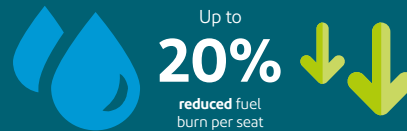
7%

Improvement in gCO₂
per passenger kilometre v 2019.



New fleet deliveries

Two **A320neo** and three **Airbus A321XLR** aircraft were added to the fleet, each capable of a reduction in fuel burn per seat of up to **20%** vs predecessor aircraft (Source: Airbus).



Continued waste improvements

Recycling and composting of catering waste increased **80%** year-on-year.



Cabin waste recycling increased by **70%** compared to 2024.

53%

Increase in sustainability awareness

Results from our annual customer surveys show awareness of sustainability initiatives among our customers increased by **53%** in 2025 relative to the level in 2021.⁵

10,000

tonnes SAF use

Including first delivery of SAF into Dublin – approximately 7,000 tonnes.



Paper-based progress

By eliminating paper-based processes and reducing printing, AMOS Mobile reduces paper waste. Introduction of digital flight plans can result in the removal of over 2 million printed pages annually (based on internal estimates).



New In-Flight video

Launch of a new Sustainability video on In-Flight Entertainment.



5. Measured via annual survey to sample of customers that flew with Aer Lingus during that year, responses rated between 7 and 10 to the question "To what extent are you aware of the sustainability initiatives being pursued by Aer Lingus?"

Responding to the climate challenge

Tackling climate change is the defining environmental challenge of our time. At Aer Lingus, we understand the urgency of reducing our environmental impact. A critical part of that is recognising, managing, and actively reducing our contribution to climate change by delivering targeted initiatives throughout our operations.

Commercial aviation contributes approximately 2.5% of global CO₂ emissions. Non-CO₂ emissions from aviation include the release of nitrogen oxides, water vapour and particulate matter into the atmosphere. Subject to atmospheric conditions and time of day, these emissions can also have warming effects on the climate, although scientific consensus remains uncertain. In 2025, new monitoring, reporting and verification provisions by the European Commission entered into force, requiring airlines to report additional flight operational data to investigate the impact of non-CO₂ emissions as part of their EU ETS reporting obligations. Based on this requirement, we adjusted our monitoring procedures to consider non-CO₂ emissions.

Aviation plays a uniquely important role in Ireland's economic and social fabric. As an island nation, over 90% of visitors to Ireland arrive by air, supporting tourism, trade, employment, and investment. In

2025, international visitors contributed for approximately €5 billion to the Irish economy.⁶ Since 2019, Aer Lingus's grams of CO₂ per passenger kilometre (gCO₂/pkm) has fallen by 7% as we have invested in more fuel-efficient aircraft, SAF and implemented operational efficiencies. The majority of our CO₂ emissions are emitted from flights of over 1,500 kilometres, for which there is no practical alternative mode of transport at present. Increasing use of SAF is currently the most viable near-term solution to reducing aviation emissions. However, it remains severely supply-constrained. IATA reported that global SAF output was only 2 million tonnes in 2025, representing only 0.6% of total jet-fuel consumption.⁷

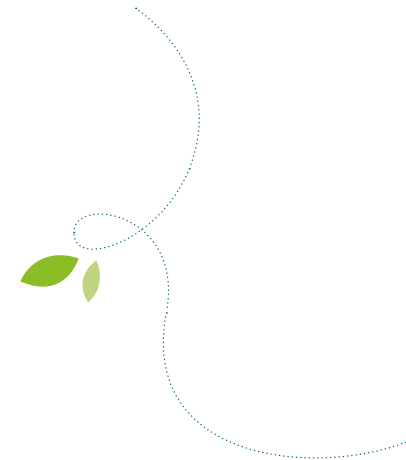
In addition to supply challenges, SAF remains significantly more expensive than conventional jet fuel, typically costing 3 to 5 times more on a per-tonne basis depending on the production process, with more advanced eSAF costing up to 10 times more per tonne than conventional fuel. According to IATA, at current price levels, the SAF premium translated into an additional USD 3.6 billion in fuel costs for the industry in 2025.

SAF mandates, such as those in effect in the EU and UK, are intended to accelerate SAF deployment, but appropriate government

policy support is urgently needed to provide a strong investment signal to scale up supply to meet sector demands for affordable SAF. IAG have contributed views through industry associations towards the EU Sustainable Transport Investment Plan, launched in November, which sets out actions to support SAF investment in the EU. Alongside IAG, Aer Lingus advocates for a balanced regulatory framework that supports decarbonisation while recognising aviation's vital social and economic role.

There will be challenges ahead. While we are already achieving progress in our carbon efficiency, more work is required to support the development of further operational efficiencies and technological innovation that can drive progress toward net zero targets.

Increasing use of SAF is currently the most viable near-term solution to reducing aviation emissions.



6. Irish Tourism Review 2025 & Outlook 2026 – Irish Tourism Industry Confederation – ITIC

7. [iata.org](https://www.iata.org)

Our sustainability journey

In the air

In the air

Fleet

In 2025, Aer Lingus's fleet included 63 aircraft. Part of our sustainability strategy includes continuous investment in our fleet; modernising our fleet with more fuel-efficient aircraft such as the A320neo and A321neo LR and XLR. The A320neo family offers a higher level of fuel-efficiency within the single-aisle aircraft segment compared to predecessor aircraft, reducing fuel burn and carbon emissions by up to 20% per seat. This is achieved thanks to a combination of the latest engine technology, an enhanced cabin and sharklets on the wings, which increase the effective wingspan and reduce lift-induced drag (Source: Airbus).

Case study

New aircraft delivery

Aer Lingus continues to modernise its fleet with quieter, more fuel-efficient aircraft. In 2025, we welcomed additional next-generation long-haul aircraft, these aircraft also offer extended range, which will enable Aer Lingus to expand its route network to new destinations in future.

Our fleet at a glance*

63 Total fleet

21 Airbus neo
Representing 33% of the fleet

25 Transatlantic fleet
including:

- 8** Airbus A321neo LR
- 5** A321 XLR

In the air

Sustainable aviation fuel (SAF)

SAF is a liquid fuel which can reduce CO₂ emissions by up to 80% on a lifecycle basis compared to conventional jet fuel. It contains the same hydrocarbons as fossil-based jet fuel, resulting in similar tailpipe emissions when used in flight. However, the key difference to conventional jet fuel is that these hydrocarbons are derived from more sustainable sources.⁸

Availability of SAF is constrained by the scale at which sustainable feedstocks can be mobilised and converted into aviation fuel. Current SAF production volumes remain materially below this long-term potential, highlighting the ongoing challenges associated with scaling feedstock supply and production capacity to meet aviation fuel demand.⁹

Fuels eligible for EU ETS allowances

SAF use in 2025 was also supported in part by the Fuels Eligible for ETS (FEETS) initiative, which launched in 2024. This support mechanism aims to promote the uptake of SAF by granting EU ETS emission allowances to airlines for the use of SAF on eligible routes within the scheme. The allowances help bridge the price gap

between conventional jet fuel and SAF on flights covered by EU ETS carbon pricing. During 2024, Aer Lingus uplifted more than 5,000 tonnes of SAF, of which 3,396 tonnes qualified for EU ETS support. Based on this volume, Aer Lingus was awarded 60,126 ETS emissions allowances in September 2025, of which volumes were credited to Aer Lingus' EU ETS registry account.

Based on the 2024 weighted average price at auctions carried out in accordance with Delegated Regulation (EU) 2023/2830, as published on the common auction platform (€64.74 per allowance), this equated to financial support of €3,892,557. Refer to the IAG consolidated financial statements for financial accounting of EU ETS allowances. Due to the retrospective nature of this programme, Aer Lingus will receive confirmation of EU ETS allowances awarded for SAF volumes uplifted in 2025 as part of its 2026 EU ETS compliance cycle.



Co-funded by
the European Union

Case study**Sustainable aviation fuel delivery**

In 2025, Aer Lingus SAF usage increased, from approximately 5,500 tonnes in 2024 to approximately 10,000 tonnes. In September 2025, we imported SAF into Dublin for the first time, marking a key milestone for Aer Lingus and Irish aviation. The SAF was produced from waste-based feedstocks such as used cooking oil. The delivery of approximately 7,000 tonnes of SAF supported compliance with EU mandates.

All SAF Aer Lingus procures must meet rigorous international certification standards and is safely blended with conventional jet fuel, before moving through existing infrastructure, from storage at Dublin Port to the Dublin Airport Fuel Farm. The fuel farm's hydrant system delivers fuel directly to parked aircraft, reducing the need for truck movements and improving efficiency on the ground.

SAF is the preferred IATA and ICAO term for this type of fuel although when other terms such as sustainable alternative fuel, sustainable alternative jet fuel, renewable jet fuel or biojet fuel are used, in general, the same intent is meant. "Biofuels" typically refers to fuels produced from biological resources. However, current technology also allows fuel to be produced from other alternative sources, including non-biological resources; thus, this generic description is used.

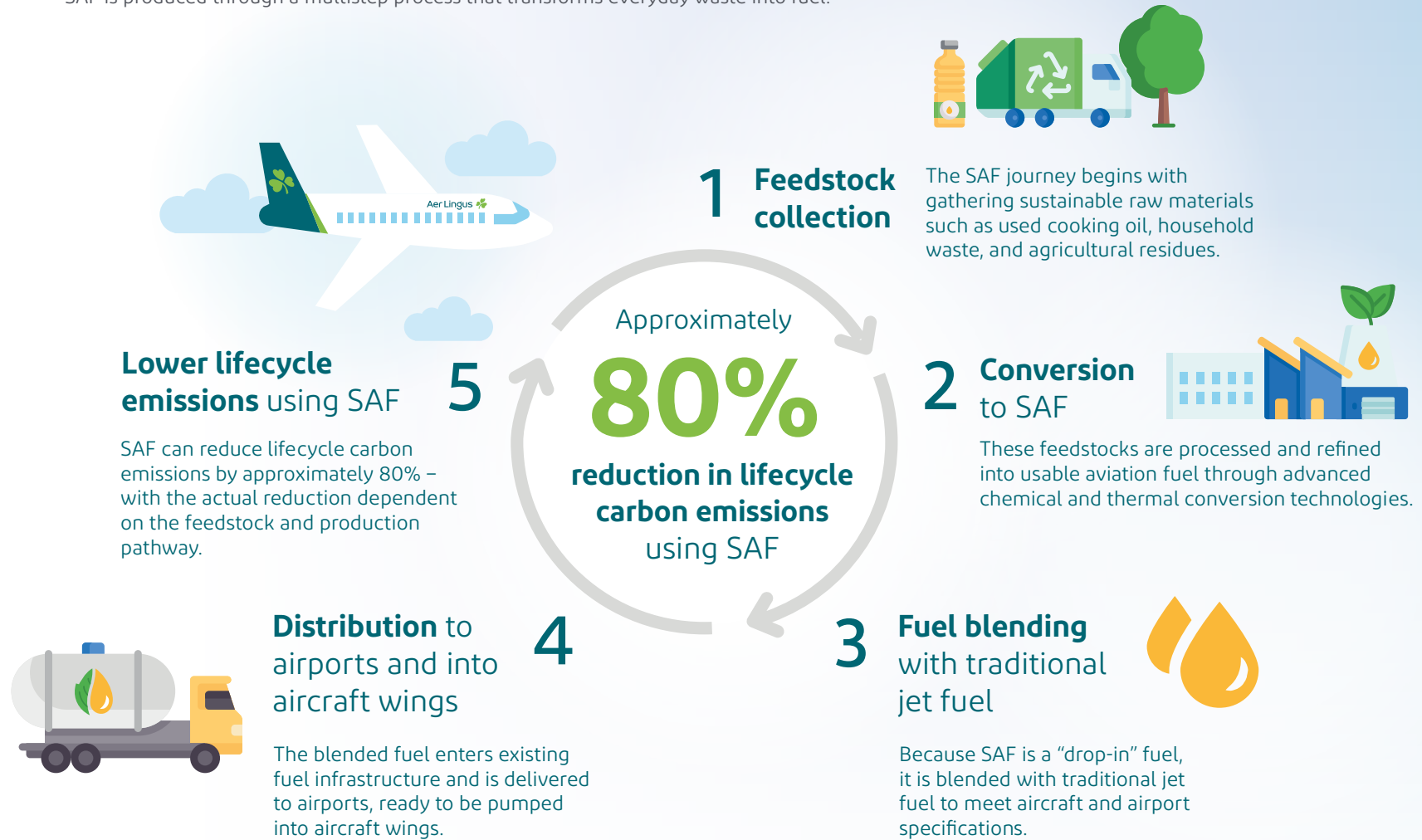
Sustainable aviation fuel used complies with the requirements in the UK Renewable Transport Fuel Obligations Order 2007 No. 3078 ("the RTFO"), as amended from time to time, which aligns with the EU Renewable Energy Directive (RED III). Visit the ICAO website for more information.

8. Net zero 2050: sustainable aviation fuels (SAF).
9. IATA - Global Feedstock Assessment for SAF Production.

In the air

How SAF works

SAF is produced through a multistep process that transforms everyday waste into fuel:





Generations of SAF

SAF is broadly grouped into three generations, each reflecting different feedstocks and levels of technological maturity:

First generation SAF – HEFA pathway

First generation SAF is produced using Hydrogenated Esters and Fatty Acids (HEFA).

Today, HEFA is the only SAF technology operating at commercial scale. In regions like the UK and EU, HEFA relies mainly on waste oils and fats, which are already in short supply.

These same feedstocks are also in demand for renewable diesel and biodiesel in road transport, meaning competition is high and availability is limited. As a result, there's a growing need to expand the range of feedstocks used for SAF.

Second generation SAF – advanced waste to fuel technologies

Second-generation SAF taps into a wider array of non-fossil carbon containing feedstocks, such as:

- **Municipal solid waste converted into syngas**
- **Industrial flue gases**
- **Biomass residues converted into ethanol and then upgraded into SAF**

Many of these technologies are technically feasible but not yet deployed at large commercial scale. Others are on the cusp of maturity, offering promising pathways for expanding SAF supply if investment accelerates.

Third generation SAF – eFuels or Power-to-Liquid (PtL)

Often called “efuels” or Power-to-Liquid (PtL) fuels, third generation SAF is produced by combining green hydrogen (made from renewable electricity) with CO₂ captured directly from the air or from industrial processes. Although the chemistry is well understood, scaling these fuels depends on major advancements in largescale, low-cost electrolysis and efficient Direct Air Capture (DAC) technology.

Operational efficiencies

How we fly our aircraft can also support our sustainability goals. Aer Lingus has a dedicated fuel efficiency programme which seeks to identify and implement new procedures to reduce emissions.

Aer Lingus is represented on the IAG Carbon Efficiency working group that brings sustainability colleagues and fuel management experts from across the Group together to share best practices. In 2025, we estimate that fuel efficiency initiatives achieved approximately 7,200 tonnes of carbon emissions reductions compared to the year before.

Case studies

Fuel efficiency (Navwinds)

Navwinds is an advanced digital solution designed to improve flight efficiency and reduce environmental impact by providing real-time wind data directly to the aircraft's flight management system. Traditionally, pilots relied on static wind forecasts uploaded before departure, which limited their ability to adapt to changing conditions during flight. Navwinds addresses this challenge by enabling crews to request updated wind information mid-flight, facilitating dynamic rerouting and altitude adjustments based on the most accurate data available. This capability supports more precise descent planning and optimises cruise performance, reducing unnecessary fuel burn and lowering carbon emissions.

This project demonstrates how data-driven innovation can deliver environmental benefits while maintaining safety and reliability. Furthermore, it highlights the importance of integrating smart solutions into everyday operations to help reduce aviation's climate impact.

Managing maintenance flights

The Maintenance and Engineering teams have introduced measures to reduce the requirements for flights associated with aircraft servicing. Previously, positioning aircraft for maintenance often required additional non-passenger flights. By completing more work at the Dublin base and improving scheduling, these unnecessary journeys have been reduced. This approach not only streamlines operations but also avoids fuel burn associated with flights that are not part of core passenger services.

In the air

Noise

Noise and air quality performance is regularly monitored using national databases and global aircraft noise standards. Improvements are driven through fleet modernisation and new operational practices such as continuous descents. We engage with stakeholders such as regulators and industry partners and participate in research and operational trials to identify and refine solutions.

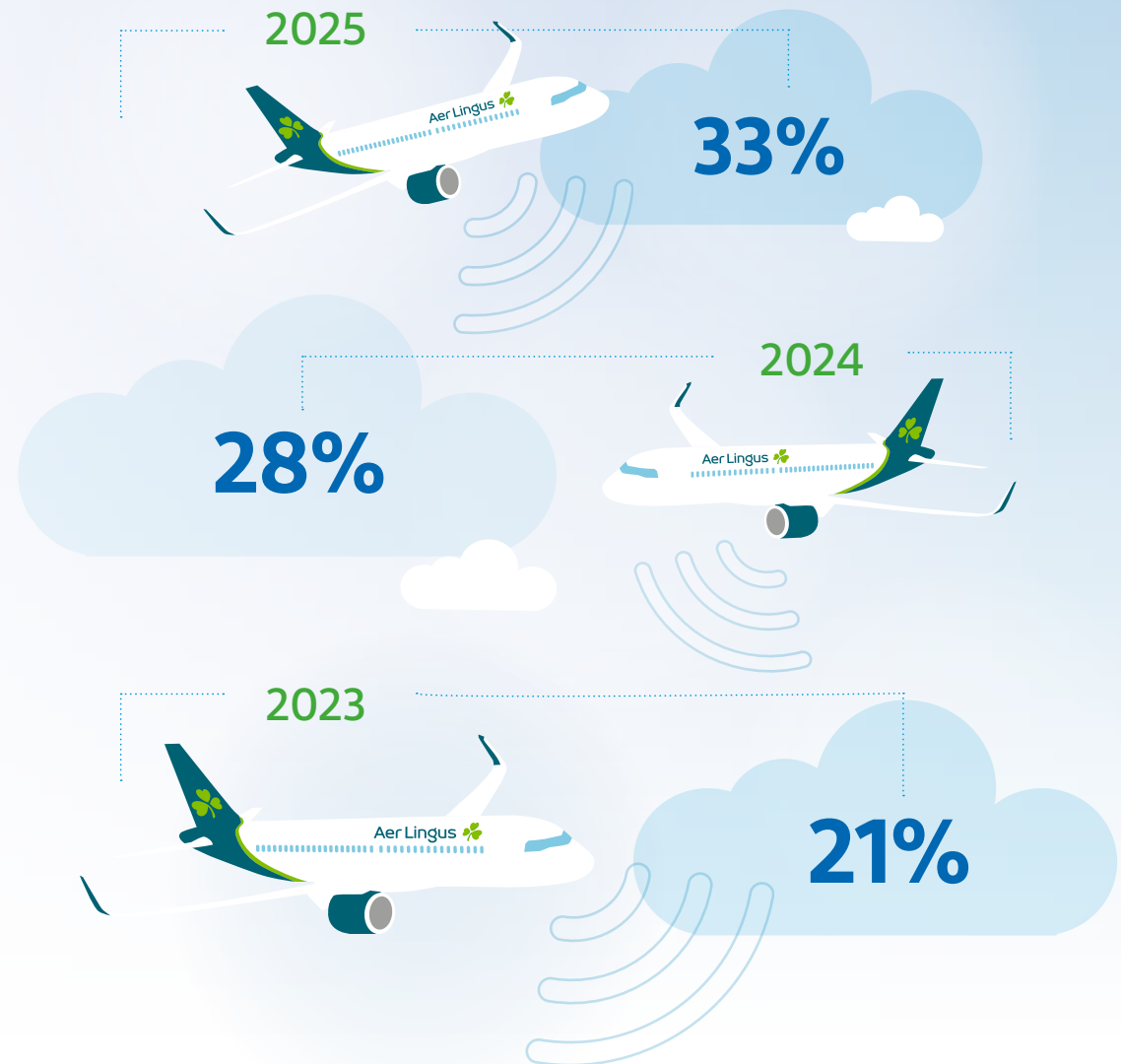
Replacing older aircraft with new models has delivered noise performance benefits.

The Airbus A320neo has a noise footprint up to 50% smaller when compared to its predecessor in certain phases of flight.¹⁰

The introduction of two further A321XLR aircraft to our fleet in 2025, adding to the two previous deliveries in 2024, contributed to an improved noise performance for Aer Lingus by 5 percentage points versus the ICAO Chapter 14 Noise Standard which is aimed at reducing the number of people affected by significant aircraft noise. Compliance will continue to improve as newer aircraft are introduced to the fleet and older aircraft are retired.

Noise compliance (ICAO Chapter 14)

% of fleet at standard



10. Source: Airbus

On the ground



On the ground

We take a holistic and detailed approach to reducing our environmental impact. This means looking at everything we do on the ground as well as in the air. To that end, we continue to monitor energy use across our offices and operational sites to better understand where and how energy is consumed. This helps to identify opportunities to reduce overall energy demand. Our corporate facilities continuously look at options that could support more efficient day-to-day operations over time.

To reduce emissions from our ground operations fleet, Aer Lingus has upgraded most of the light-weight ground fleet to electric vehicles. Currently, 100% of our permanent airside ground operations fleet is electric or fuelled by hydro-treated vegetable oil (HVO).

The use of electric vehicles and HVO as an alternative fuel to diesel contributes to improved local air quality and can reduce emissions from production of the fuel by up to 90% compared with diesel on a LCA basis and lowers emissions of nitrogen oxides (NOx) and particulate matter (PM).

100% of our permanent airside ground operations fleet is electric or fuelled by hydro-treated vegetable oil (HVO).

Waste and recycling

In 2023, Aer Lingus became the first airline to introduce recycling onboard short haul flights into Ireland. In 2024, this was expanded to all inbound flights. In 2025, this initiative has continued to make an impact. Aer Lingus has strengthened its collaboration with its catering partner to further increase recycling of onboard waste.

Additionally, in 2025 we introduced new technologies that help to reduce paper usage – AMOS Mobile and digital flight planning. We also set out to inform our customers of our sustainability journey in a more engaging and accessible way, launching a dedicated sustainability video on our In-Flight Entertainment (IFE) system and our website.

Hydro-treated vegetable oil (HVO) is a renewable alternative to diesel fuel produced by hydrotreating sustainably sourced biological feedstocks, such as waste oils and fats, to create a fuel that is chemically similar to fossil diesel and can be used as a drop-in substitute. Any greenhouse gas emissions reduction associated with HVO is assessed on a lifecycle (LCA) basis, meaning it reflects lifecycle emissions from feedstock collection or cultivation, fuel production, and distribution through to final combustion.

On a LCA basis, HVO can deliver lower greenhouse gas emissions than fossil diesel of up to 90%; however, the scale of any reduction depends on the specific feedstock, production pathway, and certified sustainability criteria applied.

HVO used aligns with the criteria under the Renewable Energy Directive.



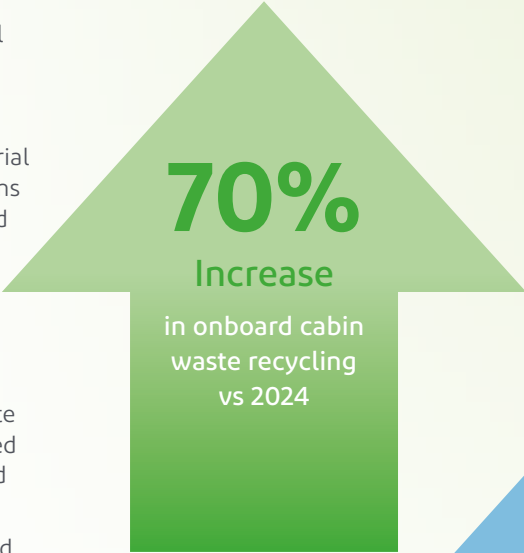
On the ground**Onboard and catering waste recycling**

Following close collaboration with the Department of Agriculture and our catering and waste-management partners, In 2023, Aer Lingus became the first airline in Ireland to introduce onboard recycling on short-haul services into Ireland. In 2024, we expanded onboard recycling to all flights into Ireland, significantly increasing the volume of cabin waste diverted from incineration or deep burial (Category 1 disposal) to more valuable streams such as cardboard, compostable material and dry mixed recyclables.

Throughout 2025, we strengthened our recycling capability across both onboard and catering operations. While overall waste volumes rose in line with increased flying activity, the combined improvements in waste segregation, handling and processing resulted in substantially higher levels of recycling and composting.

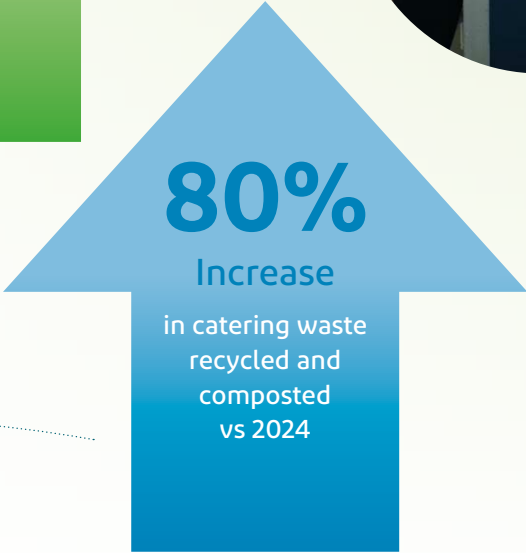
In April 2025 our catering provider introduced a dedicated compost waste stream and later, a new cardboard baler contributed to even higher recycling of packaging versus 2024.

Overall, the changes made in 2025 contributed to a marked improvement in recycling performance and a reduction in general mixed municipal waste.



70%
Increase

in onboard cabin
waste recycling
vs 2024



80%
Increase

in catering waste
recycled and
composted
vs 2024



On the ground



Case study

Digital flight planning

Aer Lingus is leveraging technology to eliminate paper-based flight plans and enhance operational efficiency where possible. Traditionally, flight plans averaged 35 pages (and up to 110 pages for transatlantic routes), with multiple copies printed for U.S. flights. By moving to digital processes, this tool can help us to avoid printing over 2 million pages annually.

Connected devices and modern technology will soon allow flight plans to be generated closer to departure time, ensuring more accurate weather and aircraft weight data. This enables dynamic replanning anywhere, to exploit more efficient routings or avoid slot restrictions with a potential for fuel and CO₂ savings. Allowing for more agile, resilient, and environmentally responsible flight operations.

Case study

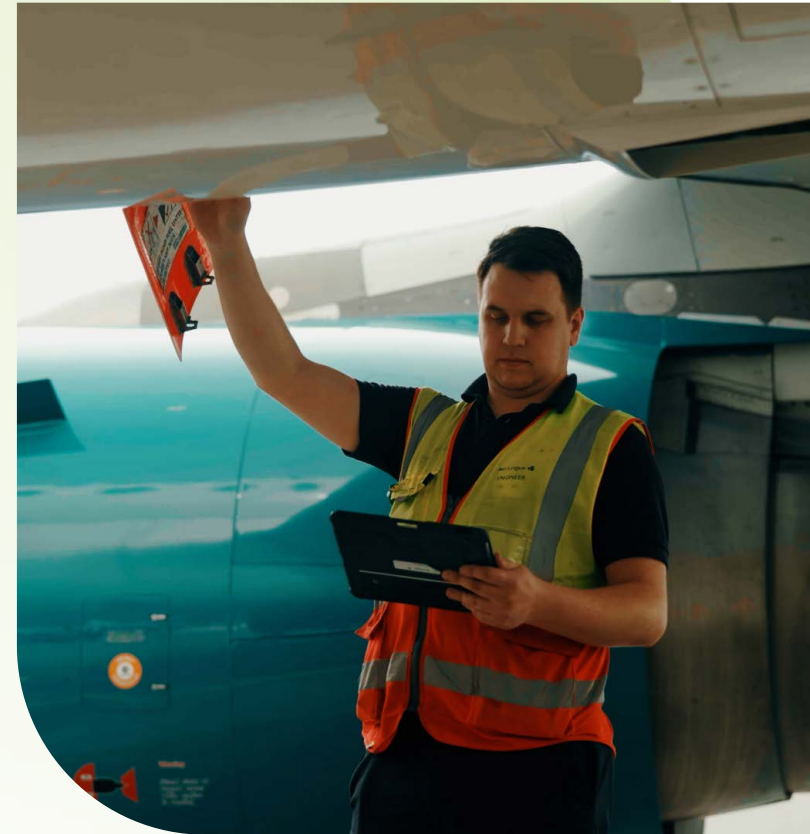
AMOS mobile

In late 2025, Maintenance & Engineering launched AMOS Mobile. This marks a shift toward paperless operations, making Aer Lingus the first airline in Ireland to adopt this technology. For over 240 engineers across Dublin, Cork, and Shannon, AMOS Mobile enables electronic signatures, real-time access to aircraft manuals, and digital work sign-off, streamlining workflows and improving visibility of aircraft status. By eliminating paper-based processes and reducing printing, AMOS Mobile reduces paper waste. Digital documentation also reduces the need for physical storage and transport of records, supporting Aer Lingus' broader sustainability goals.

Case study

In-Flight Entertainment (IFE) video

In 2025, we set out to inform our customers of our sustainability journey in a new, engaging way – through a video available on the IFE system and our website. The video highlights the changes we're making throughout the customer journey from our new fleet and use of SAF to our investment in electric ground vehicles and HVO.



Governance & stakeholder engagement



Governance & stakeholder engagement

Governance structures

The Aer Lingus sustainability programme is regularly reviewed to ensure alignment with Group strategy.

Key governance structures

Sustainability forms a core pillar of our Transformation Programme. The Head of Sustainability participates in monthly governance forums, while the Chief Corporate Affairs Officer engages at the Executive Steering Group to monitor progress against key performance indicators. At Group level, the IAG Board, Environment and Corporate Responsibility (ECR) Committee provides quarterly oversight and ensures strategic alignment across operating companies.

Cross-functional collaboration is supported through the IAG Sustainability Steering Group (SSG), which brings together senior representatives from each airline and specialist teams to oversee environmental and social initiatives and reporting. This is reinforced by the monthly IAG Sustainability Network and associated working groups that focus on waste reduction, reporting, carbon efficiencies, and non-CO₂ emissions. SAF-related activities are guided by the IAG SAF Steering Group.

Sustainability considerations are integrated into core business processes,

including business case development and financial approvals. Sustainability risks are recorded on the Corporate Risk Register and reviewed regularly by the Aer Lingus Management Committee and the Boards of Aer Lingus and IAG.

We maintain compliance with the IEnvA environmental assessment programme, ensuring that significant environmental impacts are identified and that mitigation plans remain current. Our approach is further supported by Group policies such as the Code of Conduct, Third-Party Code of Conduct, and policies on Environmental Sustainability, Modern Slavery, Anti-Bribery and Corruption, Equal Opportunities, and Diversity.

IEnvA

The IATA Environmental Assessment (IEnvA) programme is a globally recognised evaluation system designed to independently assess and help to improve the environmental performance of an airline, and it is closely aligned to the international standard for the environmental management system ISO 14001.

Aer Lingus is the first Irish airline to successfully be awarded the IEnvA stage 2 certification. This certification acknowledges our work in reducing our environmental impact.

Stakeholder engagement & advocacy

In 2025, Aer Lingus continued to engage constructively with national, European, and industry stakeholders to support the decarbonisation of aviation. Our engagement is grounded in evidence-based analysis and aligns with both Aer Lingus and IAG policy priorities, ensuring that emerging regulatory frameworks are practical, effective, and supportive of the long-term competitiveness of European aviation.

National engagement

Aer Lingus participates in the Irish Government's sustainable aviation fuel (SAF) Taskforce. Our input focused on the technical and economic enablers required to scale SAF in Ireland, including domestic production pathways, sustainable feedstock availability, and enabling infrastructure development. We also made submissions to Government during the formation of the SAF Policy Roadmap which was published August 2025.

Governance
& stakeholder
engagement

Reflecting Aer Lingus's established policy positions, our engagement emphasised the need for:

- Long-term, stable policy supports to increase investment in SAF production and early-stage technologies. These include the introduction of price stabilisation tools such as contracts for difference.
- Targeted incentives to stimulate domestic SAF supply and reduce cost premiums.
- Coordinated infrastructure planning, including storage, blending, and logistics capacity.
- Sustainable feedstock development aligned with EU taxonomy and environmental safeguards.
- Increasing access to EU funding for advanced SAF projects.
- Extending the EU ETS SAF allowances programme beyond 2030.
- Reinvesting ETS revenues into the development of SAF supply at a fair cost for airlines.
- Broadening the ETS eligibility criteria to include more SAF pathways.

European and international engagement

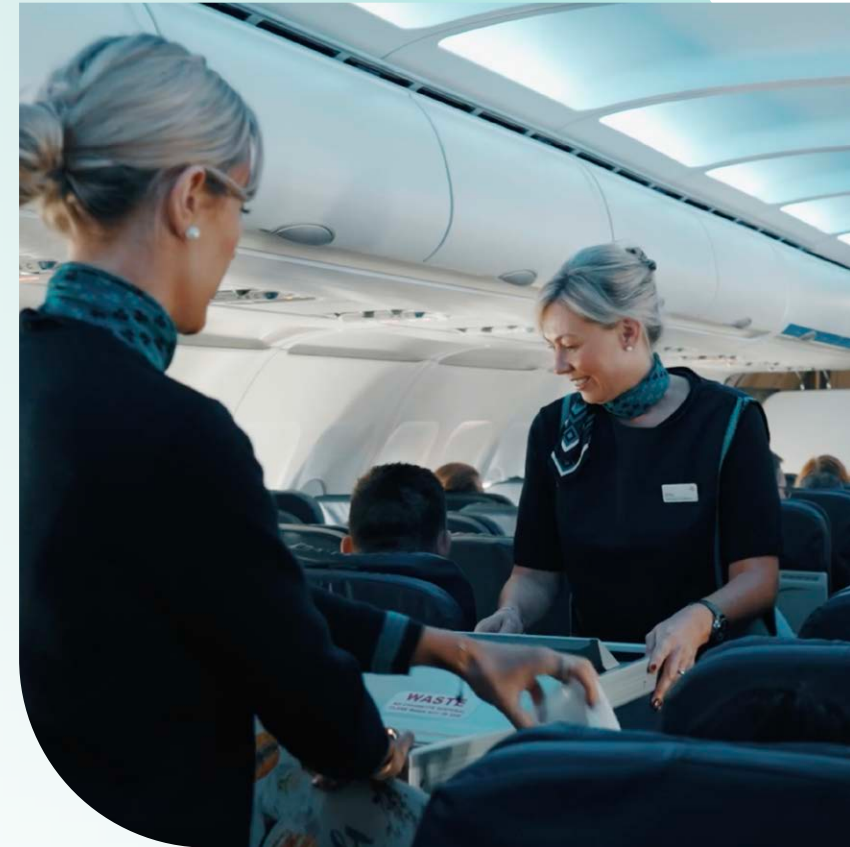
At EU level, Aer Lingus engages actively through IAG and Airlines for Europe (A4E) to support the development of practical, proportionate and globally coherent sustainability regulation. This includes

contributing to consultations on the EU Emissions Trading System, ReFuelEU Aviation and wider transport policy.

Aligned with A4E's CEO declaration at the Aviation Summit in March 2026, Aer Lingus supports efforts to ensure that regulatory frameworks remain effective while avoiding a disproportionate administrative and operational burden for airlines. Under ReFuelEU, this can be achieved through:

- clearer documentation standards for SAF reporting,
- implementation of a SAF book and claim system,
- improved alignment with EU ETS, and
- an EU-wide exemption catalogue for fuel tankering.

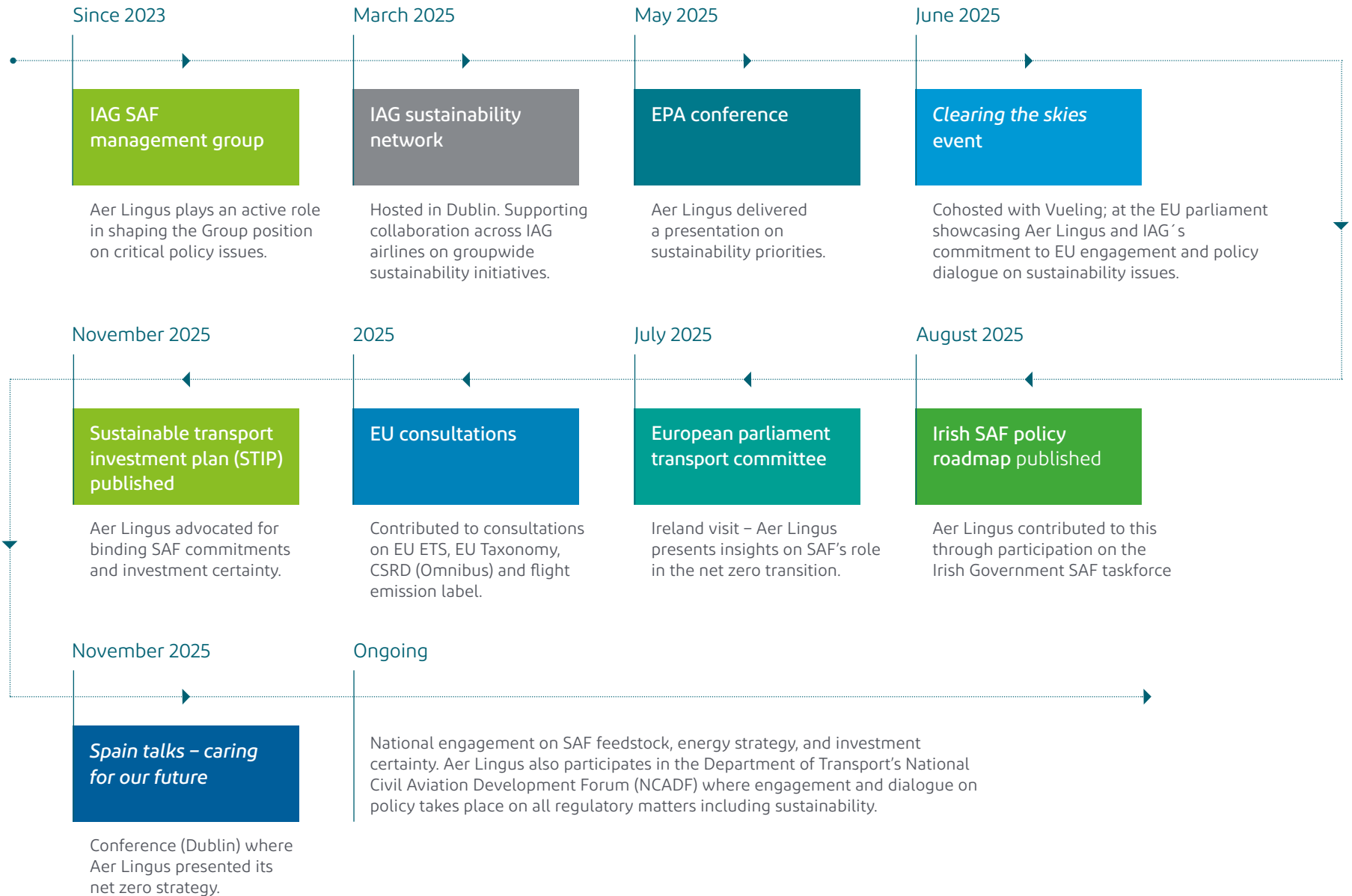
Aer Lingus also participates in A4E dialogue on safeguarding competitiveness and maintaining a level playing field between EU and non-EU airlines, including coordinated carbon-pricing approaches and strengthening of CORSIA as the global framework for international aviation. These engagements ensure that Aer Lingus' operational context is reflected in European-level policy discussions and that emerging regulation supports both decarbonisation progress and resilient connectivity.



Aer Lingus engages actively through IAG and Airlines for Europe (A4E) to support the development of practical, proportionate and globally coherent sustainability regulations.

Governance
& stakeholder
engagement


European and international engagement



Environmental metrics

Aer Lingus's sustainability strategy prioritises the reduction of CO₂ emissions from jet fuel use, which remain the dominant contributor to our Scope 1 footprint.

In 2025, carbon efficiency (gCO₂/pkm) improved by 1 percentage point vs 2024 and 7% vs 2019. The addition of 2 new XLR aircraft and 2 additional A320neos contributed to the improvement, alongside the increased use of SAF in line with EU and UK mandated levels.

Total Scope 1 emissions increased by 3%, driven primarily by a year-on-year increase in flying activity. This increase is due to demand growth in the aviation sector. SAF consumption increased by 80% in 2025 following the introduction of mandates in 2025.

Total Scope 2 emissions (location-based) fell by 5% in 2025, driven by continued grid decarbonisation.

This includes higher electricity use associated with increased EV charging use across our airside ground fleet.

In 2025 Aer Lingus invested in upgrades to our offices and buildings to reduce electricity demand, complementing wider organisational efforts to reduce indirect emissions.

Aer Lingus works with IAG and sustainability partners to strengthen Scope 3 reporting. As supplier data quality improves, emissions factors and category calculations will be updated accordingly.

We continue to refine Scope 3 calculations based on the latest data and assumptions. To improve the quality of emissions reporting in our value chain into the future, IAG has developed a comprehensive Scope 3 measurement in partnership with Watershed, a leading platform that assists companies in measuring, reporting and reducing

their carbon footprints, across all applicable Scope 3 emission categories.

Improvements have been made to the emissions reporting methodology since 2024. Work continues to improve the quality of Scope 3 emission calculations from our supply chain.

Standardised conversion factors are used where data from suppliers is not available, and as more data from suppliers becomes available some values may be restated. Any significant restatements will be made in future reports with explanations provided.



Metric	Unit	Full Year 25'	Full Year 24'	Full Year 23'
Carbon metric change vs 2019 baseline	gCO ₂ /pkm	-7%	-6%	-5%
Scope 1 emissions	Million tCO ₂ e	2.4	2.3	2.3
Scope 2 location-based	Kt CO ₂ e	2.5	2.7	2.7
SAF volume	Thousand Metric Tonnes	10.1	5.6	0.8
Scope 3	Million tCO ₂ e	0.8	0.8	1.3

Noise and NOx

By the end of 2025, the introduction of two new A321XLRs and two additional NEO aircraft enhanced our fleet’s noise and emissions profile.

Noise compliance against ICAO Chapter 14 improved by 5 percentage points to 33%, continuing the strong year-on-year gains achieved through fleet renewal. Noise per LTO also showed incremental improvement, reducing to 1.04, reflecting the benefits of new aircraft technology.

For air quality metrics, NOx compliance (CAEP 8) increased to 51%, supported by the introduction of more efficient aircraft. NOx per LTO declined to 7.86, demonstrating continued progress in reducing local air quality impacts at hub airports.

Aer Lingus continues to invest in more efficient aircraft as part of our fleet modernisation programme.

Metric	Unit	Full Year 25'	Full Year 24'	Full Year 23'
Noise compliance (Chapter 14)	% at standard	33%	28%	21%
NOx compliance (CAEP 8)	% at standard	51%	43%	41%
Noise per LTO	QC per LTO	1.04	1.06	1.10
NOx per LTO	kg per LTO	7.86	8.08	8.30

Waste reduction

Aer Lingus continues to strengthen its waste management performance across operations, with year-on-year improvements in recycling and recovery. In 2025, total recycling and composting increased to 334 tonnes, up from 219 tonnes in 2024, driven primarily by enhanced onboard waste segregation across cabin and catering streams. As a result, recycled and recovered waste at hubs rose to 14% of total waste, compared with 11% in the previous year, while the proportion of onboard waste recycled or composted increased to 10%.

During the year, total waste generated at hubs increased to 2,404 tonnes, reflecting increased flying activity, increased onboard retail volumes and continued growth in long-haul services, which typically generate more waste per flight. Waste generated per passenger at hub locations increased to 0.39 kg, remaining below the global average from industry reports.¹¹

The introduction of new equipment and composting processes at Dnata’s catering facility in Dublin delivered an 80% increase in recycling and composting of Aer Lingus catering waste. Onboard

11. <https://www.iata.org/en/iata-repository/publications/economic-reports/airline-cabin-waste--progress-toward-a-circular-economy/>

Aer Lingus Regional flights (operated by Emerald Airlines) passenger numbers have now been excluded from this metric for consistency across all years.

recycling on all routes into Ireland increased recycling of cabin waste by 70% versus 2024. While waste diverted to incineration at hubs increased to 2,070 tonnes, improved segregation processes helped partially offset increases associated with operational growth.

Aer Lingus continues to focus on reducing overall waste generation and increasing recycling across our operations where possible. In

line with the updated IAG Group-wide 2030 waste targets, we have replaced the former “5 by 2025” framework with new goals designed to reflect current operational baselines and market conditions. By 2030, we aim to:

Aer Lingus continues to focus on reducing overall waste generation and increasing recycling across our operations where possible.

50%
Reduce virgin single-use plastic (SUP) by 50% on a kg/ASK basis

10%
Reduce total waste generated per unit of activity by 10%

80%
Ensure that 80% of waste generated is correctly disposed of to facilitate upstream recycling.

These targets have been prepared using a 2025 baseline to reflect post-pandemic waste management practices and the availability of more sustainable products in our supply chain.

Looking ahead, we have plans to implement further process improvements in 2026 to increase recycling and composting of food waste.

Metrics (measured in tonnes at hubs)	Full Year 25'	Full Year 24'	Full Year 23'
Total waste generated	2,404	1,972	2,095
Total recycling and composting	334	219	241
Recycled and Compost waste as a % of total waste	14%	11%	12%
% of onboard waste recycled or composted	10%	6%	9%
Kg of waste per passenger	0.39	0.33	0.36

Glossary

ASK Available Seat Kilometres

DAC Direct Air Capture

DOT Department of Transport

EPA Environmental Protection Agency

EU ETS European Emissions Trading System

FEETS Fuels Eligible for ETS

Hydro-treated vegetable oil (HVO) A low emissions biofuel made from renewable materials and a direct replacement for conventional diesel.

IATA International Air Transport Association

ICAO International Civil Aviation Organisation

ICAO Chapter 14 Governs noise from aircraft. Compares aircraft noise against standardised limits that are a combination of lateral, approach, and flyover noise levels.

ICSAR International Conference on Sustainable Aviation Research

IEnvA IATA Environmental Assessment Programme

NCADF National Civil Aviation Development Forum

Noise per LTO Average noise per flight considering arrival and departure noise for each aircraft type. Based on the number of flights of all aircraft which operated during the year, including leased aircraft.

NOx Nitrous Oxides NOx is the collective term for the Nitrogen Oxides NO and NO₂, which are significant components of harmful air pollution.

NOx per LTO Average emissions of the air pollutant nitrogen oxide as aircraft take off and land. The calculation considers the engine certifications and aircraft types of all aircraft which operated during the year, including leased aircraft, referencing information from the ICAO emissions database.

Particulate matter (PM) is made up of particles of solids or liquids that are carried in the air. These particles may include dust, dirt, and soot.

RPK Revenue Passenger Kilometres

SAF Sustainable aviation fuel is the preferred IATA and ICAO term for this type of fuel although when other terms such as sustainable alternative fuel, sustainable alternative jet fuel, renewable jet fuel or bio jet fuel are used, in general, the same intent is meant. 'Biofuels' typically refers to fuels produced from biological resources (plant or animal material). However, current technology also allows fuel to be produced from other alternative sources, including non-biological resources; thus, this generic description is used.

Scope 1, 2 & 3 emissions According to the leading GHG protocol corporate standard, a company's greenhouse gas emissions are classified into three scopes.

- **Scope 1 emissions** are direct greenhouse (GHG) emissions that occur from sources that are controlled or owned by an organization directly from our flights and ground vehicles. (jet kerosene, natural gas, ground vehicle emissions etc.)
- **Scope 2 emissions** are indirect GHG emissions associated with the purchase of electricity, steam, heat, or cooling.
- **Scope 3 emissions** include all other indirect emissions that occur in our value chain such as carried cargo, employees commuting to work and business travel.

Aer Lingus 