MINUTES OF THE MEETING OF THE MANCHESTER AIRPORT CONSULTATIVE COMMITTEE held on Friday 17 July 2026 at the Doubletree Hilton, Manchester Airport

PRESENT: Rachel Bailey – Chair

Sandra Matlow - Passenger Representative

Liz Braithwaite – Cheshire East Council (online)

Tony Dean – Cheshire East Council

Angie Clark – Stockport Metropolitan Borough Council

Jeremy Meal – Stockport Metropolitan Borough Council

Jo Williams – Stockport Metropolitan Borough Council

Glynn Evans – Manchester City Council

Dave Marsh – Manchester City Council

Nathan Evans – Trafford Metropolitan Borough Council

Waseem Hassan – Trafford Metropolitan Borough Council

Shirley Procter – Trafford Metropolitan Borough Council

Steve Parish – Warrington Borough Council

Peter Burns – Technical Advisor Representative

Jack Thomas (North West Region of the Chamber of Commerce)

Paul Smith – Airline Operators Committee

Kristina Hulme (Association of British Travel Agents)

Simon Day – Heald Green & Long Lane Ratepayers Association

Barry Mackleston – Wythenshawe Community Housing Association

Neil Runciman – Mobberley Parish Council

Alan Newnes – Mere Parish Council

REPRESENTING MANCHESTER AIRPORT PLC

Brooke Allot, Alistair Andrew, Niamh Callinan, Jonathan Challis, Alison Green, Joanna Jackson, Helen McNabb, Luke Sipka, Sue Thomas, Louise Tolan, Chris Woodroofe

SECRETARIAT

Denise French, Secretary

ENVIRONMENTAL ADVISOR

Nick Kelly

ALSO PRESENT:

Tracey Wood, Trafford College

APOLOGIES:

Colin Banks (Knutsford Town Council), Phil Brown (Consumer Interests Representative), Katie Cox (National Trust), Michael Gorman (Cheshire East Council), Sam Lynch (Manchester City Council), Sam Naylor (Cheshire West and Chester Council), Rob Thompson (North West Region of CBI), Peter Wilkins (Disability Representative), Tim Ward (Airport Employees).

The Chair welcomed everyone to the meeting, in person and online, particularly those members attending their first meeting.

1 REPORT OF THE MANAGING DIRECTOR

Chris Woodroofe, Managing Director, presented his report.

He referred to the discussion at the previous meeting when there had been concern about aviation fuel supply; the concern had not materialised but the cost of fuel to the aviation industry was higher than earlier in the year. The conflict in the Middle East had impacted operational performance with April's performance showing a 3% decrease in passenger numbers for the first time since he had started his role in June 2023. The performance in June showed improvement and the rolling total was now 32,259,315 passengers, reflecting growth of 2.27%. During Q2 2026, the airport maintained strong performance in security with 96.9% of passengers processed through security within 15 minutes, which was in line with the targets.

There were a number of new routes and airlines including new European routes from easyJet, Ryanair and Jet2 and increased flights to Riyadh from Riyadh Air. Norse Airlines were also to increase flights to Bangkok following the return of some of their fleet from IndiGo; IndiGo had temporarily suspended their flights to India as they were unable to fly over Pakistan which meant the route was longer and more expensive.

The transformation programme was almost complete with more retail units opening. There were several lounges opening over the coming months and the T2 Executive Lounge has already opened to positive feedback. The reimagined chandelier project was now installed and titled 'Reflections of the North'; it featured 482 parachutes

which had been dedicated to various individuals and organisations including the committee – the Chair received a dedication certificate on behalf of MACC.

The annual results for year ending 31 March 2026 had been published with revenue and operating profits showing an increase. The accounts were for the whole of the airports group (MAG) and Chris explained that there had been significant expenditure on the transformation programme at Manchester and plans for improvements at Stansted Airport were underway.

In relation to the forecourts, as explained at the last meeting, the purpose of the barrierless method was to ensure the forecourts were free flowing. The current data on forecourt use showed that 98% of vehicles passed through within ten minutes and nearly 80% in 5 minutes.

Chris outlined the use of Pier C, which had previously been part of Terminal 1. The pier had been reimagined and was used for first wave departures and late night arrivals. The airport required use of all stands overnight and this included those at Pier C and it had been decided it was more appropriate to move passengers over to Pier C than tow the aircraft that were parked at C Pier to another pier. Passengers using Pier C for departures were bussed over from Gate 212. There were some facilities on the pier including a coffee shop and small WH Smith retail unit. Aircraft arriving late in Pier C would park there overnight. Chris noted there was some signage that still referred to T1 but this was all being removed. In terms of future investment, this would include new stands provided at the current location of cargo sheds along with more work in T3 to enhance the facilities.

Other items in the written report included:

The On Time Performance for the quarter had decreased month on month with performance in June being 62.9% for all flights and 82.8% for first wave. On Time Performance was impacted by various factors including weather, technical issues and disruption caused by airfield works. The security and operations performance continued to be strong with overall performance of 96.9% of passengers processed through security within 15 minutes, which was in line with the established targets. The performance of Immigration was 100% for all passengers in all terminals for the quarter.

The report outlined that feedback levels had decreased from the previous reporting period with a total of 5,932 cases during the reporting period. The main areas of concern were damage to vehicle, barrierless and staff. The average time to respond for the reporting period was 5 working days.

The services for passengers with reduced mobility continued to perform well. One of the key performance measures for the Civil Aviation Authority was to assist pre-booked arriving passengers within 20 minutes, and non-booked arriving passengers within 45 minutes; the airport scored 99.15% for pre-notified and 99.87% for non-

notified for the financial year to date. This surpassed the threshold for a ‘very good’ rating from the CAA. The PRM satisfaction score was 4.27/5 which also exceeded the CAA target for a ‘very good’ score. The period April - June had seen high numbers of PRM passengers with 73,296 passengers requiring assistance in June 2026.

Members raised the following issues and queries:

- It was very disappointing that MACC had not been made aware of the use of Pier C at its last meeting on 24 April. It was disappointing that with the significant investment in the airport through the £1.3bn transformation programme, there appeared to be insufficient capacity in T2 already and how would the airport manage should there be growth in the future? The AUAG had included Pier C as part of the regular walkabout in May and had been disappointed in the look and feel which was not considered to be the same standard as T2 and buckets were observed collecting water from ceiling leaks in the toilets. The service for passengers requiring assistance was felt to be poor as they were dropped off by the bus at a separate entrance which meant they had to wait outside for assistance with no shelter provided. A further example was given of a domestic arrivals passenger who had to wait outside as the staff member could not access the entrance door; there was no seating provided while the passenger waited. This contrasted with other passengers who were dropped at a covered entrance.
  Chris apologised and explained that use of Pier C had been planned for some months and the committee should have had prior notice. There was a separate item on the agenda at which Pier C would be covered in detail. In terms of the wider picture, Chris explained that looking ahead to the 5- and 10-year investment plans, it was intended to demolish Pier C and the airline community were in support of building a new pier equivalent to piers 1 and 2. Any new pier build was more complex than piers 1 and 2 as it would require part of the space currently occupied by Pier C. There was a need to manage the new build alongside the existing airport operations and there would need to be additional stand capacity (provided by demolishing the current Cargo Sheds) which would then enable the demolition of Pier C followed by a new pier build. There had been investment in Pier C but this was limited in view of the intended future demolition. It was recognised it did not match the standard of the new piers. It was also expected that passenger dwell time on Pier C would be short. The points raised about leaking ceilings and assistance passengers would be covered during the later update.
- There were issues in Wythenshawe with street parking from people who used the airport but did not want to pay drop off or parking charges. A member also raised the same issue in Hale Barns with both passenger and staff parking along with taxis/private hire vehicles stacking while waiting for their next fare. A similar issue was raised in Heald Green where the issues seemed to have

become worse. It was requested that the airport work with local authorities on these issues. The MACC Chair suggested a review of work to date be undertaken and considered at AUAG. Chris said the airport did not wish to cause detrimental impact to nearby residents, but the issues were not easy to address. There was a private hire parking area, but this would be reviewed to ascertain it was of sufficient size. He was not aware of issues with staff vehicles parking on residential streets and this was be investigated. In terms of drop off charges, the 5 minute band was aimed to ensure traffic flow. He recognised the charge was unpopular, but it compared favourably with other airports; there was also a free drop off facility.

- Was there any impact from the wildfires at Dovestone and when might the airport be concerned about any impact from wildfires? Chris said the wildfires were kept under review but there was no impact at present. There could be smoke impact, but aircraft would most likely be too high to be impacted. The airport was part of the local Resilience Forum and his role included that of strategic command for the airport.
- When was the next Jobs Fair? Helen McNabb had sought this information, and the committee would be informed once a date was agreed.

RESOLVED: that:

(a) the update be received.

(b) the meeting of AUAG on 4 September consider the parking issues raised at the meeting.

(c) the date of the next Jobs Fair be shared with members.

2 PROCEDURAL MATTERS

(a) The committee considered a draft procedure for public questions. Members discussed whether a questioner should be present in person or online to ask their question. It was noted that members of the committee had a representative role and issues could be raised with them. It was agreed that the Chairs of MACC, AUAG and TAG would discuss the procedure with the Secretary and it would be considered at the meeting in October.

RESOLVED: that a draft procedure for public questions be considered further at the next meeting of the committee.

(b) **RESOLVED:** That the minutes of the meeting of the Committee held on 24 April 2026 be approved as a correct record.

(c) The minutes of the meeting of the Technical Advisory Group (TAG) held on 12 June 2026 be received. There was one correction to include Councillor Tony Dean in the list of apologies. The TAG Chair noted there were leaflets about drones which members could take with them to share with their communities; members were

requested to promote the messages on community websites and social media around use of drones and the exclusion zone around the airport.

He referred to the recent airport news story about pilot Adam Nadeem who had enjoyed a week's work experience at the airport, aged 16, when he had been mentored by Jonathan Challis and his journey to gaining his pilot's licence.

There were two recently published research reports about the impact of aviation noise - Aviation Night Noise Effects and Aviation Noise Attitudes Survey which would be submitted to the next TAG meeting.

(d) The minutes of the meeting of the Airport Users Advisory Group (AUAG) held on 29 May 2026 be received. The Chair referred to several issues raised at the meeting and outside the meeting. She requested that members raise specific issues with the airport who would be able to investigate any complaints.

(e) The next meeting of the Airport Users Advisory Group was on Friday 4 September and the Technical Advisory Group was on Friday 11 September; both meetings were at 10.00am at the airport. The next AUAG walkabout would be in November.

(f) The next meeting of the Consultative Committee would take place on Friday 16 October 2026.

(g) The Chair presented her Annual Report which included contributions from the Chairs of AUAG and TAG. She requested that members consider the items they would like to see included in the 2027 Annual Report.

(h) The committee considered the finance report of the Secretary. The main transactions were payment of the UKACCs subscription for 2025-26, expenses for the Secretary (attendance at the UKACCs Annual Meeting in 2024 and 2025) and the receipt of the annual contribution from the airport.

(i) The committee considered the report on membership items and procedural matters.

The committee:

- Noted the update on membership.
- Confirmed the appointments of Councillors Glynn Evans and Sam Lynch from Manchester City Council onto the committee and that Glynn Evans be appointed onto the Community Trust Fund and Sam Lynch be appointed onto the Airport Users Advisory Group.
- Confirmed the appointment of Councillor Jo Williams from Stockport Metropolitan Borough Council onto the committee and the Community Trust Fund.
- Confirmed the appointment of Councillor Waseem Hassan from Trafford

Metropolitan Borough Council onto the committee and the Community Trust Fund.

- Noted that there is a vacancy from Tameside Metropolitan Borough Council.
- Noted the items on the Forward Plan.
- Noted that there will be an update on the website to the next meeting.
- Approved attendance at the UKACCs Annual Meeting on 12 – 13 October by the Chair and Secretary and the payment of expenses for travel and accommodation for the Secretary.
- Noted that an accessibility complaint had been received to the committee and that it was being progressed by the airport's legal advisors.

(j) The Chair and Simon Day had met with Helen McNabb to discuss the induction process. The proposals were being progressed.

3 EDUCATION AND EMPLOYMENT UPDATE

(a) Skills Hub - Joanna Jackson – Senior Education & Employment Manager and Tracey Wood - Trafford College presented:

Tracey is the Chief Commercial Officer of the Trafford and Stockport College Group (TSCG). She explained some key points about TSCG which currently comprised five colleges at Altrincham, Cheadle, Marple, Stretford and Stockport and had supported 5500 young people to date and worked with 1700 employers.

She explained that in recognition of various challenges at Manchester Airport, including a labour shortage, skills gap, recruitment challenges, training needs and future workforce growth, a Manchester Airport Skills Hub had been established. The timelines of how the Hub had developed, were shared; the current focus was to launch an employer driven training and education offer tailored to the airport, continue to evolve the Airport Academy and the establishment of a virtual Airport College to be launched in September 2026 and focused on provision for 16-19 year olds. The plans for 2027 included expanding the Airport College model to other further education providers through a hub and spoke model and to other types of provision such as Foundation Apprenticeships. Governance was provided by the Manchester Airport Skills Advisory Board, chaired by Chris Woodroofe with membership including the CEO of TSCG, airlines, ABM (the airport's current assistance services provider), ground handlers, NATs, the Greater Manchester Combined Authority and Manchester City Council. The priorities of the Skills Hub included supporting job seekers into careers in aviation, inspiring and engaging future talent, bridging skills gaps, developing aviation specific leadership skills and improving connectivity to the airport site in order to support growth.

The Skills Hub had achieved success in various ways including 60% of learners at the Airport Academy converting their learning into an employed role at the airport; a 100% pass rate for apprentices with 70% achieving employment at the airport. The Hub was also successfully supporting local people to access skills and careers at the

airport, helping employers with better access to talent, supporting productivity and expansion of the airport and being engaged in successful partnership working with employers, education and public partners. The success of the Skills Hub was also evident through awards including the Educate North, Business Engagement Award and being shortlisted for other awards.

Members raised queries and issues as follows:

- Was there engagement with colleges in Cheshire? Tracey said the hub and spoke model would be introduced in Greater Manchester in the first instance and opportunities to expand to adjoining areas would then be explored.
- It was suggested that there was a gap between the airport and the travel industry. Tracey agreed but said employers were engaged in the Skills Hub and this enabled connections to be made within the broader travel industry.
- Were there opportunities for certain groups of young people such as Care Leavers and SEND? Tracey said work with Pure Innovations could help but phase 2 of the Skills Hub would look at inclusivity.
- It was important to encourage aspiration particularly in more deprived areas. Tracey said the website included examples of individual journeys which were important to show what could be achieved.
- How were the opportunities promoted and shared so that people were aware? Tracey said the apprenticeships were promoted to employers and a webinar had taken place.
- How was funding secured? It was explained that the initiatives were a joint project between the airport and TSCG, there was a coordinator in post who explored funding opportunities.

(b) Pure Innovations - Brooke Allott updated:

Pure Innovations worked in partnership with Manchester College and employers to offer Supported Internships which were designed for young people aged 16–24 with learning difficulties and disabilities. The internships combined classroom learning with supported workplace placements with the goal of helping interns progress into paid, sustainable employment. The typical programme would see the intern undertake three 10-12 week placements over an academic year, helping them to develop practical skills, confidence, and work experience.

There were also benefits to the employer including improved staff retention by matching the right interns for the right role; access to a motivated and reliable talent pool; reduced recruitment costs; increased workforce diversity and inclusion and practical support from Pure Innovations at no cost to the employer. There were a number of employers offering supported internships including ABM, Mitie, Crowne Plaza and Greggs as well as some of the airport's own teams including Meet & Greet and the uniform store.

The meeting welcomed Braxton who had successfully graduated from the Supported

Internship scheme and was now in a paid role with ABM, having experienced placements doing maintenance work at Crowne Plaza and as a trolley operative for the airport.

The next cohort of students would start on their supported internships in September 2026.

A comment was made about whether there may be opportunities for young people Not in Education, Employment or Training (NEET) to benefit which Joanna said could be discussed in terms of some of the initiatives on offer.

Members commended the education initiatives outlined at the meeting.

RESOLVED: that the update be received and noted.

4 SUSTAINABILITY UPDATES

(a) Sustainable Development Plan (SDP) – Alistair Andrew explained that the SDP was at the final drafting stage and would then be published. The consultation period should cover the autumn round of meetings.

(b) The aircraft track and noise monitoring and complaints reports for March – June 2026 were noted. Members commented on the numbers of complaints and 'go rounds'. Jonathan Challis explained there had been significant easterly winds which resulted in additional complaints as aircraft were not where local communities expected. He also outlined that there had been issues with the Instrument Landing System (ILS). As members were aware, aircraft were routinely vectored to make an ILS approach to the duty runway. An ILS would provide 'all weather capability' with many aircraft able to land with little visual reference to the ground. There were occasions when the ILS was not available such as periodic maintenance, mechanical failure and grass cutting/other maintenance tasks that blocked the aerial array. In those instances, 'contingency approaches' would provide a critical safety net and resilience for aircraft approaches; over the past forty years, these contingencies had been VOR/DME approaches (Very High Frequency Omni-directional Range/Distance Measuring Equipment). The use of VOR/DME approaches caused greater community disturbance as aircraft were offset to the north of the ILS path and must be configured earlier to land. In August, Required Navigation Performance (RNP) approaches would replace VOR/DME approaches as the contingency approaches at Manchester. There were already RNP approaches in place at East Midlands and Stansted Airports and local communities were unable to distinguish between ILS/RNP approaches. The next set of complaint data would be submitted to the committee in October and TAG in September, and it was expected that complaint numbers would reduce.

(c) Sue Thomas updated on the publication of 2 studies from the Department for Transport and CAA - ANAS and ANNE Part 1. These were 2 major studies on attitudes to aviation noise (daytime) and aviation night noise effects (night-time). The ANNE part 2 and studies on the economic effects of night flights would be published

later in the year. It was then expected that government would look to review policy.

The Airport's 2025 Air Quality report had been published on the website.

A partnership with Agent Academy had been launched to support young people develop workplace skills while helping the airport to explore options for establishing a new nature forum.

(d) The Community Engagement report was considered. The results of the bi-annual Community Trust Survey were shared. There had been 118 responses representing a good geographical spread. The overall themes were summarised showed a general improvement in trust in the airport; an awareness of the Sustainability Strategy and communications.

The Community Trust Fund continued to receive high numbers of applications. The Trust said goodbye to three dedicated trustees following the recent elections: Paul Andrews (Manchester), Bill Fairfoull (Tameside) and John Taylor (Stockport), their work on both the committee and Trust Fund was recognised and commended. The Trust now looked forward to welcoming and working with the newly elected representatives. At the April meeting grants totalling £30,396 had been awarded to 27 groups including SMART (South Manchester Archaeological Research Team), a group of amateur archaeologists who were excavating at Higher Mill Wood in Cheadle.

The Community Engagement Team had been busy with their Outreach programme including attending the Cheshire Show, Mobberley Rose Queen, Goostrey Rose Day and the Join Together Festival in Cheadle. The committee were requested to contact the team with any opportunities for outreach in their area.

The team were supporting the MACC Chair and Simon Day in developing the induction process which would include a handbook, information about Manchester Airport, a list of acronyms, training and a site visit to the airport campus.

There continued to be a focus on volunteering and, in line with the Sustainability and Conservation strategies, were actively seeking out new nature-based volunteering opportunities. To date, this had included a litter pick in Wythenshawe to celebrate Earth Day in April and woodland maintenance with the National Trust at Alderley Edge.

The airfield team had advised that the August maintenance runway closure period had been extended from the advertised 02:00 – 06:00 - to 00:00 – 06:00. Jonathan explained the impact of the prolonged period of hot weather on paved surfaces including highways and airport runways. The Runway 2 surface was now 25 years old and Runway 1 surface was 15 years old. On 10 July, a surface temperature had been recorded of 55.1ºC with air temperature of 30.4 ºC which had caused detriment to the runways. To carry out repairs, Runway 1 had to be closed on seven occasions with Runway 2 used in single runway mode; six of these occasions had stretched

into or taken place overnight. The planning authorities had been notified as required by the airport's planning permission.

(d) Airport Rail Station Platform Lengthening - Megan Wild & Simon Daly of Network Rail presented:

The project would improve reliability and capacity on the rail network and would deliver a 120m extension to both platform 1 and platform 2/3, two retaining walls, reconstruction of bridge M1A2 over the track and remodelling of overhead lines, track and signals. Work had now commenced on site and would continue until July 2028.

In 2028 there would be a 10-week blockade, planned between 8 January and 19 March, during which time there would be no train services running to Manchester Airport. There would be a dedicated replacement bus service operating between Wilmslow Station and Manchester Airport Ground Transport Interchange (GTI). There would also be some shorter closure periods including on 5 December 2026 when there would be no train services to the Airport for a 24-hour period and some other periods in February, May and October 2027. The closure periods would take learnings from previous closure periods and would take account of the need to accommodate passengers' luggage on the bus replacement services.

Members raised the following issues and queries:

- Would there be an impact on trains from Heald Green – Piccadilly? Megan explained there would be an alternative route.
- How would the road network cope with additional buses replacing the train service, local roads around Styal were not considered suitable. Megan said the bus replacement route would use the A555.
- Would the bus replacement service be fully accessible including for mobility scooters? Simon said buses would be accessible, but he would take away the point about mobility scooters to check.

It was agreed to invite Network Rail to the meeting in July 2027 to provide a further update on the platform lengthening programme.

RESOLVED: that the update be received and noted.

5 MANCHESTER TRANSFORMATION PROGRAMME (MTP) – USE OF PIER C AND BRANDING OF T2 AND T3

Luke Sipka updated on the use of Pier C. He said there had been significant investment in Pier C including removal of the glass partition to make the area much wider and other improvements to seating and signage. The ceiling leak observed at the AUAG walkabout in May had now been resolved. He would be happy for members of AUAG to undertake a further walkabout.

He explained that Pier C was being used by 7 airlines and there were no plans to increase the list which included easyJet, Tui, Jet2 and KLM. It had gone live for passengers on 28 April with a phased opening and was now fully operational for stands 22 – 32. It was used for night stop arrivals between 2100 - 0300, and first wave departures between 0530 - 1000. There were two members of the customer experience team, and ABM, always present on the pier. ABM had their own gate for departing passengers within the T2 shuttle lounge to proceed to the pier, whilst arriving passengers were met at the aircraft. There was an ongoing project to create a contingency lift and this was progressing well. The lift would be a contingency for the main lift (lift 81) which took passengers to and from the ground level of the bus drop off/pick up.

There were 5 buses dedicated to a continuous loop for departing passengers, and dwell time within the T2 shuttle lounge had been minimal. Arrivals were met by buses in the same way as remote operations and waiting times so far had not exceeded 3 minutes for passengers; feedback had been positive. As Chris had outlined earlier, Pier C was very much a transactional area where passenger dwell time was minimal. The call to gate time was 75 minutes before departure time to allow time for the bus journey and most airlines began boarding around 45 minutes before departure. Pier C would continue to be used in the winter schedule but the hours of operation were currently under review by the planning team and may change dependent on winter operation night stop/first wave flight times.

Members raised the following issues and queries:

- Where was the location of the additional lift? Members on the walkabout had understood there were two entrances into Pier C, one with two lifts to be used by assistance passengers but there was no cover from inclement weather and then a second entrance for other passengers. Luke explained that neither entrance currently had two lifts and there was an opportunity to add an additional lift for passenger use; Ed Kibblewhite would be able to address the points about assistance passengers.
- A walkabout for AUAG to Pier C was supported.
- There had been numerous complaints about the arrivals journey and it was felt that messaging needed to be improved to make passengers aware that they could depart from or arrive into Pier C and this would include a bus journey.
- The AOC representative explained that there had been significant consultation with airlines about the proposed use of Pier C. The airlines had stated their preference for the use of Pier C rather than the alternative which was fully remote operations. The allocation process was complex and was dependent on those airlines arriving late into Manchester. Those airlines may not know they would be arriving onto Pier C at the point of departure. The airline community were happy with the process of departures from Pier C but felt the arrivals process was cumbersome. In terms of informing passengers, this

could be done by the check-in team as part of call to gate information and walk distances. The use of Pier C took account of numbers of assistance passengers on a flight. Luke explained that tannoy announcements were made.

- The use of Pier C was understood in terms of it being preferable to fully remote operations; it was important to ensure both arrivals and departures ran smoothly.
- The AUAG walkabout had observed a lack of toilet provision on the walk to the gate. Luke explained that the toilets were now fully open and signage had been improved.

RESOLVED: that:

(a) the update be received and noted.

(b) a future AUAG walkabout take place at Pier C.

6 CURRENT CONSULTATIONS

The committee noted current consultations:

Consultation on Amendments to UK Reg (EU)139/2014 and CAP 168 - regulations contain requirements which must be complied with. The CAA's statutory role is to consider the required content of the regulations, consult on our proposed changes to the regulations, take consultation responses into account before forming a final view and then communicating that view to the Secretary of State. Closing date: 21/09/2026

DfT call for evidence: SAF Mandate: SAF supply and industry certainty in an evolving market. Closing date: 28/07/2026

7 ANY OTHER BUSINESS

None

DATE OF NEXT MEETING: Friday 16 October 2026 at 10.00am.

Agenda items	Action	Who	When
Item 3 - Procedural matters:	Protocol for public questions	Chairs and Secretary	MACC 16 October 2026
Membership	Website Working Group	Secretary	Ongoing work

	– set up meeting on Teams – members to include Chair & Vice Chair of MACC, Chair of TAG, Jeremy Meal and Steve Parish Induction process – proposals underway	Chair/H McNabb	Ongoing work
Item 2 – MD's Report	Rail connectivity Could the Memorial Window be reimagined Parking issues in the vicinity of the airport Date of the next Jobs Fair be	A Andrew Community Engagement Team Community Engagement Team Community	Future MACC meeting To be included in a future update AUAG 4/9 To be shared

	shared with members	Engagement Team/Secretary	when known
Item 5 - Sustainability updates	Sustainability Strategy – bring key elements to future meetings; consultation on SDP ANAS and ANNE Part 1 Rail platform lengthening project	N Robinson S Thomas A Andrew	MACC and Advisory Groups as relevant To TAG 11/09 To MACC July 2027
Item 6 - MTP	Use of C Pier and accessibility issues – AUAG walkabout to take place of C Pier; accessibility issues to AUAG	L Sipka/E Kibblewhite	AUAG 04/09 and for winter walkabout