



EAST MIDLANDS AIRPORT  
**CONSULTATIVE  
COMMITTEE**

# East Midlands Airport Consultative Committee (EMACC) General Meeting



Date: Friday 5<sup>th</sup> December 2025



Time: 10:00 – 12:30



Location: EMA Training Hub, Building 110, East Midlands Airport & Microsoft Teams (Hybrid)

# Agenda:

Timing	Agenda Item	Lead	Resources (paper, presentation etc)
5 minutes	1. Welcome and apologies:	Chair	
5 minutes	2. Declaration of Interests:	Chair	
5 minutes	3. Minutes of the Last Meeting: a. 4 <sup>th</sup> of July 2025 Minutes b. Matters Arising	Chair	Draft Minutes
10 minutes	4. An Update by the Chair (to include announcement of new vice chair and membership of sub-groups):	Chair	
25 minutes	5. Managing Director's Report:	Steve Griffiths	Paper
15 minutes	6. Airport Update: a. Environment b. Planning c. Community Engagement	a. James Ayre// Sue Thomas / Martin Churley/Adam Freeman b. Jon Bottomley c. Colleen Hempson	Papers
25 minutes	7. Update on East Midlands Combined Authority:	Ken Harrison / Edward Highfield, East Midlands Combined Authority	Presentation
20 minutes	8. MAG Decarbonisation update:	Adam Freeman	Presentation
25 minutes	9. Hydrogen in Aviation:	Max Lawrence- Griffiths	Presentation
5 minutes	10. AOB: Future Planned or Proposed Items:	Chair	
5 minutes	11. Future Meeting Dates: Friday 17 <sup>th</sup> April 2026	Chair	

# 1. Attendees:

## Attending:

Title/ Organisation	Name	Initial
East Midlands Airport Consultative Committee (EMACC) Independent Chair	Guido Liguori (IP)	Chair
Independent Secretariat	Carol Pull (IP)	CP
<b>Airport User Group:</b>		
DHL Aviation (UK) Ltd	Will Fuller (V)	WF
East Midlands Chamber of Commerce	Ian Evley (V)	IE
EMA Accessibility Forum	Christiane Link (IP)	CL
Loughborough University	Dr Andrew Timmis (IP)	AT
Nottingham College	Robin Atherlay (V)	RA
<b>Local Authority Group:</b>		
North West Leicestershire District Council	Cllr Ray Sutton (IP)	RS
Broxtowe Borough Council	Cllr Richard MacRae (V)	RM
Nottinghamshire County Council	Cllr Andy Brown (IP)	AB
South Derbyshire District Council	Cllr Stephen Taylor (IP)	ST
Rushcliffe Borough Council	Cllr Andy Edyvean (IP)	AE
Derbyshire County Council	Cllr Martyn Ford (V)	MF
Derby City Council	Cllr Martin Rawson (V)	MR
Leicestershire County Council	Cllr Charles Pugsley	CP
<b>Local Interest Group:</b>		
Derbyshire Association of Local Councils	Cllr Stephanie Marbrow (V)	SM
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter (IP)	AS
Melbourne Civic Society	Martin Keay (IP)	MK
CPRE Derbyshire	John Ydibli (IP)	JY
People Against Intrusive Noise (PAIN)	Dr Paul Grimley (IP)	PG
Save Aston and Weston Village Environment (SAVE)	Ed Green (IP)	EG
Kings Newton Residents Association	Dr Chris Tyler (IP)	CT
<b>MAG / EMA Representatives:</b>		
EMA Managing Director	Steve Griffiths	SG
MAG Chief Sustainability Officer	Neil Robinson (V)	NR
MAG Head of Noise and Community Engagement Strategy	Sue Thomas (IP)	ST
Decarbonisation & ESG Director	Adam Freeman (IP)	AF
MAG Head of Community Engagement	Robert Pattison (IP)	RP
EMA Community Engagement Manager	Colleen Hempson (IP)	CH
MAG Planning Services Director	Jon Bottomley (V)	JB
EMA Asset Maintenance Director	James Ayre (IP)	JA
Public Affairs Manager	Miles Pattison (IP)	MP
Head of Environment	Martin Churley (V)	MC

<b>Guests / Invited Speakers</b>		
East Midlands Combined Authority	Ken Harrison	KH
Loughborough University	Max Lawrence-Griffiths	MLG

## Apologies:

<b>Title/ Organisation</b>	<b>Name</b>
Protect Diseworth	Jim Snee
Charnwood Borough Council	Cllr Jenni Tillotson
Nottinghamshire Association of Local Councils	Cllr Hillary Gibbins
Job Centre Plus	Joanne Alton
5 Parishes Community Group	Julian Coles

## Absences:

<b>Title/ Organisation</b>	<b>Name</b>
UPS Ltd	Sarah Bell
Erewash Borough Council	Cllr Harrison Broadhurst

(V): attending virtually.

(IP): attending in person.

The Chair welcomed everyone to the meeting.

Apologies were received from Cllr Tillotson, Cllr Gibbins, Joanne Alton, Jim Snee and Julian Coles.

## 2. Declaration of Interests:

There is a standing declaration of interest from Cllr Taylor regarding the Freeport.

## 3. Minutes of the Last Meeting:

### a. 4<sup>th</sup> July 2025 Minutes:

An error was noted in the apologies section of the July minutes. A member suggested that Cllr Pugsley, in the apologies, was referenced incorrectly as Leicestershire County Council instead of North West Leicestershire. The minute has not been amended as Cllr Pugsley is a councillor for Leicestershire County Council who has responsibility for the district of North West Leicestershire. The EMACC representative for North West Leicestershire District Council is Cllr Sutton who was present at the meeting.

The minutes of the meeting of the EMACC Committee held on 4<sup>th</sup> of July 2025 were approved as an accurate record.

## b. Matters Arising:

EG requested that future papers be sent individually to allow single documents to be shared with the community. CH will send future meeting documents separately.

# 4. An Update by the Chair:

Election results:

The Chair thanked members for taking part in the recent elections.

Cllr Sutton is confirmed as the incoming Vice Chair, which also gives entitlement to attend both sub-committees and the agenda setting meeting.

The Chair thanked Dr Andrew Timmis for his service as outgoing Vice Chair.

The new sub-committee members are as follows:

### TEP

- Airport User Group:
  - Job Centre Plus (Joanne Alton) -- V
  - East Midlands Chamber of Commerce (Ian Evley) - V
  - Nottingham College (Robin Atherlay) – V
- Local Authority:
  - Derbyshire County Council – (Cllr Martyn Ford) - V
  - Derby City Council – (Cllr Martin Rawson) -- V
  - South Derbyshire District Council – (Cllr Steven Taylor) – V
  - North West Leicestershire District Council (Cllr Ray Sutton) – Vice Chair
- Local Interest Group:
  - Kings Newton Residents' Association (Dr Chris Tyler) – V
  - Leicestershire & Rutland Association of Local Councils (Cllr Angus Sowter) – V
  - EMA Accessibility Forum (Christiane Link) - NV

### MENT

- Airport User Group:
  - DHL Aviation Ltd – (James Neil/Will Fuller/Fionnuala Burns) – V
  - Nottingham College (Robin Atherlay) – V
- Local Authority:
  - Nottinghamshire County Council – (Cllr Andy Brown) – V
  - Rushcliffe Borough Council – (Andy Edyvean) – V
  - North West Leicestershire District Council (Cllr Ray Sutton) – Vice Chair
  - Leicestershire County Council - (Cllr Charles Pugsley) - NV
- Local Interest Group:
  - People Against Intrusive Noise (PAIN) (Paul Grimley) – V
  - Save Aston Village Environment (SAVE) (Ed Green) – V
  - Melbourne Civic Society. (Martin Keay) – V
  - Kings Newton Residents' Association (Dr Chris Tyler) – NV
  - Leics & Rutland Assoc of Local Councils – (Angus Sower) – NV
  - 5 Parishes Community Group – (Julian Coles) - NV

(V = voting, NV = non-voting)

The Chair stated that he would welcome members to join future sub-committee meetings as observers as the sessions are held virtually.

Since the last meeting, the Chair has attended the following meetings:

- UKACC AGM (minutes will be circulated when received)
- CAA Environmental Information forum in July
- Environmental Forum in November. At this event, the Chair raised a query about support for airports struggling with ASC gateway submissions, noting LBA delays and their impact on EMA communities. LBA's next submission is expected in Q1. If unsuccessful, ACOG, DfT and CAA will consider next steps. The CAA acknowledged the challenge and EMA colleagues also raised concerns. It was noted the Aviation Minister is pushing for national progress. CAA UK airspace design session.
- CAA Virtual Session on Airspace Modernisation Strategy Environmental Objective
- Catch ups with CAA and DfT where he again raised the LBA ASC delay
- Lead Director of the Aviation Environment Federation
- CEO and Lead Policy Director at Airports UK
- Airspace Modernisation SEG - 17 November 2025

The Chair is due to meet the new Chair of the Consultative Committee for Doncaster Airport on the 19<sup>th</sup> of December to discuss setting up the committee.

The Chair asked members to keep an eye out for his bulletin being circulated later that day. He urged members to respond to two consultations and asked them to reach out should they need help.

The Chair encouraged all EMACC members to attend the TEP tour which will be arranged for March. CH will contact members about arrangement early in the new year.

The Chair's draft of EMACC's yearly review will be circulated towards the end of the year for comment. The Chair will also issue his annual survey for members to complete again towards the end of the year.

The Chair informed members of RP's upcoming retirement and thanked him for all his help and support with the committee over the years.

## 5. Managing Director's Report:

The report was circulated and taken as read.

### Report highlights:

SG welcomed members to the new EMA Training Facility and explained how the building will be used.

The team has now moved into the winter operation. The airport had a strong and successful summer, slightly short on forecast passenger numbers driven by Ryanair fleet issues. The customer experience has improved year on year, even over the busy summer period year which is excellent as this can be when things can dip. 4 million passengers are expected by the end of the financial year (March 2026), and growth is expected during the following year.

The maintenance programme will increase during the quieter passenger period.

There has been cargo growth with 7 new worldwide airlines commencing operations within the last 6 months. Some carriers have invested in the cargo facility to bring it to full operational use in 2026.

A new ground handler will join the airport in 2026, and dnata have agreed terms for a new cargo facility.

£3,000,000 of investment is going into the retail space over the winter period. The old Frankie & Benny's area will be refreshed and become Italian restaurant Terracotta which will extend the offer of meals available throughout the day. By the end of winter period around 90% of the food and retail proposition will have been refurbished.

The refurbishment and extension works on the new security hall are now complete which enhances the area for both passengers and staff.

The later stages of new and upgraded gatehouses, which are the entry points into the airfield, should be completed by end of January 2026. This has been a major construction programme which dramatically changes how the airport operates.

A 'Little Flyers' interactive room is being installed, the sensory room is being refreshed, and the quiet room will move. Work continues on the arrivals area in 2026.

Runway work is now being carried out during daylight hours on Wednesdays during the winter period rather than at night. This improves the safe environment and increases productivity.

A very good rating was received again on assisted travel, and an inaugural award was won at the Travel for Everybody Awards. SG shared his pride of the airport's achievements and performance.

#### **Item 5. Questions & Answers:**

CT thanked SG for his presentation and asked, with the introduction of new cargo carriers and more wide-bodied aircraft, how will the airport ensure strict adherence to noise-preferential routes, and what measures are in place to manage the increased noise impact on local residents. SG confirmed it is strict on adherence to the NAP and has stopped aircraft from departing when approaching the 11pm curfew. Air traffic control (ATC) procedures ensure compliance, including new operators. Some carriers are also upgrading fleets to quieter aircraft such as 777s. While larger wide-bodied aircraft may initially increase, most operate during the day, and the airport closely manages early-morning activity to minimise disturbance. CT asked SG if he was able to confirm that the Noise Preferential Routes were going to be a key feature of the Noise Action Plan going forward and SG replied "Yes".

RS referred to the Freeport update in the report. He appreciates that the planning is a sensitive topic and highlighted that members wish to support the airport as much as possible. As the planning application has been held up for 3 months by National Highways, he asked if there is anything else the airport can say. SG confirmed MAG is progressing its planning application with Prologis for the 100-acre site south of the A453, with updated environmental and transport work now submitted and an indicative decision date in February 2026. Prologis continues local engagement. In parallel, SEGRO has resubmitted its development consent order (DCO), that has now been accepted for examination by the Planning Inspectorate (PINS). The SEGRO scheme covers a wider area with broader transport implications. The airport considers a DCO unnecessary but is working with both parties to align development and will provide input to the DCO process.

JB added that Prologis' updated planning addendums are now published on the North West Leicestershire District Council website and open for public consultation until the 19<sup>th</sup> December. Prologis has refined the original MAG application, including changes to site and plot layouts and reducing building heights by around 2 metres. A planning decision is expected around February 2026. For SEGRO's DCO, all documents are now publicly available via SEGRO and PINS websites. The

process is currently at the ‘relevant representations’ stage, with submissions due by 9 January 2026. The airport will make representations, focusing on its view that land north of Hyam’s Lane does not require a DCO. The DCO examination is expected to run into summer, and the committee will be updated as the process progresses.

RS thanked the airport for their update and urged members to provide input while they have the opportunity. RS shared his concern that there is a danger that responses from the public may be seen in a different light. RS has reviewed a list of NSIP DCO applications over the past year, and this is the only warehousing project on the list. RS is upset that this stage has been reached as he believes this is an unbalanced process. The airport is disappointed about the DCO as they don’t believe this route is in the best interest of the public as it doesn’t give the same level of strength of local consultation and community engagement as you would get through a local planning application. The airport and Prologis are very focused and sensitive to Diseworth village and want to strike a medium rather than force a development on to them. In their view, a DCO forces a development without due consideration. The updated Prologis application focuses very much on community spaces and natural walkways. SG is aware it’s a sensitive issue and encouraged people to provide their input through local planning.

RS also highlighted the wider issues concerning traffic around Junction 24. SG agreed that SEGRO’s DCO links into wider regional issues, including the Freeport programme and future development at the Ratcliffe power station site, all of which compound pressures around Junction 24. The airport’s own proposal assesses traffic impacts in isolation, but broader discussions are ongoing as multiple large developments, not just the DCO, are driving the wider transport challenges.

EG asked RS if there was a similar growth strategy scheme to that on today’s agenda planned for Leicestershire given the complexities of the neighbouring counties. RS wasn’t aware of any similar plan. The issue is how national highway modelling is combined with local road modelling across Nottinghamshire and Leicestershire. This isn’t a straightforward process, trying to model future conditions against current local road interactions and RS believes this is an area that will need careful scrutiny. SG agreed this is clearly complex given the geography of the 3 counties.

The Chair agreed that the committee needs to be aware, but that this isn’t a matter for them or the airport. He asked the airport for their thoughts. SG agrees that they can only talk about the work they have done on traffic modelling related to their development and the engagement they’ve had with the highways and initially the County Council to do that.

The Chair added that his bulletin will contain a link to the SEGRO DCO application which will give a view of everything that has been submitted to planning.

## 6. Airport Report:

### a. Environment:

The papers have been circulated and were taken as read.

JA, ST, JB, and CH took members through the report.

#### **Climate change:**

A substantive decarbonisation update is provided at Agenda item 8.

#### **Noise Action Plan 2024 – 2028 & Community Noise Monitoring:**

Taken as read.

### **Community Noise Monitoring:**

The [Insightfull Community Noise Portal](#) is now live, and ST urged members to look at the changes made. A link is provided in the report. Compliance is being tracked on the noise preferential routes. ST confirmed that routes cannot be changed without an airspace change.

Fixed noise monitors remain, including the additional monitor in Aston and live data is available on the Webtrak system. The information from these should be available for the next round of meetings. The Aston monitor has been left in situ for a longer period to capture information on training flights. Discussions have taken place at MENT around training flights and making changes to the programme. This is being trialled, and members will be asked for feedback following the trial period.

### **EMA Surface Water Performance and Improvement Programme:**

Transitioning from summer to winter operation until April 2026. During the summer, lots of work was carried out in the water network including system upgrades and de-silting.

A treatment processes is in place to manage any anti-icing chemicals entering the water network, including the use of aeration systems to ensure correct discharge rates. AI enabled cameras have been installed at the River Trent outfall to provide 24-hour monitoring, supported by on-site teams who continue to manage mapping and oversight. JA confirmed they are in a strong position operationally.

### **PFAS and Regulation 61 Summary:**

MC highlighted and recommended a BBC Panorama programme which aired recently on general PFAS, across all sectors of the economy (not just aviation). At EMA the Section 61 notice is now at monitoring stage. JA's team will carry out regular sampling for a year to provide samples over each season. The airport met with the PFAS team from the Environment Agency (EA) who are happy with the progress.

The Chair advised that PFAS will be added as a standing item to the MENT agenda going forward.

### **Waste Update:**

The tender process to look at the waste management provider going forward is in final stages. This should be complete before year end and the new provider will be in place by end of March 2026.

## **b. Planning:**

The report was taken as read given the discussion at item 5.

RS highlighted the NWL local plan section and asked whether the airport intends to comment on the newly added strategic warehousing site in the draft local plan. He noted that part of the site falls within the Public Safety Zone at the eastern end of the runway and has been included without Regulation 18 consultation. He queried whether the airport would comment now or wait until the Regulation 19 consultation stage. JB confirmed that the draft local plan already contains safeguarding and public safety zone policies. In relation to the newly proposed allocation at Kegworth, they will make representations at the Regulation 19 stage on the soundness of the plan and its compliance with existing policy. The airport will continue to monitor local plan work across North West Leicestershire and neighbouring authorities and will submit representations whenever public consultation opportunities arise.

RS asked if the airport would comment on policy EC10 relating to public safety zones already in the North West Leicestershire draft local plan which went out for Regulation 18 consultation. JB advised that this issue will be addressed in detail at the Regulation 19 stage. As the DfT is the regulator for public safety zones, they will seek to ensure that the local plan wording aligns with national guidance. He noted that local authorities are required to ensure compliance with national policy, and this will form part of their representations.

### **c. Community Engagement:**

The report was taken as read.

CH highlighted launch of 2025 Sustainability Report which is available online. A link is available in the report.

The 2<sup>nd</sup> youth forum session for this year is due to take place 10th of December, the third event will be on 22<sup>nd</sup> January 2026, and the final event will be the MAG Youth Summit, bringing together all three youth forums from our three airports, to be hosted at the airport in March 2026.

The volunteering target of 30% has already been achieved with some time to go. CH congratulated colleagues for their effort.

#### **Item 6. Questions & Answers:**

RS asked MC for his thoughts on how to keep up the engagement between the airport, the EA and the Derby Railway Angling Club (DRAC). He asked if there are plans to strengthen collaboration, noting that prolonged standoffs could be unhelpful given public interest in surface water issues and the hard work done by the airport. RS doesn't believe the previous working group was effective.

The Chair explained that the working group was effective and gave the reasons why. The group is not sitting any longer as there was no purpose for it, but it can be reinstated if required. DRAC have been invited to attend meetings, but they wish to meet with the EA before meeting with the airport. MC responded that DRAC are a valued stakeholder, and the airport wish to continue to engage, and they have attempted to arrange a meeting on several occasions, but DRAC have refused. SG added that the airport operates with openness and transparency and will engage with any member group who wishes to discuss water management. Regular engagement is ongoing with the EA. The airport is happy to carry out site visits if requested. SG appreciates that not all parties will agree as this is a complex issue. Unlike other UK airports, EMA is unable to discharge via the sewage network and have a permit which allows discharge to natural sources. This creates a difference of opinion. DRAC have also asked to meet with SG and dates have been offered but DRAC seem unwilling to meet.

RS complimented CH and the airport for the community engagement report and congratulated the team for their performance.

## **7. Update on East Midlands Combined Authority:**

The Chair welcomed KH from East Midlands Combined County Authority.

The presentation was circulated and taken as read.

KH took members through highlights of the presentation including their core mission, ambitions and growth strategies and opportunities.

#### **Item 7. Questions & Answers:**

JY asked if alongside strategic strategy, land use strategy to protect farming and nature is being considered. KH explained that the work is intended to form an integrated, strategic development framework rather than a more detailed local plan. It will consider environmental protection, land use allocations, distribution, housing, and employment needs, alongside biodiversity priorities and the importance of natural habitats and transport connections. The aim is to provide guidance at an appropriate strategic scale.

AB informed KH that he had written to the mayor regarding lack of transport in the Rushcliffe area. He received a response advising that 2 members of staff were being assigned to look at connectivity and asked if KH could provide an update on progress. KH said he is very keen to look at this as part of planning. One aspect being looked at is the Trent Arc public transport gateway which includes using East Midlands Parkway. AB added that there is great frustration at the lack of connectivity between Parkway and the airport as it renders the station useless for those travelling to the airport for work and leisure and adds additional traffic pressure to J24.

MR asked how cross-border relationships will be managed, noting the overlap between the Combined Authority's economic development and transport functions and the airport's interests, particularly around the Trent Arc. He questioned whether any formal structures are planned to support collaboration between the airport and the Combined Authority while ensuring Leicestershire authorities remain fully included. RS confirmed that there is already close working between the airport, the Combined Authority, and other partners, including through the Freeport. The Combined Authority is preparing to take on accountable body status in line with government expectations. Officer-level engagement is ongoing at strategic, senior, and technical levels, ensuring continued collaboration with the airport and the relevant local authorities.

RS thanked KH for his presentation and asked what action is being taken to address current cross-border issues, particularly around strategic warehousing. He noted that existing planning measures appear to stop at county boundaries, with no account taken of vacant speculative warehousing in neighbouring areas. RS stressed the need for immediate attention to these operational and strategic matters within the wider Trent Arc, alongside longer-term planning work, and asked whether this urgent issue will be addressed. KH responded that while they work collaboratively across borders, accountability for specific developments rests with the relevant local authorities, in this case, Leicestershire County Council. The Strategic Development Strategy cannot influence those decisions directly, but they will continue to work in partnership and recognise the wider potential for large scale employment growth across the area as the picture continues to evolve.

EG thanked KH for his presentation and highlighted this is the first time he had seen the strategy. He noted that much of the growth opportunities are planned in the Trent Arc and asked who had been consulted in developing the growth strategy. He noted that no current or past consultations appear on the EMCCA's website and questioned if wider public consultation would take place, given the scale of proposed development. KH explained that the document represents the starting point for discussion, drawing together existing evidence from local plans and regional strategies. It is not a finalised strategy, and wider public engagement will take place as the Strategic Development Strategy process progresses. The intention is to stimulate feedback that will help shape future land planning, with formal consultation opportunities to follow.

The Chair thanked KH for attending the meeting.

## 8. MAG Decarbonisation update:

The presentation was circulated and taken as read.

AF took members through highlights of the presentation including work done so far and future plans.

### Item 8. Questions & Answers:

JY asked if MAG as a group is looking to do anything with passenger carbon offsetting. AF confirmed that passengers can already purchase carbon offsets through the airport's website via the Carbon Click tool, which uses a mix of UK woodland projects and accredited international offset credits. He noted that the sustainability strategy aims to further develop this offer by providing passengers with more information on the impact of their travel and potential alternatives, but the offset option is already in place.

PG questioned whether it will be feasible to purchase carbon removals within the next 4 to 5 years, as the market is not yet established and the technology remains in its infancy and very expensive. AF responded that although the carbon removals market is still emerging, industrial scale engineered removals already exist in Europe, for example in Iceland, and in the US, with new UK projects receiving government backing. The technology is proven but needs to scale, which is why MAG intends to be an early adopter. He highlighted that other first movers include major airlines and large tech companies and acknowledged that costs are expected to remain high until the market matures.

PG queried how the airport's target to reduce emissions intensity by 27% aligns with plans for significant long-haul freight growth, noting that activity, measured in revenue tonne kilometres (RTKs) are likely to rise far beyond this level, potentially resulting in higher overall emissions. He also asked why the proportion of carbon removals in the Sustainable Aviation roadmap has reduced in recent versions, and who would bear the cost of delivering those removals given the technical difficulty involved. AF acknowledged that the 27% emissions intensity reduction target is ambitious, particularly given EMA's fleet mix, but noted that it aligns with national aviation carbon budgets and the Government's Jet Zero strategy. He emphasised that overall aviation emissions are managed at a national level, with some airports expected to accommodate more growth than others. MAG's commitment is to contribute fully to industry-wide emissions reduction, with a target they consider stretching but achievable. With regard to the Sustainable Aviation roadmap, AF explained that the roadmap remains unchanged, with an update expected next year. After accounting for expected operational efficiencies and technology improvements, the remaining decarbonisation relies on roughly two thirds sustainable aviation fuel and one third carbon removals. The aviation sector, alongside agriculture, is expected to be a major buyer of removals. MAG and LHR are co-chairing the group leading this work. Further announcements are anticipated in the new year.

MF asked if the airport's diesel vehicles only use red diesel. AF advised that this was the case in the past, but as this has been unavailable for approximately three years, bio diesel is now used.

RS asked if AF could explain ETS used in the graph on page 7 of the report. AF explained that airlines operate within two emissions trading systems (ETS), the UK ETS and the EU ETS which require airlines to reduce emissions or purchase increasingly expensive credits. For flights outside Europe, the global CORSIA scheme applies, setting an emissions cap for international aviation. These schemes add a cost to emissions and are intended to incentivise decarbonisation.

## 9. Hydrogen in Aviation:

The Chair thanked MLG for attending the meeting and highlighted that he was a previous member of the EMA Youth Forum.

The presentation was circulated and taken as read.

MLG took members through highlights of the presentation which covered future opportunities and challenges of using hydrogen to achieve net zero for aviation.

### **Item 9. Questions & Answers:**

EG thanked MLG for his presentation and asked if there are any options for battery electric and how this links to hydrogen. MLG agreed battery-electric and hydrogen aircraft are not mutually exclusive. Hydrogen could be used either through direct combustion in adapted jet engines or via fuel cells generating electric power. While electric aircraft may have a short-term role, battery weight limits their feasibility for longer-range operations.

RS asked if there is another production area in the Northwest of the UK. MLG wasn't aware of that specific point but highlighted that Lincolnshire and the wider north east also have significant hydrogen production proposals. MLG also highlighted the importance of developing local hydrogen production, distribution, and demand centres to improve energy self-sufficiency and reduce exposure to international price volatility. AF added that government policy supports several hydrogen clusters, including the HyNet cluster in the North West, which incorporates both hydrogen and carbon removals. AF also highlighted engagement with the East Midlands Hydrogen network and suggested that, in the longer term, such networks could support aviation decarbonisation.

AS asked whether there are comparable hydrogen clusters elsewhere in Europe, noting that international supply would also be required if the East Midlands were to become part of a wider aviation hydrogen network. MLG advised that several hydrogen production clusters are emerging across Europe, including in Germany and Spain, with significant renewable hydrogen projects in the Canary Islands and along the Spanish south coast. These locations benefit from strong clean energy resources, particularly solar, which underpins their hydrogen production plans.

## 10. Any Other Business (AOB):

The Chair asked members to send suggestions for future agenda items to himself and CH before the agenda setting meeting on the 12<sup>th</sup> of January 2026.

The Chair asked members for feedback on today's venue and thoughts for future meetings.

## 11. Future Meeting Dates:

Friday 17<sup>th</sup> of April 2026, location to be confirmed.

## Action Log:

No new actions.

There being no further business, the Chair thanked everyone for their participation and closed the meeting at 12.25pm.