

MINUTES OF THE MEETING OF THE MANCHESTER AIRPORT CONSULTATIVE COMMITTEE held on Friday 11 July 2025 at the Hilton Hotel, Manchester Airport

PRESENT: Rachel Bailey – Chair

Sandra Matlow - Passenger Representative (online)

Tony Dean – Cheshire East Council

Michael Gorman – Cheshire East Council

Angie Clark – Stockport Metropolitan Borough Council

Jeremy Meal – Stockport Metropolitan Borough Council

Paul Andrews – Manchester City Council

Nathan Evans – Trafford Metropolitan Borough Council

Sarah Haughey – Trafford Metropolitan Borough Council

Steve Parish – Warrington Borough Council

Peter Burns – Technical Advisor Representative

Jack Thomas – North West Region Chamber of Commerce

Simon Day - Heald Green and Long Lane Ratepayers Association

Colin Banks – Knutsford Town Council

Peter Wilkins – Disability Representative

Phil Brown – Consumer Interests Representative

REPRESENTING MANCHESTER AIRPORT PLC

Alistair Andrew, Niamh Callinan, Jonathan Challis, Cerys Hughes, Rebecca Hutchinson, Pete Lederer, Pamela McGuinness, Helen McNabb, Rob Pattison, Neil Robinson, Andy Sheridan, Sue Thomas

SECRETARIAT

Denise French, Secretary

ENVIRONMENTAL ADVISOR

Nick Kelly (Cheshire East Council)

APOLOGIES:

Liz Braithwaite (Cheshire East Council), Gary Ellis (AOC), John Taylor (Stockport

Metropolitan Borough Council), Bill Fairfoull (Tameside Metropolitan Borough Council), Rob Thompson (North West Region of CBI), Tim Ward (Airport Employees), Kristina Hulme (Association of British Travel Agents), Chris Novak (Styal Parish Council), Alan Newnes (Mere Parish Council), Wayne Carter (National Trust). Also, Chris Woodroffe, Managing Director.

The Chair welcomed everyone to the meeting, in person and online; in particular, Paul Andrews of Manchester City Council, Michael Gorman of Cheshire East Council and Sarah Haughey of Trafford Metropolitan Borough Council.

COUNCILLOR CHRIS HILLIARD, CHESHIRE EAST COUNCIL AND AIR ACCIDENT IN INDIA

The Chair referred to the sudden passing of Councillor Chris Hilliard who had been a former member of the Committee and the Community Trust Fund.

She also referred to the tragic air accident that had occurred a month ago in Ahmedabad, India.

All present paused for silent contemplation.

1 PROCEDURAL MATTERS

(a) **RESOLVED:** That the minutes of the Annual Meeting of the Committee held on 25 April 2025 be approved as a correct record with the two comments as contained in the draft being accepted and incorporated.

The Chair of TAG referred to minute 1(b) relating to the TAG minutes of 14 March where a detailed presentation on the use of drones for personal use was received. There were significant consequences should a drone fly in the path of an aircraft. He had been informed that there were four areas of concern at present – Hale Barns, Wythenshawe, Handforth and Wilmslow where there had been a significant increase in drone activity over the past two months. Members had received the airport information sheet on drones, fireworks and sky lanterns and a press release had been issued. He felt there was an opportunity for MACC members to assist with informing their local communities about the risks of drones prior to the commencement of the school holidays. Members offered to assist with deliveries of a leaflet in Hale Barns and Heald Green if copies could be made available. The Chair of MACC said a presentation on drones was planned for this meeting but pressures on the agenda had resulted in a deferral to the October meeting. It was also noted that the airport's drone policy was included on the website. It was agreed that the press release would be shared with all Members and a digital information leaflet produced as soon as possible to be circulated to all members by the Secretary and members be requested to share the leaflet as widely as possible; paper copies would also be provided to those who had requested copies for distribution.

(b) The minutes of the meeting of the Technical Advisory Group (TAG) held on 13

June 2025 be received; Sandra Matlow would be included in the list of attendees (online).

Minute 5 (b) referred to the consultation on NAP 23 which stated: “During this Noise Action Plan we will develop and consult on proposals to strengthen the management of night noise at Manchester Airport. Sue Thomas explained that there were four proposals that were subject to consultation and on which the committee was invited to comment:

- (i) Extending the scheduling ban on QC4 aircraft operations to an operating ban and for this to increase from a 6.5 hour period to an 8 hour period – 23.00 – 07.00. Sue explained that scheduling referred to planned operations but recognising extenuating circumstances that could cause an aircraft to run late. The aim would be that only quieter aircraft could operate during the 8 hour night period.
- (ii) ‘Freeze’ QC2 operations between 23.00 – 07.00. This would mean no additional slot allocations for QC2 aircraft although any historic rights would continue. Once the right to a QC2 slot had been lost, it could not be brought back.
- (iii) Introduce an 8 hour Quota Count limit for both summer and winter. The Civil Aviation Authority had been asked to calculate the QC total that would result in an 8 hour noise contour (60dB L Aeq, 8 hour (23.00 – 07.00) of 7.8km². The CAA had indicated that this would be up to 12,776 QC points for the summer season and the airport had used the same approach in calculating the QC points for the winter season. A cautious approach had been taken to ensure that the airport operated well within the limit of 7.8km² and a QC limit of 90% of the theoretical maximum was proposed which gave a limit of 11,498 over the 8 hour night period for the summer season and 7,788 for the winter season. This gave confidence that the noise contour limit would be met and was a backstop not a target.
- (iv) Amend local scheduling rules (this was to satisfy legal requirements).

The Chair of TAG commented that the concerns were related to the lack of limits on the overall number of night flights; controls had previously been part of the S106 but references to night noise had now been removed from the S106 and were contained within the NAP. The NAP stated a limit based on a percentage and said that no more than 7% of flights could occur at night, this meant, as overall flight numbers increased, so could the number of night flights. He referred to the Managing Director’s report outlining growth which meant increased flights and potentially increased night flights and night noise. The Chair also felt that any references to Stansted did not compare similar circumstances as the two airports were in different geographical locations with Stansted in a more rural area meaning lower impact on residents. There were 13700-night movements at Stansted, which compared to 14045 at Manchester, but there were considerably more residents impacted by operations at Manchester with around 8100 people in the vicinity compared to 1500

residents in the vicinity of Stansted. Sue said the populations around an airport were not in the control of the airport but the noise contour area could be controlled. The noise limits for 2024 were 51dB LAeq Contour area and for Manchester this applied to an area of 36.3 km² during the night and 75.7 km² during the day; this contrasted to limits at Stansted of 41.6km² during night and 91.1 km² during the day. A member commented that despite proximity to the airport there was much house building in the surrounding area. The Chair of MACC added that many local authorities were short of a housing land supply which was likely to lead to further applications for residential development. There were limited tools for an airport to defend housing applications but there had been a successful challenge to an appeal for residential development at Mobberley and the appeal had been dismissed. The Chair of TAG said there were also cost implications to the planning appeals process. He referred to previous Planning Policy Guidance (PPG24) which gave helpful advice to planning authorities but had been withdrawn some years ago. Nick Kelly, Environmental Advisor, advised that Cheshire East Council had protections in place around noise limits within a property which could be used in relation to planning applications that could be impacted by aircraft noise but the Planning Inspector had weakened the wording to make this an aim rather than a requirement.

(c) The minutes of the meeting of the Airport Users Advisory Group (AUAG) held on 6 June 2025 be received. The Chair of AUAG noted the Group's frustration about the security queue data and inconsistency between the data provided by UKBF and the data from the airport. Rob Pattison said this would be addressed for the next meeting on 5 September to ensure the same data was referenced.

(d) The next meeting of the Airport Users Advisory Group was taking place on Friday 5 September and the Technical Advisory Group was on Friday 12 September; both meetings were at 10.00am at the airport. The AUAG walkabout was on Thursday 21 August and would review signage and connectivity within the airport terminal and perimeter and include a visit to the AeroZone.

(e) The next meeting of the Consultative Committee would take place on Friday 10 October at a venue to be confirmed.

(f) The Committee considered the report on membership items and procedural matters. The Committee:

- Noted the update on membership.
- Confirmed the appointment of Paul Andrews from Manchester City Council onto the committee and the Community Trust Fund.
- Confirmed the appointment of Michael Gorman from Cheshire East Council onto the committee and the Community Trust Fund.
- Confirmed the appointment of Sarah Haughey from Trafford Metropolitan Borough Council onto the committee and the Community Trust Fund.
- Confirmed the appointment of Simon Day onto the Airport Users Advisory

Group.

- Noted the items on the Forward Plan.
- Noted that proposals on the induction process would be submitted to the next meeting.

(g) The Chair introduced her first Annual Report; she said it was very much focused on functional matters outlining the statutory basis of the committee, its membership, terms of reference, how the committee undertook its role and the current key areas of focus. This provided a good basis on which future reports would build. The committee noted the Annual Report.

2 REPORT OF THE MANAGING DIRECTOR

Pete Lederer, Chief Operating Officer, presented the report. He summarised the key points. During the period from April to June 2025, the airport had served over 8.5 million passengers reflecting a 4.9% increase compared to the same period in 2024. The 12 month rolling total was over 31.5 million passengers. There would be in excess of 54 airlines operating out of Terminal 2 once airline moves were completed, with Ryanair remaining in Terminal 3. He explained that the airport was in a strong position for summer 2025 with positive recruitment including for airside coaching and landside bus drivers. The report showed there were 4,608 permanent employees and 215 temporary staff.

The security and operations performance continued to be strong with 99.3% of passengers processed through security in 15 minutes or less which exceeded the target of 95%. Inbound baggage handling also performed well, with 95% of bags delivered within the agreed service level timeframes. Meanwhile, on-time performance for the quarter reached 69.4%, slightly below the target of 72%.

There were a number of new routes or developments including the successful launch of a new direct service to Mumbai, operated by IndiGo. This had been celebrated with a business reception attended by IndiGo's CEO at aether in the morning, followed by an evening dinner with representatives from businesses and partners from across the region. There had also been an announcement by easyJet of two new routes from Manchester to Ljubljana and Strasbourg, which would start in winter 2025.

The work of the Liverpool-Manchester Rail Board continued. The Board's prospectus 'Connecting the North West to Drive National Prosperity' had been published and formally launched in Parliament. Chris Woodroffe, Managing Director, had joined a regional delegation in Westminster to participate in a roundtable discussion on the rail line. There had also been a reception hosted by Arup which had been well attended by parliamentarians and key stakeholders.

The transformation programme was nearing completion. Two zones in Check-In had now opened and the new East security hall had opened with 10 lanes operating the

new security arrangements. There was a great deal of work taking place on the airfield and work continued in the new Pier 2 with interior fit out works almost finished; there would then be a period of testing and trialling the facilities. The final airline to move into T2 was easyJet which would leave Ryanair as the only airline operating in T3. There would be some investment in both T1 and T3 to enable the use of facilities in both terminals to enhance the passenger journey.

The introduction of the new barrierless forecourt product had been generally positive. There had been some passenger feedback around missing signage which meant they were unaware of the changes but the majority of feedback was positive. A member noted increased complaints in June and asked whether this was a reflection of the introduction of the barrierless arrangements? Pete said this was part of the reason for the increase but complaint levels on the barrierless arrangements were reducing as passengers became familiar with the new system. The increase in overall complaints was also likely to be due to the increased passenger numbers across the site as the airport moved towards peak summer season. There were also two systems in operation with the T3 forecourt operating pay at the barrier and T1 and T2 operating the new barrierless system.

The report outlined that feedback levels had increased significantly from the previous reporting period. There had been a total of 9,939 cases during the reporting period, which was also an increase compared to the same period the previous year. The main areas of concern were barrierless, as explained above, and damage to vehicle. The average time to respond for the reporting period was 7 working days.

The services for passengers with reduced mobility continued to perform well. One of the key performance measures for the Civil Aviation Authority was to assist pre booked arriving passengers within 20 minutes, and non-booked arriving passengers within 45 minutes; the airport scored 99.33% for pre-notified and 99.93% for non notified for the financial year to date. This surpassed the threshold for a 'very good' rating from the CAA. The PRM satisfaction score was 4.3/5 which also exceeded the CAA target for a 'very good' score. There had been record numbers of PRM passengers with 65,146 PRM's assisted in May 2025.

Pete referred to the tragic air accident in India and that Manchester was working with other airports to take learnings including Exeter Airport around giving information to family and friends.

Pete explained that the airport had recently been awarded the silver award under the Armed Forces Covenant Employer Recognition Scheme.

Members raised the following issues and queries:

- When did the new arrangements arising from the transformation programme come into full effect? Pete explained that airline moves would take place later in the year with easyJet being the final airline to depart T1. There would then

be the closure of selected parts of T1 with internal changes to the two terminals (T1 and T3) to improve the passenger journey. The airport was working towards November 2025 being the date when 2-terminal operations would be in place. There would be work on wayfinding and communications to ensure airlines and passengers understood the passenger journey.

- A member commented that the reasons for the changes to T1 and T3 were understood but she was concerned around the impact and asked about the distance from check-in in current T1 (which would be used for Ryanair passengers) to the lounge and gate in T3? She felt an autowalk would be helpful. Pete said he would check the actual route distance but said consideration was currently being given to the walking routes and options including for PRMs. The building layout was complex. This was agreed as an item for the next AUAG on 5 September.
- A member commented that from their recent experience flying out of T1/3, there appeared to be confusion around the new security arrangements and a lack of staff to give information.
- A member expressed disappointment that the stained glass window could not be relocated into T2 due to regulations. Pete explained that it was a requirement that all glass be bomb proof and this was not the case with the stained glass window due to the age.
- A member referred to the Armed Services Covenant and that he was the Armed Forces Champion for Cheshire East Council who had achieved the silver award in 2022 and the gold award in 2024. He offered to assist in a mentor role which Pete was happy to accept.
- Reference was made to the possible extension of the Metrolink and whether there was land reserved at Davenport Green? Alistair Andrew explained there was no specific funding for this link at present but proposals and opportunities had been discussed with Transport for Greater Manchester.
- Reference was made to the Skills Hub and the question raised around whether staff were encouraged to apply for roles across the airport that would enable them to progress their career? Neil Robinson said the Skills Hub was at an early stage of development. Work had taken place with employers across the campus. There was also work with Trafford and Stockport college group to offer training based on the employers based at the campus and employers were involved in developing the curriculum. There was consideration given to upskilling opportunities. The Skills Hub had a governing board chaired by Chris Woodroffe. It was agreed to include an item on this topic on a future agenda.

RESOLVED: that the update be received.

3 MANCHESTER AIRPORT TRANSFORMATION PROGRAMME

Cerys Hughes updated on MTP. The transformation project was very busy at this

stage of the programme. Phase 2 of MTP would deliver:

- A refurbishment of the original Terminal 2 including an extended departure lounge and a range of high street and premium shops, northern eateries and a champagne bar.
- A new security hall with next generation 3D scanners.
- A new Pier 2 – this would have 13 flexible aircraft stands and modern boarding gates. It would be handed over to the operation in stages. There would be a WH Smith unit inside the pier.
- A new baggage system which doubles capacity and improves resilience.
- Airfield works – works on the airfield would deliver nearly 2km of new dual taxiways and make the airfield more efficient and enable growth. Part of the dual taxiway had been successfully tested and would be operational soon with another part coming online later in the year.
- Landside works - road network modifications to improve the flow of traffic to and from T2. This included the new 200m Sydney Avenue link. There was also a dual forecourt with dynamic gantry signage on World Way.

Cerys explained that Zones B and C had now opened in the East Check In Hall, with hybrid check-in, self service desks and referral desks. In October, Zone A would open with the same arrangements. The new East Security Hall had opened in May with 10 new security lanes in place of which 5 lanes were currently in use for passengers and 2 being used by staff; all fully compliant with the new security regulations. The area had floor to ceiling windows. In the T2 departure lounge there would be 24 x new retailers and new brands including Joe & the Juice and Lego. The retailers would begin operating in stages. There would be additional seating with airfield views. A Special Assistance area would be provided in both East and West Halls. Images were shown. Some areas were currently undergoing testing and trialling. Open Days were being held for staff to enable familiarisation.

Members raised the following issues and queries:

- Was there sufficient seating outside of the food and beverage areas and were charging points in place? Cerys said there was good provision of additional seating that would be in place soon. On Pier 2 there were charging points similar to Pier 1; there were also charging points within the seating area but not on each individual seat.
- Did it matter which hall was used depending on the passenger's flight? Cerys said it did not matter as both led to a central point. There were escalators and a digital screen in the centre of T2 and access to all areas both east and west.

- It was noted that Pier 2 would have flexible stands – what did this mean? Cerys said it meant a stand could accommodate two smaller or one larger aircraft.
- Reference was made to comments from the public around the difficulty of navigating the site including where to pick up and drop off. A further query was made about the accessibility of the road bridge. Cerys confirmed there was a lift on both sides of the bridge. Neil added that an overall review of signage and wayfinding was to take place. Members commented that should a driver go in the direction of the wrong terminal there was a lack of signage to the other terminals. The Chair commented that the Committee was very aware of issues with signage and wayfinding and the next walkabout would include a review of signage. Any comments could be sent to the Secretary.

RESOLVED: that the update be received and noted.

4 TECHNICAL ITEMS

(a) Autowalks – availability and maintenance – Andy Sheridan, Head of Asset Lifecycle Engineering updated. He explained that the airport had a maintenance contract with Jacksons including an on-site presence and a Service Level Agreement (SLA) for a call out service. Assets were categorised according to how critical they were with Category 1 referring to an asset where there was no alternative asset available and Category 2 would include assets such as a bank of lifts where there was alternative provision. There would be 198 assets under contract with Jacksons in the near future with 33 assets coming back online over the upcoming weeks. There was a central system that coordinated all information on how well each asset was working. This enabled instant fault reporting.

Members raised the following queries and issues:

- What was the average wait time when the maintenance company received a call out? Andy explained that the SLA was that they were on site within one hour. There were also airport engineers who would attend more quickly depending on the asset that needed repair.
- What was the performance against the SLA for the maintenance of autowalks and was there a maintenance programme that prevented breakdowns? Andy explained that the performance against the SLA was very good, there had been some issues with the autowalks in the Skylink with the equipment not responding when in energy saving mode. There had been some issues around provision of spares from Otis who provided lifts and escalators; this was due to long lead in times. This had been addressed through the investment in a supply of spares to keep onsite.

- How quickly were the team aware of an item when it was out of service and was there a priority list? Andy explained the time to address an issue only begun once the team were aware. There was a sensor that could be used to report items but there was a low reporting rate. There was an Asset Support Team who took any calls that reported issues, but they also monitored CCTV to try to identify issues. Andy said liaison would take place with the Customer Services team to identify which assets should take priority.

It was agreed to provide an update to AUAG.

(b) UK Airspace Design Service (UKADS) – Jonathan Challis updated. On 2 June, the CAA and Department for Transport had published their consultation response to proposals for a UKADS. The response confirmed plans to proceed with the creation of a single entity for modernising the design of UK airspace (UKADS) with the intention that it would be in operation by the end of 2025 and would be delivered by NATS EN Route (NERL), through a change to its air traffic services licence. Initially, UKADS would be responsible for delivering the London cluster Airspace Change Process (ACPs) (the London Terminal Manoeuvring Area – LTMA), but in the long term it was anticipated that its role and scope would evolve to include responsibility for all UK ACPs. The governance arrangements were outlined and would include an independent panel - Advisory Board - that would hold UKADS to account. Jonathan said further detail was awaited on the Advisory Board and how stakeholders may raise issues.

Members asked about the impact on the Manchester Terminal Manoeuvring Area (MTMA)? Jonathan said that the MTMA would not be part of UKADS but there could be some benefit. He added that some smaller airports found the costs of airspace change to be difficult. A fee structure was to be established to pay for the design elements etc for all the Terminal Manoeuvring Areas. There was a proposal that UKADS would subsume the Airspace Change Organising Group in their current role of acting as a broker – this role would be undertaken by UKADS in future. Further consultation would take place later in the year.

RESOLVED: that the updates be received and noted.

5 INTEGRATED TRANSPORT

Pamela McGuinness updated on surface access plans. She explained her presentation would cover the following topics:

- Bee Network
- Bus performance
- Rail performance

The Bee Network had been launched on 5 January 2025; a video was shown that gave information on the service. Passengers could purchase a 'hopper ticket' using contactless technology and the ticket could be used on a bus or a tram. The last AUAG walkabout had been to the Ground Transport Interchange (GTI) and had viewed the enhancements including:

- Passenger Information Screens
- Coach and bus stands
- New wayfinding
- New seating
- New Help Points (these had been funded by the Department for Transport) as an addition to the help points installed by Transport for Greater Manchester (TfGM).
- Branding.

A punctuality and network review had assessed reliability of buses on the Bee Network at 85% and 85% for trams.

Rail Project – the airport was supportive of the Network Rail business case for platform lengthening and works were taking place in preparation. This would enable the exploration of the potential for a new rail service. Work was taking place with TfGM to integrate the rail services with the Bee Network.

Sustainable Transport Fund – Pamela explained that the fund supported various projects and one project that had recently been delivered was the Airport Orbital Cycle Route. There were also a number of proposals for consideration including a bike hire scheme, enhancement of cycle routes and linking to 'Mix Manchester'.

GTI Masterplan – work was ongoing on the plan.

Members raised the following issues and queries:

- The provision of audible announcements on the Bee Network was commended.
- Were there any plans to increase the frequency of services between Wilmslow and Styal and the airport which was currently an hourly service? Pamela said there were initial discussions and a business case was being built.
- Members queried the punctuality of the bus network which was particularly important when serving the airport, as well as contributing to the overall image of the Bee Network.
- Who was the bike hire service aimed at attracting? Pamela said the cycle route was part of a wider project encouraging leisure use. There was also a project to encourage staff across the campus to travel the 'last mile' on public transport or by bike.

- Reference was made to difficulties in travelling to the airport from the south side of the airport without access to a car. A query was raised around whether there was an opportunity for the Bee Network to link to Cheshire bus services? Pamela said this was part of a network review and the airport could take an influencing role. It was also suggested that improved bus connectivity to the south could benefit passengers and staff as well as encouraging young people to seek work at the airport. The Chair noted that the connectivity issues raised were complex and required engagement across local authorities and the airport.
- Was there any synchronisation of fare structures? Pamela said this was under consideration and the airport tried to influence this.

RESOLVED: that the update be received and noted.

6 CSR (CORPORATE SOCIAL RESPONSIBILITY) UPDATES

MAG Sustainability Strategy – Neil Robinson updated on the Manchester Airports Group (MAG) recently launched Sustainability Strategy which covered the three airports. The previous strategy had three areas of focus:

- Environmental – including becoming a zero carbon airport
- Local Voices – community engagement, Noise Action Plan
- Opportunities for All – this was the area where most progress had been made including the Skills Hub, Airport Academy and the AeroZone.

The new strategy had five clear strategic focus areas of which three were new and two were a continuation of the current areas:

- Opportunities for All
- Local Voices
- Decarbonising aviation
- Protecting nature – including biodiversity
- Responsible resources – focusing on energy, waste, use of water.

The decarbonising aviation focus was a significant change as there was a greater focus on taking more responsibility and an expansion to look at other environmental impacts of aviation. The strategy contained a Net Zero target by 2038 with an interim target of achieving 50% by 2030. All Directors within MAG had carbon targets. In terms of aircraft emissions there was a target to achieve 27% improvements by 2035 which was in line with the Government's national policy.

It was agreed to bring a further update on the Sustainability Strategy to the next meeting and to bring elements of the strategy to meetings of the Advisory groups focusing on different elements.

The Committee noted:

- Aircraft track and noise monitoring and complaints reports for April – May, the June update would be circulated outside the meeting.
- At the April meeting of the Community Trust Fund, 16 groups had been successful in receiving funding of £28,666.82, with grants funding items including an industrial dishwasher, wicket covers, table tennis tables, information boards, benches and greenhouse.
- The summer outreach programme had commenced with the Community Engagement Team attending the Knutsford May Day; this had been followed by attendance at the Mobberley Rose Queen celebrations and attendance at both days of the Cheshire Show. At the Cheshire Show the team had spoken to almost 1,000 people; the key comments /themes included positive feedback about Terminal 2: look and feel, passenger experience (especially security); questions about barrierless forecourts but minimal complaints; interest in the map of flight paths: lots of questions answered but again, few complaints. There had been many people commenting that they liked seeing the planes; there was much interest in the airport's sustainability commitments as displayed in a new pull up banner; positive comments on the Little Flyers activity books/giveaways; and interest in the Future Airspace Project.
- In May an Afternoon Tea had been held at The Welcome café in Knutsford for socially isolated members of the community; the event including games of bingo, a quiz and raffle and the opportunity to chat. Waiting on was provided by Airport volunteers.
- In March, East Midlands Airport had hosted the UK's only Airport Youth Summit, where around 70 young people from across the Manchester, East Midlands and Stansted regions took part in discussions which would help MAG to shape their approach to sustainability.
- Volunteering work continued. In recognition of the Protecting Nature theme in the new Sustainability Strategy, nature-based volunteering opportunities were being progressed through links with the Bollin Valley Partnership and the National Trust. CAVU's marketing team had recently built new access steps on the Middlewood Way, near Poynton. Other volunteering included continuing the Prospect Vale Primary School makeover project and various litterpicks.

RESOLVED: that

- (a) The update be received and noted
- (b) The Sustainability Strategy be considered further at the next meeting of the committee and themes and elements of the strategy be considered at the Advisory Groups.

7 CONSULTATIONS

RESOLVED: that delegated power be granted to the Chair of the Committee and Chair of TAG to respond to the two consultations relating to biodiversity net gain (BNG).

DATE OF NEXT MEETING: Friday 10 October 2025 at 10.00am.

Agenda items	Action	Who	When
Item 1 - Procedural matters: TAG minutes	Drones – presentation to the next meeting; information leaflet to be shared with local communities.	R Pattison/Secretary	10 October 2025
Membership	Induction process – next meeting	Chair/Secretary	10 October 2025
Item 2 – MD’s Report	Item on how T1/T3 will work once all airlines except Ryanair, have moved to T2 to include passenger journey, PRM provision.	J Walker	AUAG 5 September
	Skills Hub	N Robinson	Future MACC meeting
Item 4 – Technical Report	Asset availability, repair and maintenance – item for AUAG	A Sheridan/J Walker	AUAG 5 September
Item 6 – CSR Updates	Sustainability Strategy – bring key elements to future meetings	N Robinson	MACC and Advisory Groups as relevant