



East Midlands Airport Consultative Committee (EMACC) Monitoring, Environment, Noise and Track Sub-Committee (MENT) Meeting



Date: Friday 6th June 2025



Time: 10:00 – 12:30



Location: Microsoft Teams (Virtual)



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. 14 th February 2025 Minutes b. Matters Arising	Chair	Draft Minutes
5 minutes	4. An Update by the Chair:	Chair	
15 minutes	5. Conservation Strategy:	Isabella McQuillan	Presentation
15 minutes	6. Air Quality Update:	Sue Thomas	Paper
15 minutes	7. Decarbonisation update to include green gas (response to question from SAVE):	Adam Freeman	Paper
10 minutes	8. Community Noise Portal (Insightful):	Danielle Marvin	
25 minutes	9. Environment Reports (standing item):	Danielle Marvin	Papers
15 minutes	10. Noise Action Plan (NAP) (standing item) – including update on Training Flights Report	Duncan Smith / Danielle Patton	Papers
10 minutes	11. Water Management Update (standing item):	Martin Churley/ James Ayre	Presentation
15 minutes	12. Future Airspace Update (standing item) To include implications of FAS delay, and impact of delay in implementing new routes:	Emma Welch	Paper
5 minutes	13. AOB: future planned or proposed items:	Chair	
5 minutes	14. Future Meeting Dates: Thursday 9 th October 2025	Chair	

1. Attending and Apologies:

Attending:

Title/ Organisation	Name	Initial
EMACC Independent Chair	Guido Liguori	Chair
Independent Secretariat	Carol Pull	CP
Leicestershire County Council	Cllr Charles Pugsley	Cllr CP
North West Leicestershire District Council	Cllr Ray Sutton	RS
Kings Newton Residents Association	Dr Chris Tyler	CT
Melbourne Civic Society	Martin Keay	MK
People Against Intrusive Noise (PAIN)	Dr Paul Grimley	PG
Save Aston and Weston Village Environment (SAVE)	Ed Green	EG
5 Parishes Community Group	Julian Coles	JC
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter	AS
DHL	William Fuller	WF
MAG Head of Noise & Community Engagement	Sue Thomas	ST
MAG Decarbonisation & ESG Director	Adam Freeman	AF
EMA Community Engagement Manager	Colleen Hempson	CH
EMA Asset Management Director	James Ayre	JA
MAG Flight Evaluation Unit Advisor	Danielle Marvin	DM
MAG Flight Evaluation Unit Advisor	Holly Dimmick	HD
MAG Future Airspace Manager	Emma Welch	EW
MAG Environmental Specialist (Utilities, Energy & Environment)	Nicola Rushton	NR
MAG Future Airspace Consultation & Technical Liaison Manager	Jonathan Challis	JC
MAG Biodiversity Infrastructure Manager	Isabella McQuillan	IQ
MAG Future Airspace Consultation Manager	Holly Strachan	HS

Apologies:

Title/ Organisation	Name	Initial
Rushcliffe Borough Council	Cllr Andy Brown	AB
Nottinghamshire County Council	Awaiting appointment	
Loughborough University and Elected Vice Chair	Dr Andrew Timmis	AT
MAG Flight Evaluation Unit Manager	Duncan Smith	DS

Apologies were received from Cllr Andy Brown and Dr Andrew Timmis. Cllr Barney is no longer the representative for Nottinghamshire County Council, as he did not stand for re-election. The Chair thanked him as he has been an insightful contributor to the committee's work. The Chair welcomed

Cllr Charles Pugsley who replaces Cllr Pendleton representing North West Leicestershire District Council.

2. Declaration of Interests:

Standing declaration of interest with Cllr Stephen Taylor regarding Freeport.

3. Minutes of the Last Meeting:

a. 14th February 2025 Minutes:

The minutes of the meeting of the MENT Committee held on 14th February 2025 were approved as an accurate record.

b. Matters Arising:

Action 3.1 is complete.

Action 4.1 is closed. The Chair will update with further information on Land Use Planning in due course. Only three responses had been received from councillors. The chair said he would await a briefing from DfT on their request for information.

Actions 5.1 & 5.2 is closed. The one-page summaries are included in the papers. Any members interested in having a discussion, outside of MENT, in relation to any aspect of these reports should contact CH.

Action 5.3 is complete. A noise monitor is being fitted on the border of Aston and Weston on the 13th of June 2025.

Action 6.1 is complete. The noise contour information is now included in the environment report.

Action 7.1 – 7.3 are included in today's agenda at item 10.

Action 7.4 is included in today's agenda at item 8.

Action 7.5 – is complete.

Actions 8.1-8.3 are complete. The Chair will carry out a similar complaint check on an annual basis.

Action 9.1 has been circulated and is complete.

Action 10.1 will be covered in today's agenda at item 12.

Actions 11.1-11.3 are complete. This is not relevant to EMA.

Actions from previous MENT meetings:

Action 5.3 is complete.

Actions 6.1-6.4 are included in today's agenda at item 11.

Action 6.5 to be included at item 11 today.

4. An Update by the Chair:

The Chair continues to have regular meetings with the DfT and CAA. A full update of the chair's engagements and work outside of committee will be provided at EMACC general.

Item 4. Questions & Answers:

None

5. Conservation Strategy:

The report has been circulated and taken as read.

IM took members through the report.

Item 5. Questions & Answers:

The Chair asked if there are target dates following March 2025. IM advised that these are currently being agreed internally and will be shared with the committee as soon as possible.

PG raised the point that information on nature conservation and bird strikes has previously been included in presentations but were not included in today's. IM explained that these are still relevant but details such as this weren't included as the information provided is high-level. IM advised her team work closely with other colleagues who deal with these topics. PG asked if efforts to handle bird strikes will come through the conservation strategy. IM advised this isn't part of this strategy but is a consideration within the document with the understanding of the constraints of the bird strike and CAP and CAA regulations.

6. Air Quality Update:

The report has been circulated and taken as read.

Item 6. Questions & Answers:

RS thanked the airport for the paper and asked if it would be desirable to replace the monitor at the M1 end of the runway with a fine particulate monitor.

He asked if the airport intends to engage with the local authority to see if there are more lessons to be learned with regard to air quality monitoring in the wider local area outside of the airport land. More reassurance is needed given all the other pollutants in the area. ST is happy to arrange a meeting with the environmental health team within the local authority to discuss this. RS will add this item to the agenda when he meets with Cllr Pugsley and reach out to ST following their meeting.

The Chair agreed that the Air Quality update should be brought to MENT annually.

The Chair asked what the duty of care is to those airport users not classed as members of the public i.e. passengers and staff who are not covered by the environmental regulations. ST advised that passengers fall outside of this as they are not outside long enough to be affected, and that staff are covered by health and safety legislation.

RS asked if the airport is happy for the information in the report to be shared with members of the community. ST advised this would be acceptable as the report contains no confidential information.

Actions

6.1 ST to arrange a meeting with the environmental health team within the local authority to discuss air quality monitoring in the wider local area outside of the airport land

7. Decarbonisation update to include green gas (response to question from SAVE):

The report has been circulated and taken as read.

AF took members through the report.

Item 7. Questions & Answers:

EG thanked AF for the informative report which answered the previous questions. EG asked if carbon removal would be done onsite at the airport or externally. AF advised that this will probably not be done onsite. Nature based carbon removal could possibly be located in the UK and close to airports, however this is also challenging given the certification required. Engineered carbon removals will not happen near EMA as there must be access to geologic storage facilities which are usually in the ocean in old gas or oil fields.

EG queried if the data used in the CSR report to give emissions calculations is cross checked with the amount of fuel provided at the airport. AF responded that some airlines use fuel bunkering which means that the aircraft will not in some cases, arrive at EMA empty as it's economically beneficial to fuel at another airport. AF believes that the modelling approach, such as the Eurocontrol approach (also used in UN reporting) a more robust approach. The data is broadly consistent and is audited. The Eurocontrol data used in previous reports will be superseded in the autumn by an even more detailed data set provided by an external organisation called Cirium, who are one of the biggest data providers globally for aviation insight. Cirium have validated the information by looking at data from 2 airlines using this provider and the data came within 1% of the actual fuel burn. The benefit of modelled data means that flights can be broken down into individual sections, such as landing and take-off cycle, which fuel bunkering data doesn't enable.

EG will send a list of detailed points to AF following the meeting copying the Chair. The questions and response can then be circulated to the MENT group prior to the next meeting.

JC asked how the emissions per TU compares with other MAG airports. AF explained it's a mixed picture depending on the aircraft, sector length and technology available to the operators. Some of the newer aircraft at EMA are only available as passenger aircraft and not cargo operations. Airbus is now building new cargo aircraft which will be available in small numbers initially. The comparison also fluctuates depending on the period looked at. AF took an action to provide the comparable data for other MAG airports which is available in the reports and in the public domain.

Actions

7.1 SAVE are to send AF their additional questions. AF to reply. Questions and answers to be circulated by the next MENT (9 October 2025).

7.2 AF to provide a comparison of emissions with that from other MAG airports and circulate before the next MENT (9 October 2025).

8. Community Noise Portal (Insightfull):

The policy has been circulated and taken as read.

DM thanked PG for his feedback on Insightfull which they are working through. She asked other members again to contact her with feedback, either positive or negative as all feedback is helpful. DM shared a link to the portal in the chat.

Item 8. Questions & Answers:

PG shared his surprise at being the only member to have given feedback given the importance of the portal and urged other members to provide feedback. The Chair echoed this point and said he will also provide his feedback. CH added the importance of receiving feedback because the site will be promoted to the public in an article the next community flyer which will be issued around end of June. Changes can be made following the launch, but it would be preferable to go live with the best version available.

Action

8.1 members to send their feedback on Insightfull to DM copying the Chair and CH by the 20th of June.

9. Environment Reports:

The report has been circulated and taken as read.

DM took members through the report and informed members of her new surname. The Chair and members congratulated her on her recent marriage.

Item 9. Questions & Answers:

The Chair asked if action 7.5 from the previous meeting regarding the league table was complete. DM advised this on the website and available to everyone.

DM advised that noise contours maps comparing with last year are now also available on the website.

PG thanked DM for the report and asked if the slides will be circulated following the meeting. CH will include in the pack following the meeting.

PG highlighted that the number of both cargo and passenger movements are down in Q1 compared with the same quarter in 2024. He asked why the proportion of night passenger flights has increased significantly from approximately 13% pre COVID to around 20%. He asked if the airport could investigate how and why there is this difference. He believes this could be more low-cost carrier passenger flights operating at night.

PG commented that in the peak noise monitor report the Boeing 767 occupies the top spot as the noisiest aircraft following the 747. He suggested that this be noted for the next NAP. DM noted this but added that there will always be a “noisiest aircraft” and the 767 has replaced the 747 as they are flying less frequently. DM advised that the airport is always looking at new aircraft coming in and if some of the noisiest can be phased out.

JC asked DM to clarify what is meant on page 2 of the report under “chapter 14 compliance” DM explained that chapter 14 is the quietest chapter that an aircraft can be certified to prior to manufacture. DM suggested that an item for newer members to explain noise chapters in more detail.

9.3 Agenda item on aircraft types and chapter definitions to be added to the agenda for the next MENT. (9 October 2025)

JC referred to page 3 item on CDA and highlighted that European Air Transport, who he believes are part of DHL, are way down compared to DHL's performance. DM will look into what aircraft type European Air Transport operate as this has an impact on both continuous climb and descent. DM added that there are also additional environmental factors to take into account with continuous descent and climb.

9.4 The airport to look into European Air Transport CDA compliance and provide information by next MENT. (9 October 2025)

JC pointed out the training flights on page 21 shows different flights by time of day, some of which are operating outside the designated times of day. DM advised that these are operated by the police aircraft.

JC pointed out the decibel limits and asked if the targets are national or EMA specific. DM advised that the fining levels are airport specific. She noted that there is an open NAP action to review the current fining limits used for night and possibly daytime. There should be an update on this within the next year, hopefully at the next MENT. This will be discussed at the next agenda setting meeting and a date for update agreed.

Actions

9.1 CH to share the slide pack from this item following the meeting.

9.2 The airport to report on why the percentage of night passenger flights has increased from pre-COVID years to the current levels in post-COVID years by the next MENT. (9 October 2025)

9.3 Agenda item on aircraft types and chapter definitions to be added to the agenda for the next MENT. (9 October 2025)

9.4 The airport to look into European Air Transport CDA compliance and provide information by next MENT. (9 October 2025)

9.5 Noise fine review to be added to a future agenda

10. Noise Action Plan (NAP) including update on Training Flights Report:

The report has been circulated and taken as read.

The slides will be circulated following the meeting.

Item 10. Questions & Answers:

Training Flights:

The Chair had asked members to give their feedback on which items should be included from slide 1 and the Training Flight report provided by the airport at the last meeting.

JC advised that he would like all of the topics in the report to be covered with some clear timescales. He asked that 'Distribution to North and South' (4) be looked at as the first topic followed by 'Areas to Avoid' (6). DM will set out with agreement from the airlines and air traffic control, how long the whole process is likely to take.

The Chair confirmed the first 2 items and requested a living document in Word by the next MENT that shows where the airport is with each item. DM will create a working document in Word using the information people have already seen.

RS asked for it to be noted that areas other than the main normal routes in and out of Kegworth should be avoided. He has noticed a reduction of training flights in his area. The Gotham noise monitor shows a big impact on this community so there is still a big job to be done overall.

Following the slide on variability of circuit height, JC advised he would defer to Cllr Brown who was not present for his comments, following the meeting. DM is happy to have a call with Cllr Brown should he want to discuss further.

Noise Monitor Reporting:

DM asked for member's views on which fixed monitors there should be an assessment on over the summer. DM suggested that Weston would be appropriate to allow for the same data to be used for both the Weston and temporary monitor, currently in Aston-on-Trent, or Melbourne as the newest monitor installed in the area. PG asked what difference the independent analysis will show. DM advised that a detailed report will also be created for each of the fixed monitors. The reports will be the same as those created for the temporary monitors. All 6 monitors will be covered by the end of the current NAP.

EG supported the suggestion of initially using the Weston monitor.

RS requested that the Kegworth monitor be used first and PG supported this. DM noted this and stated that if Kegworth isn't chosen to be looked at this year, it will be over the course of the current NAP.

RS raised the point again regarding the complexity of the SUONO reports and asked if a one-page summary had been included. DM has shared the feedback on the complexity of the reports and there will be with a review of the reporting with a view to giving more detail. A new one-page summary has been included. ST confirmed that there have been no amendments to the current format of the reports other than the additional of the one-page visual summary. The airport would welcome a conversation to understand what detail members would like to see.

Actions

10.1: The airport to create a living Word document by 9 October 2025 to consider MENT proposals, starting with items 4 'Distribution to North and South' and 6 'Areas to Avoid'. The document should include conclusions on feasibility but clear explanations of why something can't be done. Items are to be marked as closed when concluded.

10.2: Members to provide feedback on the SUONO report summary by the next MENT (9 October 2025).

11. Water Management Update:

The report has been circulated and taken as read.

NR and JA took members through the report.

Item 11. Questions & Answers:

JA advised members that the airport will provide the past data on over topping.

RS thanked the airport for the detailed report. He asked if the water quality subgroup will be reinstated and he is happy to brief Cllr Pugsley if he is happy to be involved. The Chair asked members to confirm

if they are happy to have a working group on this. The subgroup was formed during a period of problems at the airport. These problems appear to have been resolved and the MENT committee receive very detailed reporting from the airport. The Chair felt that the subgroup had served its purpose and members may not feel the need for a working group; however, he will be led by them. RS believes that the working group is needed as he is occasionally lobbied by DRAC. He takes his role within the committee as someone who is present to scrutinise and support the airport seriously. These are very sensitive matters and need to be handled accordingly. RS needs to understand the present relationship with EA. He welcomes the inclusion of PFAS in the reports but there needs to be more understanding around this as there are a lot of changes happening.

The Chair asked for members to register their interest in the working group. CT did so at the meeting. The item (Waste Water) will be discussed at the next agenda setting meeting with a view to having a longer section on this point at the next MENT to discuss how this will be moved forward.

CT highlighted the upcoming work due upstream by Severn Trent which may have implications for water quality and asked for this to be included in the discussion at the next MENT. The Chair asked for this and any other comments to be sent to himself and CH.

Actions

11.1: The airport to provide the overtopping data by the 20th of June 2025.

11.2: Members to confirm their willingness to the Chair and CH to be part of the working group by the 20th of June 2025.

11.3: CT to provide details of work due upstream by Severn Trent, by 8 September 2025 which may have implications for water quality in order for it to be considered at the next agenda setting meeting.

11.4: Members to submit items on waste water to the Chair and CH for discussion by the agenda-setting meeting on the 8th of September 2025. MENT to have a longer section of 20-25 minutes at the next MENT (9 October 2025).

12. Future Airspace Update (including implications of FAS delay, and impact of delay in implementing new routes):

The report has been circulated and taken as read.

EW took members through the report.

EW gave an update on the highlights of the CAA and DfT's UKADS proposal.

By the end of 2025 NERL will be charged with delivering the UK air space design service. This means that initially the London cluster will be delivered by National Air Traffic (En Route) Services (NERL) through UK Airspace Design Service (UKADS). The only effect this will have on EMA is that there will be a new airspace design fund from which some of the design costs for implementation and delivery can be recovered. This is positive news for the Manchester Terminal Manoeuvring Area (MTMA) cluster as some of the funding issues around smaller airports should be resolved, meaning more momentum and less delays.

Further detailed information on this is available in the consultation response document and impact assessment. EW recommended that members read these documents.

Item 12. Questions & Answers:

PG asked if there is an update on when the consultation is likely to take place. EW advised that there is no update as all four airports are working on stage 3 and have to go through the gateway at the same time. There are so many factors to take into consideration. EW hopes to have an update soon but confirmed that consultation will not happen in 2025. PG expressed his concern for how long the process could take, meaning that the existing routes will remain for several years. EW shares member's frustration. She believes this is why UKADS have taken this action. CAP1616 is a very complex process and she hopes that the work UKADS are carrying out will help move things along as quickly as possible. This is a recognised problem. EMA are reassured that things are moving forward, albeit slowly.

PG suggested that airport representatives look at the airport's current track keeping charts to see if any improvements can be made during this period.

DM advised that EMA already do all they can regarding track keeping, but a lot of concerns would have to be reverted to Air Space.

RS asked if the delays are affecting the Trent 09 magnetic north issues with track keeping. DM advised this change would constitute an airspace change so it will be delayed.

Action

12.1: Members to provide suggestions for improvements bearing in mind FAS delays caused by external factors to the Chair, CH and EW by the agenda setting meeting on 08.09.2025 so that consideration can be given to a way forward.

13. Any Other Business (AOB):

None

14. Future Meeting Dates:

Thursday 9th October 2025.

Action Log:

- ➔ 6.1 ST to arrange a meeting with the environmental health team within the local authority to discuss air quality monitoring in the wider local area outside of the airport land.
- ➔ 7.1 SAVE are to send AF their additional questions. AF to reply. Questions and answers to be circulated by the next MENT (9 October 2025).
- ➔ 7.2 AF to provide a comparison of emissions with that from other MAG airports and circulate before the next MENT (9 October 2025).
- ➔ 8.1 Members to send their feedback on Insightfull to DM copying the Chair and CH by the 20th of June.
- ➔ 9.1 CH to share the slide pack from this item following the meeting.

- ➔ 9.2 The airport to report on why the percentage of night passenger flights has increased from pre-COVID years to the current levels in post-COVID years by the next MENT. (9 October 2025)
- ➔ 9.3 Agenda item on aircraft types and chapter definitions to be added to the agenda for the next MENT (9 October 2025).
- ➔ 9.4 The airport to look into European Air Transport CDA compliance and provide information by next MENT (9 October 2025).
- ➔ 9.5 Noise fine review to be added to a future agenda.
- ➔ 10.1 The airport to create a living Word document by 9 October 2025 to consider MENT proposals made in the Training Flights Report, starting with items 4 (distribution to north and south) and 6 (areas to avoid). The document should include conclusions on feasibility but clear explanations of why something can't be done. Items are to be marked as closed when concluded.
- ➔ 10.2 Members to provide feedback on the SUONO report summary by the next MENT (9 October 2025).
- ➔ 11.1 The airport to provide the overtopping data by the 20th of June 2025.
- ➔ 11.2 Members to confirm their willingness to the Chair and CH to be part of the surface water working group by the 20th of June 2025.
- ➔ 11.3 CT to provide details of work due upstream by Severn Trent by 8 September 2025 which may have implications for water quality for it to be considered at the next agenda setting meeting
- ➔ 11.4 Members to submit items on wastewater to the Chair and CH for discussion by the agenda-setting meeting on 8 September 2025. MENT to have a longer section of 20-25 minutes at the next MENT (9 October 2025).
- ➔ 12.1: Members to provide suggestions for improvements bearing in mind FAS delays caused by external factors to the Chair, CH and EW by the agenda setting meeting on 08.09.2025 so that consideration can be given to a way forward