

**East Midlands Airport
Independent Consultative Committee (ICC)
General Meeting**

Friday 21st April 2023
In-Person and via MS Teams

Present:

Independent Chair

Mr G Liguori (Chair)

Independent Secretariat

Mrs C Pull

Organisation

EMA Accessibility Forum	Ms C Link
Derbyshire County Council	Cllr M Ford (Teams)
Melbourne Civic Society	Mr M Kay
Kings Newton Residents Association	Mr S Leech (Teams)
PAIN – People Against Intrusive Noise	Mr R Sutton
WINGS	Mr J Snee
DHL Aviation Ltd	Mr A O'Neill (Teams)
Melbourne Civic Society	Dr P Grimley
WHICH	Mr P Ford
WHICH (Substitute)	Mr I Jones
Nottinghamshire County Council	Cllr M Barney
Derbyshire Association of Local Councils	Cllr S Marbrow (Teams)
Job Centre Plus	Ms J Alton
Leicestershire & Rutland Association of Local Councils	Cllr A Sowter
Unite	Mr T Tinley
Nottinghamshire Association of Local Councils	Cllr H Gibbins (Teams)
CPRE Derbyshire	Mr J Ydlibi
Erewash Borough Council	Cllr R Parkinson (Teams)
EMA Youth Forum	Mr P Sharma

East Midlands Airport (EMA)

EMA Managing Director	Mr S Griffiths
Group CSR and Airspace Change Director	Mr N Robinson
MAG Planning Manager	Mr J Bottomley
Head of ESG and Environmental Strategy	Mr A Freeman
MAG Head of Community Engagement	Mr R Pattison
EMA Community Engagement Manager	Ms C Hempson
MAG Head of Asset Development	Mr T Rix
EMA Head of Corporate Affairs	Mr I Reed-Aspley
MAG Community Engagement Coordinator	Ms A Green (Teams)

Apologies

Derby City Council

Cllr M Barker

Rushcliffe Borough Council

Cllr A Edyvean

East Midlands Chamber of Commerce
Save Aston Village Environment (SAVE)
Leicestershire County Council
UPS

Mr I Evley
Mr E Green
Cllr T Pendleton
Mr R Currie and Ms T Leivars

Absences

EMA Community Fund Committee
Royal Mail
Charnwood Borough Council
South Derbyshire District Council
Derby College
North West Leicester District Council

Cllr S Jackson
Mr J Allsopp
Mr J Morgan
Cllr S Taylor
Ms R Ben
Cllr R Morris

The meeting commenced at 1000.

1. Welcome and Apologies

The Chair welcomed everyone to the meeting.

The Chair welcomed new members Peter Ford, Cllr Hilary Gibbons, John Ydlibi and Tony Tinley to the committee.

Tony Tinley joins from Unite to replace Ian Kelly. The Chair thanked Ian for his contributions.

The Chair said goodbye and thanked Barbara Walker who has resigned from her position and also Cllr Mick Barker who is stepping down from his role at Derby City Council.

Dr Paul Grimley, Vice Chair, leaves the Committee after 23 years as he is stepping down from the Melbourne Civic Society. The Chair extended his genuine thanks to Dr Grimley for his support, long-standing service and contributions.

NR also thanked Dr Grimley on behalf of the Airport for his invaluable input and commitment during his extended time on the committee and thanked him for his contributions.

A member extended his thanks to Dr Grimley.

Dr Grimley said a few words to the committee.

2. Declaration of Interests

No declarations of interest were raised.

3. Minutes of the last meeting

Subject to a minor spelling correction, the minutes of the last meeting were accepted and approved.

a. Review minutes 25th November 2022

One error to be amended on page 3, spelling of the word "paper".

b. Matters arising

Action 3 of the March 2022 meeting is open and ongoing. The Chair asked members to share information on any future or planned events.

Action 4 of the last meeting is complete.

Action 8a – the Chair received no input from members on the issue of the land South of the A453, therefore, this and Action 8b are closed.

Action 8c – the Chair made contact with members that have not been attending. However, there is no presence from NWLDC today. The Chair will raise this issue again with the council. Broxtowe BC will put forward a member following the May local elections.

Action 11 – A representative of the Youth Forum is present at the meeting.

4 An Update by the Chair (to include an update on ICC Constitution)

Water Waste Update

The item on water waste is covered in the MENT February minutes and at item 9 on today's agenda. The Chair and other two committee members joined DRAC at a recent Airport SLT meeting where TR delivered a presentation on wastewater. The Airport expressed its desire for ongoing communication on this topic with both the community and DRAC. The item appears on the corporate risk register and is a standing item on the MENT agenda so the Airport's commitment can be measured against progress. He thanked the Airport and SL and RM for their commitment. Things aren't quite where anyone would like them, however, steps are being taken and the Airport has recently been transparent when an issue arose.

Airspace Change Routes

The Chair attended a recent meeting between the ASC team and certain community members chaired by NR. There was a discussion about concerns communities have on this topic. Concerns were put forward and questions asked, and the discussion will be considered as part of the process that is CAP 1616.

The Chair attended a virtual briefing session on sustainability with the CAA's Sustainability Team. This was a listening session outlining the work they are undertaking to build on previous noise surveys.

UKACCS has asked the Chair to be a member of the Airspace and Noise Engagement Group (ANEG) and he has agreed. He will attend the meetings and give feedback by way of the minutes of each meeting.

The revised constitution has been deferred to the July meeting.

Also in the July meeting, there will be a paper on the November elections. From November the vice chair will be from the Airport User Constituency.

A replacement Vice Chair must be selected following Dr Grimley's retirement.

Action 4(a) - CH to email members of the 'Local Interest Group' constituency to ask for nominations for a temporary Vice Chair until such time as the next ICC elections take place in December 2023.

An application for membership has been received from the 5P Group – The Chair has informed them that this will be discussed during the July meeting which will be extended by 30 minutes to include this item.

Action 4(b) - Any members who are unable to attend the extended session of the July meeting should make their views on membership of the 5P Group known to the Chair prior to this meeting.

The UPS item on the agenda is deferred and the Freeport item will be included as part of item 5 on today's agenda.

The Chair closed his update by wishing all Councillors luck in the upcoming local elections and asked that he and CH be advised of any changes.

5. Managing Director's Report

The report was circulated and taken as read and is also available on SharePoint.

With the financial year completed, SG gave an overview of passenger numbers. These currently stand at 75% of pre-COVID levels, which is a strong recovery for a regional airport.

The Airport predicts in the region of 4 million passengers this year, a growth of between 600,000-700,000 passengers.

The first quarter of 2023 was much busier than 2022. The forecast for the summer peak is approximately 95% of pre-COVID levels.

There are now around 21 based aircraft including new arrivals from Emerald Air and Eastern Airways.

The airport is looking to engage with airlines to increase domestic and transfer flights and to increase winter operations.

Following a big recruitment drive, the Airport will be fully staffed for the peak summer period.

Several retail outlets in the departure lounge have been refurbished, refreshed, and extended. This programme will continue at the end of the summer period. There is a view to installing several pop-up outlets to provide further catering choices for customers.

There has been a focus, as always, on the assisted travel service. There have been various improvements made and the team have been nominated for various awards for both performance and experience.

There continues to be investment in customer service throughout the Airport.

Net promoter scores remain high and over 99% of customers cleared security within the target time.

Cargo operation levels have returned to close to pre-COVID growth. The main freight carried through the Airport is advanced manufacturing and aerospace goods.

The last quarter has been challenging around water management, given the very variable weather. A new procedure has been introduced at EMA around contaminants. Focus has been put on the ponds throughout this period to deal with the additional water which caused overflowing on occasion. The Airport is focused on cleaning and emptying the ponds to ensure the system is optimised before the winter period. This is a number one priority for the Airport. A specialist team has been assembled for this task, which includes external consultants. SG confirmed that the Airport is and will continue working closely, responsibly, and openly with the local community and DRAC on this issue.

East Midlands Freeport was recently announced, and Space Park Leicester was announced as a designated customs site. This is the only inland Freeport that benefits from multiple modes of transportation which gives it the unique selling point of international connectivity. This project is about driving prosperity and inward investment in the region. Now that the business case has been signed, there is an allocation of £25,000,000 in seed capital that can be accessed by businesses to support the development of the Freeport. The Airport is located in the heart of the Freeport and it will consider any future development of its land which will, of course, be subject to local planning consultation and approval. There is currently no update on this matter but the Airport has committed to actively advise the ICC of any planned development.

A member raised a point about the queues he witnessed at border control while recently arriving at the Airport and although this is out of the control of the Airport, asked SG if he had any comment on this. SG responded that there are delays over the UK, some caused by recent French ATC strikes. The Airport can plan for this to a certain level and has put in an enhanced customer service team to assist, but there will always be stacked arrivals during periods such as these which cause lengthier queues. UK Border Force are also updating their systems weekly which has an impact on airport operations, particularly through e-gates. The Airport has asked UK Border Force to carry out their updates at different times which would lessen the impact.

The member asked if the number of E-gates is likely to increase. SG advised there are no plans to increase the number at the moment.

A member questioned how profitable East Midlands is as an airport within MAG. SG gave some information on the MAG sites and the differences between the operations. He advised that the Airport is currently and will continue to be profitable over the next 5 years. He explained the key areas of the 5-year business plan which has recently been completed. EMA also offers significant enterprise value to MAG.

The member asked how much pressure the Airport puts on UK Border Force to ensure their services are fully operational and they are staffed for passenger levels. SG explained the process of various stages of operational planning undertaken, from daily to 6 months ahead. All 3rd party service providers are involved in each of these stages. The Airport drives this to ensure 3rd parties understand airline schedules and passenger volumes to ensure they're staffed accordingly and have a contingency in place if they are not. During the recent UK Home Office and Border Force strikes support was brought in by the army which meant the airport was relatively unaffected.

A member raised a point on the issue of water management and the ongoing issues in Diseworth. The perception was that the Airport hasn't historically helped, however, this has recently changed, and they are now working more proactively. He thanked the Airport for their efforts. SG thanked the member for his comment and acknowledged the hard work of TR and his team.

A member thanked the Airport customer experience team and gave credit to their recruitment policy. SG will pass his comments on to the team.

A member stated that Nottinghamshire County Council are delighted that the Freeport has been approved. He noted concerns about future traffic levels and traffic management in the area as a result of this. The council have made funds available to conduct an enhanced transport survey to look at how to mitigate the potential issues. He asked the Airport for their full support on this. IR responded that there is an upcoming visit from

the Chief Executive of Highways England and representatives of the Freeport. During this visit, they will look to get a better understanding of the region and look at the sites which will be critical to understanding what the influence on local roads will be. SG added that it's encouraging that there is such a senior visit taking place. The member was delighted with the response and asked the Airport to continue to communicate and provide updates on this.

The Chair asked what influence the airport can have on the link between the Airport and East Midlands Parkway to ensure that it is accessible. He recently learned from a member that the cost of a single transfer journey is £35 for a wheelchair user. JB advised that a new service called Nottsbus on Demand is to be launched on 15th May and this provides fully accessible small minibus links across the area and includes this route. This service operates 7 days a week, the fee is £2 per journey and is pre-bookable through an App or by telephone.

A member thanked JB for meeting with himself and another member to discuss transport issues and the work going on around this. He stated that this work must continue as the growth needs to happen quickly and should connect Freeport partners such as SEGRO, along with operators such as Kinchbus and Trent Barton. The discussions and work need to be ongoing.

6. UPS Update

This item has been deferred to the 8th December 2023 ICC General Meeting

7. Freeport Update

This item is covered above in item 5.

8. Future Airspace and SRG

NR provided an update on the CAA 1616 process which is made up of 7 gateway approvals. EMA is now at the end of Stage 2 which is looking at a comprehensive set of flight path options. Stakeholder engagement and feedback are being taken into account at all stages.

The shortlist will be submitted to CAA in June, and he is hopeful that a reply will be received in July and will move on to Stage 3. NR explained what's involved in Stage 3, when a full public consultation will be carried out over a minimum of 12 weeks. This is a large piece of work which is part of a wider national network with many parties involved, including other airports. He expects the consultation to take place in 2024. The Airport is feeling confident about its application having been through this stage of the process at Stansted and Manchester and taking learnings from those. This is a challenging process with almost 70% of applications taking several attempts to pass the Gateway 2. Various stakeholders including those from the local parishes have been involved in the Stage 2 stakeholder engagement process. There have been many options designed which has taken a bit longer but puts the submission in a good place.

He shared that as this is a new process, there are learnings to be taken from this and the CAA is consulting on the process. NR isn't sure where this is going to go but believes they may streamline some of the processes that have already been done. The regulator needs more resources as there are currently delays with applications and some surprising comments on all their submissions which showed a lack of expertise. If there are any

further delays the committee will be kept updated at future meetings. The deadline for submission is 30th June 2023.

A member raised the issue of losing options and asked NR if he feels confident that this isn't an issue. NR responded he feels confident in how the Airport has gone through the process. The CAA gave positive feedback on the transparency and engagement involved in the Manchester application and EMA are following a very similar process.

A member commented on the large level of engagement in this area and praised the Airport on the sessions. He stated that face-to-face engagement was very successful, however, the pre-recorded sessions weren't so. Those involved felt they were being talked at and missed the point. The member explained the reasons for this to those involved. NR thanked the member for the feedback. He was surprised by the volume of requests for virtual engagement from stakeholders, and the large numbers of stakeholders attending virtual events, which is why this approach was taken. This is a complicated subject with a lot of information to break down and this is easier to do face to face. The team have been approached by the ACI to request permission to use some of their materials across European airports.

A member raised a question about the mention of a 2nd runway at the Airport and is still needed. NR responded that with the current annual passenger numbers, there is ample capacity using the current runway. He stated that at the moment, there is no demand.

Another member asked if freight related to the Freeport would have a different impact on this need. SG responded that there is still capacity for additional demand.

9. Airport Update

9a. The Environment

A report was distributed and taken as read and is also available on SharePoint.

AF provided an update on Jet Zero. This is an important week for the industry. The UK and global Sustainable Skies Summit took place earlier this week and findings will be brought to future meeting. There is increased optimism around sustainable aviation fuels, including, for the first time, hydrogen. This has been previously discussed in ICC meetings. There was also a meeting of the Jet Zero Council. Some of the government programmes from the Jet Zero strategy are now coming forward. There are 3 consultations that MAG will respond to.

AF provided an update on the current Noise Action Plan (NAP). The 2 key milestones are the delivery of the Melbourne noise monitor, with work commenced to install a permanent one, and the good progress being made in phasing out QC4 aircraft.

Looking ahead, this is a busy period for the team, implementing the current NAP and working on the next one. The team has until September 2023 to consult on NAP 2024-2028 and submit it to the government. There have been internal workshops and things are coming together well following these.

TR thanked SG for his summary on surface water drainage. The Airport has had to manage the worst weather conditions for this issue of deicer over the winter, with periods of cold weather followed by periods of significant rainfall. Some positives to highlight are that the team have been working for 18 months to remove the contaminants from the airfield,

specifically deicer. The new sweeper trial has been very successful, and TR provided some detail on this for the committee.

There was a very positive meeting in January with the Environment Agency which involved discussing a plan to move forward. The biggest take home was the pace at which the Airport need to work at. They were previously driven by a data-led approach. This has been rethought and the focus now makes sure solutions are in place before using the data and then using data to validate and accelerate the plan. A technical solutions provider is being appointed who will provide support to develop the plan, which will be the fastest course to a fully compliant system.

The current focus is on summer preparedness which is to work on the system to enable it to operate to improve its performance. This includes emptying the ponds and water treatment. From 1st May no water can be discharged to the River Trent under the Airport's current discharge consents.

It was great to hear member feedback on the work with Diseworth. The team will continue to work with local stakeholders and DRAC.

All airports are working on ISO accreditations to have them in place across all MAG airports. An Energy Manager has recently been appointed at EMA. He will work closely with the wider group to understand the energy transition to net zero. TR touched on the plans for renewable energy.

A member queried the starting point of the collection of the 26 tons of deicer. The starting point was 11th January 23.

He also asked why no discharge is permitted from 1st May into the Trent. TR advised that this is the limit of the environmental discharge permit.

9b. Planning

A report was distributed and taken as read. The report is also available on SharePoint.

Both planning elements are concerning environmental matters covered by TR and AF.

Since the report was written there has been one minor permitted development consultation with NWLDC for a location on the Airport site to house airport IT equipment.

A planning application will be submitted to NWLDC for a minor extension to the security area to provide additional space to install the next stage of screening equipment to enable the Future Security project.

9c. Community Engagement

A paper was distributed and taken as read. The report is also available on SharePoint.

CH highlighted the community outreach programme and gave information on visits planned in May to Castle Donington and Kegworth markets.

The community flyer has been published on the website and has been distributed by email to the Airport's stakeholder database. There will be a social media campaign to accompany this in late April and early May to encourage new sign-ups to the mailing database.

There was a successful volunteer event at Findern Primary School which was awarded an Eco Garden grant as part of the EMA School Eco-Garden Competition. Airport teams were joined by Derbyshire Wildlife Trust and a large amount of the garden was installed.

The next volunteer events upcoming are part of the UK-wide Big Help Out campaign. Airport colleagues will be supporting events at Castle Donington College and in the Sutton Bonington Woods.

A celebration event is being planned for the EMA Youth Forum. CH thanked Prem Sharma from the EMA Youth Forum who attended today's meeting.

On the Community fund, great applications are coming through.

A section on mitigation schemes has been included in the report. CH shared some of the details on the Sound Insulation Grant Scheme (SIGS) and vortex protection schemes from the report.

A member queried the number of applications on the Sound Insulation Grant Scheme (SIGS). CH explained the qualification process.

A member raised a question on the QC4 aircraft and asked if this scheme will be extended to the next category of aircraft. AF responded that proposals such as this would be considered through the NAP for 2024-28. QC2 is the next category down from QC4 and includes a number of aircraft types which remain best available technology to airlines. Airlines would be unduly penalised if surcharges were introduced at this level.

A member queried the dates of the Parish Council meetings in the report. CH responded that all meetings listed in the report are retrospective and have already been attended. The 2023 dates show upcoming outreach events. There are currently no dates given for upcoming Parish Council meetings. There will be a special EMA Parish Forum meeting in the summer. There will be no report on this as it's an informal meeting, however the slides are shared after the meeting. The EMA Parish Forum was created to ensure there is engagement at a Parish level as Parishes are not able to be directly represented on the ICC.

The member advised he wasn't aware of these meetings. The Chair advised that should there be anything significant that comes from these meetings that the committee would be made aware by the Councillors who attend. Another member agreed that this system is working as information is being gathered and shared. He gave the Vortex project as an example.

A member asked what the mechanics of the EMA Parish Forum are. CH advised this is a twice-yearly virtual meeting and advised of the process. The Chair added that it's helpful that the Airport does this as it greatly helps with communication.

10.

Melbourne Civic Society Paper

A paper was distributed and taken as read. The report is also available on SharePoint.

Dr Paul Grimley reminded members that this is a report against the 2015 Airport Sustainable Development Plan.

Passenger numbers currently sit at 50% below the forecasts in the plan. He pointed out that these numbers have been affected twice over the past two decades by severe events outside of "normal" circumstances.

Freight tonnage is slightly below the plan projection.

An analysis has been done on night noise against the number of nighttime movements. The plan seems to assume a steady reduction in the noise per aircraft movement. There has been a reduction but the actual falls far short of that. The policy refers to the whole

range of aircraft, not just the loudest. There needs to be concentration on the whole fleet to move them to the quietest available aircraft. He requested that this be included in the NAP and new Sustainable Development Plan to give a broader approach to this.

AF thanked PG for this and his previous reports. He agreed that the breadth of noise over the fleet should be looked at. The average noise level of aircraft is now one of the measures of the new league table introduced last year.

NR observed that he believes there are better ways to report noise generally. He also believes that it's right to focus on the noisiest of aircraft, particularly at night as they cause the biggest issue for the local communities.

PG added that it's too broad to act against QC2 aircraft as these are quieter, so this category needs to be looked at over specific aircraft within this category. He agrees of course with NR on the QC4s being targeted but needs to be widened over the whole fleet.

A member commented that over time you will see this noise reduce as freight aircraft are replaced by newer models. AF added that the noisier aircraft were historically operated by cargo aircraft. This is changing, he used DHL as an example, where there is investment in brand new Chapter 14 compliant fleet. There is a step change, and you will see this going forward.

A member stated we are still living with the older aircraft. SG advised operators are adopting modifications to reduce drag and fuel efficiency which translates to a reduction in noise. The airlines are investing in their existing fleet to try and reduce noise.

A member asked when the next employment survey will be carried out. CH advised that this is expected to take place over the summer period and is an item on a future TEP agenda.

11. AOB

Future planned or proposed items.

The revised constitution has been deferred to the July meeting.

Also in the July meeting, there will be a paper on the November elections.

The UPS item on the agenda is deferred to the December meeting.

Other future agenda items are included within the 'Summary of Actions and Future Agenda Items' document which is in circulation.

If members would like any topic considered, they should contact the Chair or CH.

The Chair thanked Dr Paul Grimley again for his service to the committee.

12. Date of next ICC General meeting(s)

Friday 21st July 2023 – Venue Castle Donington Hub, 101 Bondgate, Castle Donington, Derby DE74 2NH

There being no further business the Chair declared the meeting closed at 12:30