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

Date: Friday 5th June 2026

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. 13th February 2026 Minutes b. Matters Arising	Chair	Draft Minutes
5 minutes	4. An Update by the Chair:	Chair	
10 minutes	5. Water Management update (standing item):	James Ayre	Presentation
10 minutes	6. PFAS update (standing item):	Nicola Rushton	Paper
15 minutes	7. Future Airspace Update (standing item):	Emma Welch	Paper
25 minutes	8. Noise & Operational (Environment) Reports (standing item):	Danielle Marvin	Paper/Presentation
10 minutes	9. Noise Action Plan (NAP) update (standing item)	Danielle Marvin	Presentation
15 minutes	10. Noise monitor reports for Summer 2025:	SUONO	Presentation
10 minutes	11. Considering options for future NAP Actions:	Danielle Marvin	Presentation
10 minutes	12. Air Quality Report summary	Duncan Smith	Report
15 minutes	13. CAA recommendations on Noise Action Plans as noise management tools (benchmarking by MAG):	Sue Thomas	Presentation
5 minutes	14. AOB: future planned or proposed items:	Chair	
5 minutes	15. Future Meeting Dates: Friday 9th October 2026	Chair	

1. Attending and Apologies:

Attending:

Title/ Organisation	Name	Initial
EMACC Independent Chair	Guido Liguori	Chair
Independent Secretariat	Carol Pull	CP
Airport User Group:		
DHL	Charlotte Hickman	CH (DHL)
DHL	William Fuller	WF
Nottingham College	Robin Atherlay	RA
Local Interest Group:		
People Against Intrusive Noise (PAIN)	Dr Paul Grimley	PG
People Against Intrusive Noise (PAIN)	Tom Barton	TB
5 Parishes Community Group	Julian Coles	JC
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter	AS
Local Authority Group:		
Nottinghamshire County Council	Cllr Andy Brown	AB
MAG / EMA Representatives:		
MAG Head of Noise & Community Engagement	Sue Thomas	ST
EMA Community Engagement Manager	Colleen Hempson	CH
EMA Asset Management Director	James Ayre	JA
MAG Flight Evaluation Unit Manager	Duncan Smith	DS
MAG Flight Evaluation Unit Advisor	Danielle Marvin	DM
Future Airspace Consultation & Technical Liaison Manager	Jonathan Challis	JC
EMA Environmental Manager	Nicola Rushton	NR
SUONO	Ben Holcombe	BH

Apologies:

Title/ Organisation	Name	
North West Leicestershire District Council	Cllr Ray Sutton	
Rushcliffe Borough Council	Cllr Andy Edyvean	
Leicestershire County Council	Cllr Charles Pugsley	
Kings Newton Residents Association	Dr Chris Tyler	
Melbourne Civic Society	Martin Keay	Unable to join due to technology

Absences:

Title/ Organisation	Name	
Save Aston and Weston Village Environment (SAVE)	Ed Green	

2. Declaration of Interests:

Standing declaration from Cllr Taylor regarding the Freeport.

3. Minutes of the Last Meeting:

a. 13th February 2026 Minutes:

The minutes of the meeting of the MENT Committee held on 13th February were approved as an accurate record.

b. Matters Arising:

June 2025 MENT

Action 6.1 will remain open until the next MENT.

Action 7.1 The action was closed as the Chair is unaware of any progress.

October 2025 MENT

Action 10.2 is included in item 5 of today's agenda.

Action10.3 is included in item 11 of today's agenda.

February 2026 MENT

Action 8.1 is included in item 8 of today's agenda.

Action 8.2 is included in item 12 of today's agenda.

Action 8.6 is closed. DHL has nothing further to add to the discussions and updates on fleet consolidation which have already taken place at MENT previously.

Action 9.2 is included in item 9 of today's agenda.

4. An Update by the Chair:

The Chair reminded members that any questions or queries should come via the nominated representative and through himself and CH.

The Chair will provide his main update at the EMACC General Meeting in July.

Item 4. Questions & Answers:

None

Actions

None

5. Water Management update (standing item):

The report has been circulated and taken as read.

JA took members through highlights of the papers.

A very successful winter season is now complete with the majority of maintenance completed successfully with full compliance achieved and no outstanding investigations. Maintenance works were largely completed during the winter period, with some remaining activities scheduled over the summer in preparation for the next winter season.

The new SCADA control system remains on track for delivery in October 2026, ahead of the winter season, and planned replacement of oil interceptors is progressing as scheduled. Design work is also underway on additional measures to support pond biomass management. Overall, pond conditions and water quality are in a good position, with a recent Environment Agency (EA) audit providing positive feedback on the work being undertaken.

Item 5. Questions & Answers:

The Chair queried the yellow initiatives shown on page 3 of the report, JA explained that some of these are in very early concept stage, others are planned in and haven't yet started. JA confirmed they are not using a complete RAG status. Green shows projects underway and amber are planned to commence later in the year.

The Chair asked if any feedback is being received from local communities in relation to wastewater. JA advised the team continues to work with the Diseworth Flood Group and also continue to offer support to DRAC, should they wish to meet. The team continue to work closely with the EA who conducted a successful audit this week.

Actions

None

6. PFAS update (standing item):

The report has been circulated and taken as read.

NR provided an update on the Regulation 61 Notice and the progress of the ongoing compliance and surface monitoring work in accordance with the programme agreed with the EA. This will continue until October 2026 with the results being submitted to the EA by November 2026. Work has commenced with consultants on a surface water risk assessment which the final requirement of the notice with ongoing engagement from the chemicals regulatory development team.

The environment team continues to use support from Atkins to develop a long-term PFAS risk management plan, including assessment of potential treatment, procurement and remediation options to inform the airport's future approach.

Item 6. Questions & Answers:

None

Actions

None

7. Future Airspace Update (standing item):

The report has been circulated and taken as read.

JC highlighted that the first communication meeting has taken place with participating airports which is a significant step forward with the project.

Item 7. Questions & Answers:

The Chair asked if there was a date arranged for the SRG to meet again. JC advised that a date has been proposed but not yet confirmed. He believes this will happen during 2026 but was unable to give a date at this time.

The Chair suggested that consideration be given to refreshing the membership of the SRG to ensure it remains representative of the wider community. JC agreed to take the suggestion away for further discussion

PG queried the resilience of satellite-based navigation systems and the potential impact of interference or loss of satellite signals as aircraft become increasingly reliant on satellite navigation. JC advised that while such incidents (known as spoofing) are recognised within the industry, a number of safeguards are in place, including alternative navigation systems, existing ground-based infrastructure and established operational procedures. JC added that aircraft manufacturers, airlines and air traffic service providers continue to develop measures to mitigate such risks and maintain safe operations.

Actions

None

8. Noise & Operational (Environment) Reports (standing item):

The reports were circulated and taken as read.

DM took members though the new layout of the slides and highlighted the following key changes:

- An annual summary page has been added which will be retained in future reports and will include annual data such as contours and air quality measures. DM confirmed that no information has been removed from the reports and that additional comparative information has been included.

- Aircraft movements are now reported under passenger, freight and other categories. Mail is no longer reported separately as dedicated mail operations do not exist. Mail movements are now included within freight activity where applicable.
- Historical quarterly data has also been included to allow comparison across the previous 12 months.
- An explainer will be added to the report to explain the definition of aircraft categories used in FEU reporting
- All noise chapters are now included.
- North and south circuits and percentage splits are now included.
- Track keeping bars can be increased to include additional airlines.
- AM, PM and any late circuits have been added to the training flights data
- Noise reports now show day and night movements presented in loudest to quietest order with monitor type dependant decibel levels.
- A new training flight summary has been added to the reporting pack following the conclusion of the dedicated NAP reporting.

The report highlights were as follows:

A total of 83 complaints were received from 28 complainants, with levels reflecting the quieter winter period. DM noted that a significant proportion of complaints originated from a small number of repeat complainants. 48 complaints were related to specific airport operations with the majority being related to compliant aircraft operations, with most complaints being associated with 747 aircraft. Complaints were received from the Smisby and Breaston areas, with multiple complaints being received from the same complainants. No significant trends or unusual events were identified during the reporting period, and complaint activity is in line with the level of operations.

Track keeping performance remained strong during the quarter, exceeding the airport's target and continuing to perform above the same period last year. Continuous climb (CCO) performance also remained high across both runways. Continuous descent (CDA) performance remained consistent, although lower than climb. DM noted that interactions between arriving and departing aircraft can occasionally prevent continuous descent (CDA) operations from being achieved.

Training activity was low during the first quarter due to a winter pause in activity by operators. Full training programmes resumed at the end of March and continued into April. DM noted that training activity remained predominantly to the north, although some operations took place to the south. There was a small increase in complaints following the recommencement of training flights in April, including some from areas to the south of the airport.

An additional slide was included with information which covered the outstanding actions. This was circulated following the meeting.

Item 8. Questions & Answers:

Questions on the new report format:

The Chair highlighted that PG has raised a number of questions regarding the new presentation of the data.

PG questioned why reported mail movements have been removed as they have historically been reported and expressed concern that the change had been made without prior notification. The airport advised that mail movements are now captured within freight which reflects changes in the way mail is transported. DM explained that dedicated mail operations no longer exist, with mail now carried as part of wider freight activity. She added that reporting mail as a separate category had become increasingly inaccurate over time and that the revised reporting format provides a more

accurate representation of airport operations. DM also noted that all movements continue to be captured within the reports and that no operational data has been removed.

The Chair asked PG to clarify the importance of the mail figures to him and highlighted the recent reduction and the shift in the Royal Mail model. PG advised that mail had historically represented a significant proportion of night-time movements and that the removal of the category made it more difficult to understand changes in operational activity.

The Chair also asked whether a clear definition of mail movements still existed. The airport advised that a distinct definition was no longer practical due to changes in business models and the way mail and parcels are transported, often alongside other freight. It was therefore considered more appropriate to report such activity within the freight category.

PG requested clarification on the new reporting categories, particularly the definition of "other" movements. The airport advised that this category includes activities such as police operations, aerial survey flights and other aircraft movements that do not fall within passenger or freight operations. It was agreed that an additional explanatory note would be included within future reports to clarify the reporting categories.

PG also queried the use of the term "movements" rather than "air transport movements" (ATMs). The airport advised that all reported movements relate to aircraft operating from the runway and are captured within the airport's movement data.

PG reiterated his concern that the changes to the reporting format and categories had not been presented to the Committee prior to implementation. The Chair noted his comments. DM added that the numbers haven't been changed, only the naming.

As there were further questions, it was agreed that PG would continue the discussion with the airport following the meeting.

The Chair asked if airlines with CCO of less than 10 departures can be captured. DM advised that all operators continue to be included within the overall compliance figures and that the threshold only affects the presentation of the chart. She explained that including all operators individually would result in a large number of low-volume operators being displayed, making the report difficult to read. DM will look to add an "other" category to capture operators with fewer than 10 departures.

The Chair requested that, if a low-volume operator has a significant impact on compliance performance, this be highlighted within future reports. DM agreed and will include this detail.

PG praised the new noise monitor reports which show clear definition between night and day.

JC commented that he finds the new reports very clear. He queried the location of training circuits in the report and requested airline names to be included as opposed to codes. DM will confirm the location and suggested adding a separate line item for training movements and she will add airline names to future reports.

The Chair confirmed that the actions raised in matters arsing were covered in this item.

Questions on the report detail:

JC noted ASL's CDA performance which is considerably below target. DM noted this and will raise with the carrier.

JC highlighted an aircraft which appears on the Wilson noise report at around 90 decibels. DM confirmed that arrivals aren't fined and that the proposed future introduction of daytime noise limits would be covered in the next agenda item. DM will investigate the reading from the monitor and feedback at the next meeting.

DM confirmed that the presentation will be circulated following the meeting. Post-meeting note, all slides have been shared with members.

PG queried the movement of training flights to Prestwick airport and asked if this will be a factor in the amount of circuits that will take place at East Midlands. DM responded that Ryanair can find it difficult to find training slots at East Midlands during the summer season. Ryanair also conduct training flights at other airports, and they will choose quieter airports where there is less traffic.

Actions

8.1 DM to confirm by email to the Chair and CH by the agenda setting meeting on 7th September if training flights are included in the ATMs.

8.2 DM to provide an update on the CDA issue for ASL and Atlas Air by the next MENT.

8.3 DM to update on off-track info queries with NATS/NERL by the next MENT.

9. Noise Action Plan (NAP) update (standing item):

DM took members through highlights of the presentation.

Work is underway to finalise an airline questionnaire covering operational procedures and ground noise, which is expected to be issued to airlines in the next few weeks. Findings will be reported back to members and will support a number of NAP actions.

The training flight review detailed analysis has come to an end. Flights resumed in April following a winter pause, with limited activity during the first quarter. The airport advised that monitoring of curfew compliance, circuit distribution and exclusion zone overflights will continue into the 2nd quarter, with a further update to be provided at the next MENT.

DM noted that complaints about training flights remain low overall and continue to be coming from a small number of complainants. While complaints have historically come from the north of the airport, a small number have now been received from the south. Complaints have reduced with the majority of complaints being sent by the same complainants.

DM noted concerns raised by one resident of the southern area regarding the increased proportion of training circuits operating to the south and the impact on local communities. A discussion took place around the concerns raised by the complainant and the Chair advised that, before forming a view, it would be helpful to review an anonymised copy of the complaint alongside the airport's response. It was suggested that wider community representation may be beneficial in considering the matter, particularly given the limited representation of communities to the south of the airport within MENT.

Members also noted the importance of ensuring that consultation outcomes are communicated back to affected communities. It was agreed that an anonymised copy of the complaint and the airport's response would be presented at the next MENT for discussion. Wider EMA representatives would also be given the opportunity to contribute to the discussion. It was noted that MENT is not an adjudication forum for individual complaints but has a role in reviewing how complaints are handled by the airport.

DM advised that the proposed daytime and night-time noise limits have now been reviewed through MENT, the Pilot Liaison Group (PLG) and relevant airport teams, with no concerns raised. It was

confirmed that the new limits, including the introduction of a daytime limit, will be incorporated into the July AIRAC cycle and published in October.

Item 9. Questions & Answers:

JC thanked the airport and Ryanair for their help and work on this topic.

Actions

9.1 The action 9.2 from February 2026 (to avoid Kings Newton) to be carried over to next MENT.

9.2 The complaint discussed in brief about circuit training to the south is to be anonymised for consideration at the next MENT; to include the response from the airport. This item/issue is to be opened to all EMACC members to ensure wider representation. Documents should be ready for review by the next agenda setting meeting on 7th September 2026 so that they can be circulated to the full EMACC membership with an invite to comment if they wish to do so, plus attend next MENT.

10. Noise monitor reports for Summer 2025:

The reports were circulated and taken as read.

BH from SUONO took members through highlights of the report.

BH noted that the reports had been simplified to improve accessibility and understanding, while retaining the data. The monitoring results were reported to be consistent with the airport's published noise contours and previous assessments.

The reports showed that noise levels varied between locations depending on whether they were more affected by arriving or departing aircraft or training flights.

Item 10. Questions & Answers:

The Chair shared a question from Cllr Sutton who thanked SUONO for the reports. He asked if previous reports such as East Leake would be re-run and shared with the community. DM responded that the East Leake could be considered as a future monitoring location if appropriate. It was confirmed that there are no plans to rerun previously published reports using the new reporting format. CH shared the previous reports for this area and Gotham, highlighting that these had already benefited from a revised simplified one-page summary following feedback from MENT last year. Links to these reports are below.

27ba-rp-08-04-east-midlands-2024-east-leake-noise-monitoring.pdf

27ba-rp-07-07-east-midlands-2024-gotham-noise-monitoring.pdf

BH added that if East Leake was monitored again, that the data could be compared with the previous report.

PG thanked SUONO for the reports and noted that he found them very useful and comprehensive. He suggested that the findings could help inform future NAP actions, particularly where the reports identify trends in aircraft types, operators and noise events.

DM advised that an exercise will be carried out with the remaining fixed monitors and asked members to send their preferences of which monitors should be used.

Actions

10.1 Members to notify the Chair and CH as to which monitors should be used in the upcoming exercise by 7 September 2026

11. Considering options for future NAP Actions:

DM took members through a presentation.

This item will be added as an agenda item to the next MENT to provide continuation.

The airport is already looking at what NAP items can be included in the 2029 report. DM requested members submit any suggestions to be included in the next NAP to The Chair and CH by the next agenda setting meeting. It was requested that items be submitted in bullet points and further information can be obtained if necessary.

Item 11. Questions & Answers:

None

Actions

11.1 Members to submit bullet point suggestions as to what they would like to be included in the next NAP by the agenda setting meeting on 7th September 2026.

12. Air Quality Report summary:

The report was circulated and taken as read.

DS took members through highlights of the report. The slides were circulated following the meeting.

The airport uses an external company (Ricardo) to continuously analyse the air quality, and the data is shared on Air Quality England website. A link to the data is below and the Chair urged members to look at the information.

https://www.airqualityengland.co.uk/

DS shared that the 2025 air quality report was circulated to members in advance.

Item 12. Questions & Answers:

PG noted that the report compared monitoring results against both UK and World Health Organisation (WHO) targets and queried a discrepancy in one of the data tables.

DS confirmed that an error had been identified within the report and advised that a corrected version had been requested from Ricardo. The revised report was circulated to members directly after the meeting and published on the airport website.

Actions

None

13. CAA recommendations on Noise Action Plans as noise management tools (benchmarking by MAG):

The paper has been circulated and taken as read.

ST took members through the highlights of the paper.

ST provided an overview of the CAA review of airport NAPs, noting that the report contained 13 recommendations, mainly aimed at the DfT and DEFRA. ST noted that the airport is at an early stage of considering the next Noise Action Plan and is awaiting further guidance from DEFRA.

ST highlighted a number of recommendations that may be of interest to members, including the potential role of consultative committees in identifying quiet areas, the provision of financial information relating to noise mitigation measures, and further research into the impact of aviation noise on public health. The airport will continue to monitor developments and consider any implications for future NAPs.

ST highlighted several additional recommendations from the CAA review that may influence the development of future NAPs. These included potential requirements around noise forecasting, the sharing of draft NAPs with consultees prior to adoption, wider stakeholder engagement, annual progress reporting and the consideration of land-use planning around airports.

ST noted that the airport already complies with several of the recommendations and will consider any changes required once further guidance is issued by DEFRA.

Item 13. Questions & Answers:

The Chair queried who action RS1.5 is being directed to as it seems quite general. ST advised that a number of organisations, including the CAA, DfT and airports, are already undertaking or supporting research into aviation noise and mitigation measures.

JC referred to R10 and asked where ST believes improvement could be made. ST believes the airport already has smart measures in place. This will be looked at.

JC commented in relation to R12 that annual updates aren't sufficient. ST highlighted that the airport provides updates at each round of EMACC meetings. The recommendations have come from airports who aren't providing as much information as East Midlands Airport currently does.

The Chair suggested that, where possible, future NAP actions should include clear timescales to help with monitoring progress and accountability. He also suggested that, where timescales are not feasible, an explanation could be provided.

PG questioned whether the recommendation relating to the identification of quiet areas fell within the remit of Airport Consultative Committees (ACCs) and suggested that further clarification be sought through UKACCs. The Chair noted that responsibility for progressing a number of the CAA recommendations remains unclear pending further guidance from DEFRA and observed that local authorities may face resource constraints in supporting this work. It was agreed that the Chair would contact local authority representatives to seek their views on how to progress the matter and report back to the Committee.

The Chair also suggested that future NAPs could include a commitment to support the Committee in its monitoring role. ST welcomed this suggestion and noted that ongoing engagement with the Committee would continue and could be reflected in future NAPs.

Actions

13.1 The Chair to email LAA reps and other key stakeholders to see how they wish to proceed in relation to R1.3. Post-meeting note, this email was sent directly following the meeting

14. Any Other Business (AOB), Future planned or proposed items:

None. The Chair thanked members for their attendance and participation and urged them to share any future agenda items with himself and CH before the next agenda setting meeting on the 7th of September.

Actions

None

15. Future Meeting Dates:

Friday 9th October 2026.

Action Log:

- 8.1 DM to confirm by email to the Chair and CH by the agenda setting meeting on 7 September if training flights are included in the ATMs.
- 8.2 DM to provide an update on the CDA issue for ASL and Atlas Air by the next MENT on 9 October 2026
- 8.3 DM to update on off-track info queries with NATS/NERL by the next MENT on 9 October 2026
- 9.1 The action 9.2 from February 2026 (to avoid Kings Newton) to be carried over to next MENT on 9 October 2026.
- 9.2 The complaint discussed in brief about circuit training to the south is to be anonymised for consideration at the next MENT; to include the response from the airport. This item/issue is to be opened to all EMACC members to ensure wider representation. Documents should be ready for review by the next agenda setting meeting on 7th September 2026 so that they can be circulated to the full EMACC membership with an invite to comment if they wish to do so, plus attend next MENT.
- 10.1 Members to notify the Chair and CH as to which monitors should be used in the upcoming noise report exercise by the next agenda setting meeting on 7 September.
- 11.1 Members to submit bullet point suggestions as to what they would like to be included in the next NAP by the agenda setting meeting on 7th September 2026.
- 13.1 The Chair to email LAA reps and other key stakeholders to see how they wish to proceed in relation to R1.3. Post-meeting note, this email was sent directly following the meeting

The Chair closed the meeting at 12.25pm