

**East Midlands Airport  
Independent Consultative Committee (ICC)  
General Meeting  
Friday 25<sup>th</sup> November 2022  
In-Person and via MS Teams**

**Present:**

Independent Chair	Mr G Liguori (Chair)
Independent Secretariat	Mrs C Pull

**Organisation**


---

EMA Accessibility Forum	Ms C Link
Derbyshire County Council	Cllr M Ford (left 12pm)
Melbourne Civic Society	Mr M Keay
Kings Newton Residents Association (Teams)	Mr S Leech (Teams)
PAIN – People Against Intrusive Noise	Mr R Sutton
WINGS	Mr J Snee
DHL Aviation Ltd	Mr A O'Neill (Teams)
Melbourne Civic Society	Dr P Grimley
WHICH	Mr I Jones
CPRE Notts & Rushcliffe	Mrs B Walker
Nottinghamshire County Council	Cllr M Barney (left 11.30am)
Save Aston Village Environment (SAVE)	Mr E Green
Rushcliffe Borough Council	Cllr A Edyvean
Derbyshire Association of Local Councils	Cllr S Marbrow
JobCentre Plus	Ms J Alton
Derby City Council	Cllr M Barker (left 12pm)

**East Midlands Airport (EMA)**


---

EMA Managing Director	Mr S Griffiths
Group CSR and Airspace Change Director	Mr N Robinson
MAG Planning Manager	Mr J Bottomley
Head of ESG and Environmental Strategy	Mr A Freeman
EMA Public Affairs Officer	Mr M Pattison
MAG Head of Community Engagement	Mr R Pattison
EMA Public Affairs Officer	Nicola Rushton (Teams)
EMA Community Engagement Manager	Ms C Hempson
Head of Asset Development – Utilities, Energy & Environment	Mr T Rix
STN Community Engagement Manager	Mr D Burford

**Apologies**

Leicestershire & Rutland Association of Local Councils	Cllr A Sowter
EMA Community Fund Committee	Cllr S Jackson

Royal Mail  
East Midlands Chamber of Commerce  
WHICH  
Erewash Borough Council  
Charnwood Borough Council  
South Derbyshire District Council  
Prospect  
Leicestershire County Council  
UNISON  
Derby College  
UPS

Mr J Allsopp  
Mr I Evley  
Dr A Manhire  
Cllr R Parkinson  
Mr J Morgan  
Cllr S Taylor  
Mr I Kelly  
Cllr T Pendleton  
Mr E Bratt  
Ms R Benn  
Mr R Currie

*The meeting commenced at 1000.*

**1. Welcome and Apologies**

The Chair welcomed all committee members and introduced the new airport, MD Steve Griffiths.

The Chair thanked the former MD, Clare James for her contribution and support.

The Chair thanked Dr Adrian Manhire in his absence for his valuable contributions during his time on the committee and wished him well. He also gave thanks to Ivan Jones for stepping in to represent WHICH on a temporary basis until a replacement is found.

**2. Declaration of Interests**

No declarations of interest were raised.

**3. Minutes of the last meeting**

The minutes of the last meeting were accepted and approved.

**a. Review minutes 24<sup>th</sup> June 2022**

There were no comments.

**b. Matters arising**

There is a rolling action from the March 2022 meeting whereby members and the airport are to contribute to a forward plan of key dates and anniversaries. The Chair hasn't yet had anything and would urge members to consider material for inclusion.

Action: Members and the airport to contribute to the forward look of events and key dates.

**4 An Update by the Chair**

Since the last meeting, a new secretary of state for Transport has been appointed, the Rt Hon Mark Harper MP. The aviation minister Baroness Vere remains.

The Chair has been working on a revised constitution and will send a draft and accompanying paper to members by email. Members have until the end of January 2023 to comment. Depending on the feedback, the draft will either be an item for

approval or discussion at the April meeting. An explanation will be in the paper; however, a brief explanation is that the changes are to make the constitution easier to understand and follow.

The ICC Survey that was circulated last year will be re-run. There have been some updates, however, some items remain to understand how people's views have changed and to allow new members to have their say. The Chair is happy to have 1-1 sessions with any members. This version of the survey will include more free text boxes.

The Chair continues to meet with EMA senior management.

The Chair gave an overview of the main points covered in the UKACC AGM which took place on 24<sup>th</sup> November. The Chair was not able to attend but read the papers and submitted written observations.

Action: The Chair to circulate the draft constitution and cover paper by email to members so that they have sufficient time to feed back their views by 31 January 2023.

## **5. Managing Director's Introduction and Report**

The report was distributed and taken as read.

SG introduced himself and gave an overview of his past experience and his priorities in his new role.

SG highlighted key structural changes within EMA following the pandemic and the reason for them. These are set out in the organisational chart provided as an appendix to the MD's Report. EMA played a very important role from a cargo point of view during the pandemic which is different from the other airports within the group.

EMA had a strong recovery, particularly between July and September which saw 70% of pre-COVID passenger levels. With approximately 1.2 million passengers, this created a challenge due to staffing levels. The Airport team pulled out all the stops to deal with the demand. SG gave credit to Clare and the team for their handling of the increased numbers of the summer period.

There will be active recruitment in the market as the team prepare for summer 2023. Due to the current economic situation in the UK, passenger numbers are not expected to reach pre-COVID numbers but are expected to rise from current levels.

SG reflected on the closure of Doncaster Airport and the effect this has had on East Midlands Airport. In particular EMA have had a number of people joining the team from Doncaster Airport and their talent is welcomed.

It is currently a busy time for the cargo operation. Volume predictions have lowered for 2023 due to the return of larger aircraft on long-haul destinations out of Heathrow, however there is still underlying growth in the wider cargo market.

EMA is leading the way in assisted travel, an area that is typically very challenging for the aviation sector. There has been major investment in this area which will continue. Recent audits have shown the airport is exceeding in most areas. The airport was recently voted 2<sup>nd</sup> in the Accessibility Awards at the global PRM Leadership Conference held at Heathrow. The team are very focused and invested in this area and there is a roadmap through 2023 for continuous improvements.

Customer service is performing well but there is always room for improvement and in particular a refreshed offer for food, beverage, and retail outlets.

SG noted that there are environmental challenges and that transparency in this area is important. There is a significant program of investment in this area and SG praised TR and the environment team for their commitment and efforts. The airport is well prepared for the winter period and will continue to learn through the samples and analysis taking place during this period as well as a second line assurance audit.

SG and a team of EMA volunteers recently planted 500 of the 1000 trees donated to a new urban park called Cadley Park in Swadlincote. The trees have been donated and planted as part of the Queen's Canopy.

A member thanked SG for his overview and asked if the environment is always managed at Group level and how SG sees this going forward. SG advised that environment is a group function within MAG, however, there is clear engagement with each individual airport on local agendas. Any growth plans and activities within the airport are looked at closely by the senior team and discussed in leadership meetings. The member asked for more clarity for committee members in this area in the future.

A member stated that it has been noticed that 747-400s no longer seem to be operating at night at the airport and asked whether this was due to a reduction of cargo. SG confirmed that the older and noisier 747-400s are discouraged from operating at night due to their noise levels. The cargo operators have predominantly replaced them with quieter aircraft. NR reminded members that QC4 charges were introduced in the last noise action plan (NAP) and this has seen a change in the type of aircraft being used. A short-term change in market conditions during the pandemic affected capacity, however these operations have now tapered off as belly-hold cargo capacity at Heathrow returns to normal levels. The next NAP is being looked at and will look to ensure these changes are more permanent.

AO (DHL) added that there was a shortage of aircraft during the pandemic and the war in Ukraine also impacted capacity. DHL worked closely with the airport and other carriers to rectify this. 747-400s were only used as a last resort for this reason and they have now been removed and there is no intention for them to return.

A member questioned the forecast of activity and the plans for summer 2023 and urged SG to look at security queueing. The current starting point of the queue at the Automatic Boarding Card Readers (ABCR) is not capturing passengers waiting before they reach this point. SG is working closely with check-in operators and security to ensure wait times are at a minimum. As a group, MAG is looking at a more sophisticated measuring method which will look at the whole customer journey through the airport. SG assured members that passenger flow is critical to the success of the airport.

SL asked about predicted passenger numbers being forecast in relation to the likelihood of a recession. SG advised that this is difficult to predict. The airport is being modest when looking at passenger forecasts, taking into consideration the many external factors including the recession and rising costs in many areas.

A member queried the omission of safety in the report as safety is understood to be the airport's most critical issue. SG agreed and advised that safety is always at the forefront of his role. The airport uses proactive reporting, looking for issues and

identifying them before they happen. The team are encouraged to report anything they see that they believe could cause a safety issue. This speaks volumes about the culture of the airport team.

A member made a personal comment that although there will be a lot of emphasis on cargo, we shouldn't lose sight of the passenger experience. She recently flew and experienced poor standards in several areas on both the outbound and inbound journeys, particularly the toilet and seating facilities. The member found the experience stressful and unpleasant. SG agreed and has personally observed some of the issues raised. Cleanliness and maintenance must be at the top of the agenda, and this has been highlighted during recent discussions. The business plan for 2023 is being built and funds are available to address some of the issues raised.

The Chair raised the point that the airport is looking to set up a passenger forum and he will be looking to have a member of this forum on the committee.

A member welcomed SG and advised that they had recently attended the BBC Radio 4 "Any Questions" session and said this was a credit to the airport and the area. He questioned safety and the incidents with drones at the 2022 Download Festival at Donington Park and asked for feedback on this along with the strategy for the 2023 event. SG advised this is being looked at for next year's event to ensure the same issues do not happen again and feedback will be given.

A member congratulated the team on their work on public transport. He queried the investment in new equipment at the airport, particularly in the security area. SG gave details of the significant investment and plans for upgrades to the security area and equipment. The team are working to achieve this within the deadline with minimal passenger disruption.

The Chair asked how this will work in practice with other non-UK destinations that won't have the same facilities. SG stated that this is a UK DFT directive. Although this isn't a directive elsewhere, he suspects that this will gradually become the standard elsewhere.

A member queried the status of Doncaster Airport asked if the closure is permanent. SG stated that in his view this airport will not recover, and that TUI has committed to operate from East Midlands next summer. NR seconded this view.

A member stated that there is a campaign from MPs local to Doncaster Airport to keep it open due to links with the West Burton power plant in North Nottinghamshire.

The Chair thanked SG for his contribution.

## **6. EMA Cargo in the Regional Economy - York Aviation Report**

JB acknowledged that members had not seen this presentation prior to the meeting. The report is available for members on SharePoint and will be circulated.

A representative from York Aviation was invited to attend the meeting but unfortunately had prior commitments.

JB gave background on the reason for the creation of this report and talked through the main points.

A member asked how much of the activity at EMA is dependent on night flights. JB stated that this wasn't included in the scope of the study, but next day delivery relies

on night activity. The ability to deliver this important economic activity would be eroded significantly if the one-stop activity was reduced or restricted.

A member queried the development of the Freeport and how the airport will grow in relation to that. JB stated that it's difficult to say at the moment, but the current understanding is that some of the activities within the Freeport are expected to use existing airport facilities and services. He added that rail freight is a real strength and a real differentiator for the East Midlands Freeport.

A member thanked JB for the presentation and noted that there seems to be a greater emphasis on the effect on the local area than anticipated. He questioned York Aviation and their differing approach from their previous report. JB provided a brief response on what the information in the report refers to and offered to speak to the member following the meeting to provide further information should he require it.

## **7. Jet Zero Strategy**

The presentation was distributed and taken as read.

NR explained the reasoning behind including this item on the agenda and provided a recap for members on emissions at EMA.

NR highlighted the main points of the presentation.

A member questioned which countries are involved. 192 states are members of ICAO and have signed the agreement, including Russia and China.

A member acknowledged that airports are not in control of airline emissions but asked if there was a plan going forward to "force" airlines to become involved. NR responded that there is no need to force anyone as airlines are signatories to the agreement and all partners must play their part in delivering the agreed plan. This is mandated and there are legal requirements which must be reached by all parties involved.

A member asked if the emission levels from road traffic are considered in the report. NR responded that it is expected that we will see decarbonisation of road transport faster than aviation. These will decline in line with the regional and national plans and the airport will be equipped to deal with this transition.

## **8. Freeport Update**

The report was distributed and taken as read.

JB highlighted the key points from the report.

A member questioned a comment in the stance taken by the airport that it has nothing to do with the development of the land south of the A453. He asked how, as partial landowners, the airport has chosen to abdicate the responsibility of protecting this green land. JB advised that EMA is not submitting any planning applications. SEGRO are submitting a planning application and EMA have no part in the planning process that SEGRO is undertaking. JS thanked JB for his response.

A member commented that the consultation on Freeport has been poor overall. He questioned the capital funding and what the infrastructure will be. JB responded that the government offers seed capital funding for essential infrastructure for the

establishment of the Freeport. There are a number of bids for this seed capital, none of which relate to the airport sites.

A member questioned the lack of information on the development of this area and asked for a common approach on consultation and provision of information going forward. He noted the absence of representation from North West Leicestershire District Council and Leicestershire County Council at the meeting. He requested a unified approach to future communications on this site. JB replied that he is reporting on behalf of the airport, however the airport is only one of many partners in the Freeport bid. This is a question that should be directed to the local planning authority.

Another member seconded concerns about poor communication, particularly from Goodman, Severn Trent and SEGRO. He asked JB if Goodman are still members of the Freeport Board. JB confirmed that they are.

A member stated that Rushcliffe Borough Council was advised by a government department that the best way of addressing the Freeport was through the Local Development Framework, and this is how they chose to communicate and share knowledge of the progress of the development, but that he could not speak for North West Leicestershire District Council or Leicestershire County Council.

The Chair stated that he would take up the absence of representation from local authorities with the relevant authorities.

A member asked that these concerns be relayed back to the Freeport Board. The Chair asked for questions to come to him in the first instance, so that he can summarise the issues. He will then discuss a strategy with the Airport to best manage the issues raised. He highlighted that the airport is not responsible for all decisions regarding the Freeport as they are only one partner. He suggested that other partners could be invited to future meetings to provide further information to members.

A member requested that it be recorded that WINGS find it a wholly unacceptable strategy that the airport delegate planning issues on the land south of the A453 to SEGRO.

Action (a): Recognising the importance of the issues raised regarding the land near Diseworth, south of the A453, members are to send questions relating to the issue to the Chair by 31st of December 2022.

Action (b): The Chair to discuss a way forward with the airport and develop a strategy to best manage the issues raised by members. The Chair hopes to provide an update at April ICC General.

Action (c) The Chair will take up the absence of representation from local authorities with the relevant authorities.

## **9. Materiality Review and Impact Study**

The slides are available on SharePoint and will be shared with the committee.

AF thanked members for their contribution to the Materiality and Community Impact survey back in spring.

AF and CH took members through highlights of the presentation including outreach and community engagement activities that have taken place since the last meeting of the ICC.

**10. Future Airspace and SRG**

NR gave a brief update on actions since the last ICC General Meeting and reminded members of the deadline of 9<sup>th</sup> December 2022 for comments.

**11. Airport Update**

**11a: The Environment**

The report was distributed and taken as read.

AF provided a brief update on the Jet Zero & Jet Zero Charter items and the development of the updated noise action plan. AF thanked members of the MENT committee for their input.

AF thanked members in the Breaston area for their help in securing a location for portable noise monitoring in this area. A report on this will be brought to the next MENT meeting.

TR highlighted that the airport is now in winter mode and gave an overview of the increased activities. He gave an overview of how certain assurances are being delivered by the team. There has been a real emphasis on skills and expertise being brought into the organisation. Assurances are also being delivered externally through ISO accreditations, the Environmental Management System and 3<sup>rd</sup> parties legal reviews and audits.

**11b: Planning**

The Planning report was distributed and taken as read.

There were no questions or comments.

**11c: Community Engagement**

The report was distributed and taken as read.

The CSR reports for MAG and EMA have been published. They are available on the airport's website and include information on community investment and volunteering.

The airport recently purchased 1000 trees, some of which were planted by airport staff volunteering their time at Cadley Park in Swadlincote. The remainder will be planted by local schools under the guidance of the South Derbyshire District Council Environmental Education team to give them an opportunity to get involved in the planting activities.

The school eco garden and low carbon opportunities are still open. CH urged members to help spread the word in their local areas.

The Chair asked whether a representative from the Youth Forum could be involved in the committee. CH will raise this as part of ongoing discussions with them and will feedback at the next meeting.

A member raised the impact of the increased traffic into the airport this summer on fly-parking in local villages. He requested that the signage for free parking be improved or expanded to stop traffic parking locally. CH responded this was covered



at the ICC TEP meeting and onsite signage has improved significantly over the past 6 months.

Fly-parking in local villages is a standing item on the EMA Parish Forum agenda. A suggestion at the forum is that signage could be made available for local parish councils to use. It is impossible to enforce parking where there are no restrictions as parking is legal.

A member raised the “kiss and fly” service offered in Europe and questioned if this could this be looked at, to ease the pressures on parking in the local community. It was noted that people go to extraordinary lengths to avoid parking charges.

Action: The Airport to consider the feasibility of having a member of the Youth Forum become a member of the ICC. This is due by the next ICC General meeting in April 2023.

## **12. AOB**

Future planned or proposed items

- UPS Presentation
- Proposed updated ICC Constitution
- Outcome of drone incident investigations and plans for Download 2023
- Integrated transport for the future

The Chair thanked members for the valuable work they do within the committee and thanked everyone for attending.

## **13. Date of next ICC General meeting(s)**

Friday 21<sup>st</sup> April 2023 – Venue Castle Donington Hub, 101 Bondgate, Castle Donington, Derby DE74 2NH

*There being no further business the Chair declared the meeting closed at 12:28.*