



East Midlands Airport Consultative Committee (EMACC) General Meeting



Date: Friday 17th April 2026



Time: 10:00 – 12:30



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

Agenda:

Timing	Agenda Item	Lead	Resources (paper, presentation etc)
5 minutes	1. Welcome and apologies:	Chair	
5 minutes	2. Declaration of Interests:	Chair	
5 minutes	3. Minutes of the Last Meeting: a. 5th December 2025 Minutes b. Matters Arising	Chair	Draft Minutes
10 minutes	4. An Update by the Chair:	Chair	
30 minutes	5. Managing Director's Report:	Steve Griffiths	Paper
10 minutes	6. How EMA mitigates against drones using zones:	Thomas Wowk	Verbal update
20 minutes	7. Airport Update: a. Environment b. Planning c. Community Engagement	a. Andy Howard /Nicola Rushton/Sue Thomas / b. Jon Bottomley c. Colleen Hempson	Papers
25 minutes	8. EMA Commercial Strategy:	Adam Andrews	Presentation
25 minutes	9. ED&I at MAG:	Alicia McDonnell	Presentation
5 minutes	10. AOB: Future Planned or Proposed Items:	Chair	
5 minutes	11. Future Meeting Dates: Friday 2nd of July 2026	Chair	

1. Attendees:

Attending:

Title/ Organisation	Name	Initial
East Midlands Airport Consultative Committee (EMACC) Independent Chair	Guido Liguori (IP)	Chair
Independent Secretariat	Carol Pull (IP)	CP
Airport User Group:		
DHL Aviation (UK) Ltd	Will Fuller (V)	WF
East Midlands Chamber of Commerce	Ian Evley (V)	IE
EMA Accessibility Forum	Christiane Link (V)	CL
Job Centre Plus	Joanne Alton (IP)	JA
Nottingham College	Robin Atherlay (V)	RA
Local Authority Group:		
North West Leicestershire District Council	Cllr Ray Sutton (IP)	RS
Broxtowe Borough Council	Cllr Richard MacRae (V)	RM
South Derbyshire District Council	Cllr Stephen Taylor (IP)	Cllr ST
Derby City Council	Cllr Martin Rawson (V)	MR
Local Interest Group:		
Derbyshire Association of Local Councils	Cllr Stephanie Marbrow (V)	SM
Nottinghamshire Association of Local Councils	Cllr Hillary Gibbins (V)	HG
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter (IP)	AS
Melbourne Civic Society	Martin Keay (IP)	MK
People Against Intrusive Noise (PAIN)	Dr Paul Grimley (IP)	PG
Save Aston and Weston Village Environment (SAVE)	Ed Green (IP)	EG
Kings Newton Residents Association	Dr Chris Tyler (IP)	CT
Protect Diseworth	Jim Snee (IP)	JS
MAG / EMA Representatives:		
EMA Managing Director	Steve Griffiths (IP)	SG
MAG Chief Sustainability Officer	Neil Robinson (IP)	NRO
MAG Head of Noise and Community Engagement Strategy	Sue Thomas (V)	ST
MAG Head of EDI	Alicia McDonnell (IP)	AM
EMA Commercial Director	Adam Andrews (IP)	AA
EMA Community Engagement Manager	Colleen Hempson (IP)	CH
MAG Planning Services Director	Jon Bottomley (V)	JB
EMA Environmental Specialist	Nicola Rushton (V)	NRU
Public Affairs Manager	Miles Pattison (IP)	MP
EMA Asset Development Director	Brian McCoubrey (V)	BM
EMA Safety Manager – Aerodrome	Tom Wowk (IP)	TW

Apologies:

Title/ Organisation	Name
Rushcliffe Borough Council	Cllr Andy Edyvean
Loughborough University	Dr Andrew Timmis
Nottinghamshire County Council	Cllr Andy Brown
Derbyshire County Council	Cllr Martyn Ford
Charnwood Borough Council	Cllr Jenni Tillotson
5 Parishes Community Group	Julian Coles
CPRE Derbyshire	John Ydibli (V)

Absences:

Title/ Organisation	Name
UPS Ltd	Sarah Bell
Erewash Borough Council	Cllr Harrison Broadhurst
Leicestershire County Council	Cllr Charles Pugsley

(V): attending virtually.

(IP): attending in person.

The Chair welcomed everyone to the meeting.

Apologies and absences are noted above.

2. Declaration of Interests:

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

3. Minutes of the Last Meeting:

a. 5th December 2025 Minutes:

The minutes of the meeting held on 5th December 2025 were approved as an accurate record.

b. Matters Arising:

There were no outstanding actions and no matters arising were raised.

4. An Update by the Chair:

The Chair recently attended a meeting of the Aviation Noise Engagement Group (ANEG). There is no progress expected in the near future on a new British Standard for home noise insulation for new builds. The recent Civil Aviation Authority (CAA) survey on airport approaches to insulation and noise mitigation for households was subject to criticism, particularly regarding the absence of questions on

compensation. The CAA advised that the survey is intended to establish a baseline of evidence to inform future decisions.

In relation to the Aviation Navigation Guidance consultation, the CAA indicated that the use of Local Authorities as conduits for consultation is unlikely due to resourcing constraints.

The Chair continues to have regular catch ups with the CAA and DfT, however he noted that recent personnel changes may mean delays with current projects.

The CAA recently informed UKACC that the Aviation Noise Attitude Survey has been delayed again, due to pre-election restrictions.

The Chair extended an invitation to all members of the committee to the TEP tour of the control tower and associated airside operations scheduled to take place on June 18th, 2026.

The Chair thanked members who contributed to the survey and the 2025 Annual Review, which has now been published.

5. Managing Director's Report:

The report was circulated and taken as read.

Report highlights:

For the financial year ending 2026, passenger volumes remained consistent with the previous year at approximately 4 million, with growth planned across FY27–FY29. Two long-term contracts were secured with Ryanair and Jet2 through to 2032, with discussions ongoing with TUI regarding a contract extension.

Loganair will commence flying to Jersey from May 2026 and the airport hope that they will expand their network.

Cargo performance in 2025 was strong, accounting for 35% of UK cargo growth. This was supported by the attraction of seven new operators and investment from Yun Express to upgrade the former UPS facility. Further interest is anticipated from additional Chinese operators. dnata, part of Emirates, is expected to commence operations later in 2026, which should drive further growth and attract additional airlines.

Significant investment was undertaken over the winter period, including terminal upgrades and enhancements to retail and food and beverage offerings. Improvements were also made to passenger facilities, including a full refurbishment of toilet facilities, upgrades to the immigration hall, a new children's play area in departures, and the introduction of a sensory room which is the first within the MAG group. The quiet room was also relocated. Operational enhancements included the introduction of a self-service meet and greet parking service, and upgrades to gatehouse facilities, with two completed and one remaining.

A "Very Good" rating was received from the CAA again for assisted travel and the airport was delighted to win the "Travel for Everybody" award.

SG shared that Lauren Turner, whose career has fast-tracked from a security officer role when joining the airport to her appointment as Operations Director this year, has been appointed as one of only ten Aviation Ambassadors in the UK by the Aviation Minister. Her role as ambassador will be encouraging young people to pursue careers in aviation.

The Middle East conflict has so far had no direct impact on the airport, although some impact has been experienced at sister airports operating Middle Eastern routes. While flights have recommenced, there remains some ongoing disruption. MAG is managing a slight reduction in passenger numbers, with some demand shifting towards European travel. Consideration is also being given to longer term fuel supply, with ongoing engagement with airlines and fuel suppliers. Fuel availability is managed on a rolling 6–8-week basis, with no concerns identified up to the end of May and reasonable supply anticipated in the subsequent period, although the situation remains under review.

Item 5. Questions & Answers:

AS highlighted the £50 million Ryanair invested on maintenance at Prestwick Airport and asked if this would mean a reduction in training flights at East Midlands. SG noted that there has been a slight reduction in training flights this year. The investment in Prestwick has been made for maintenance, repair, and overhaul facilities to support its UK and European fleet. This was supported in part by government grant funding. Ryanair will continue to use the airport and have their training school based here.

PG requested an update on future airspace and the timeline for the consultation. NRO clarified that the previous issues have now been resolved, with all airports having passed their 2nd gateway stage. This means they can move on to the next phase of design work. The introduction of the Airspace Support Fund by government, which contributes towards the costs of airspace modernisation, has further strengthened the position, allowing more confident progress with the MTMA (Manchester Terminal Manoeuvring Area) programme. NRO suggested providing a fuller update at the next meeting, pending the outcome of the government consultation. This would include a revised implementation timeline and consideration of updated policies. NRO doesn't anticipate there will be movement on the consultation as the remainder of 2026 will be taken up by design and ATC work, meaning the consultation is likely to be in 2027.

AG asked if Doncaster Airport would impact airspace. NRO advised there had been a potential risk of delay had Doncaster joined the process at an earlier stage, however, this was addressed by the Aviation Minister, who confirmed that Doncaster would not join the programme, as this would have required the other airports in the MTMA to wait for Doncaster to proceed through stages 1 and 2 before all airports could progress to stage 3. As a result, the wider airspace design will proceed with consideration of Doncaster, which will be expected to align with the final design rather than form part of the core programme.

PG asked for clarification on paragraph 1.4 of the report. SG explained this paragraph referred to the launch of the airport's master plan at the UKREiiF event in May of 2025. Four key areas were identified for potential cargo expansion and provided a platform to more actively promote passenger and cargo growth opportunities. Over the past year, this has supported the attraction of seven new airlines, engagement with dnata to establish a presence, and ongoing discussions with major logistics integrators regarding future growth and investment, resulting in increased market interest and more positive engagement with the airport.

EG has received a few questions and concerns around the new rapid drop off system from people who aren't familiar with technology. He asked if the airport has received similar feedback. SG said that feedback has been received, including engagement with MP Amanda Hack. He confirmed that there are no plans to introduce on-site payment, however, options are available to support users, including setting up an account in advance, a 24-hour post-visit payment window, and a telephone payment line. There is also clear on-site signage showing how to make payment. It was acknowledged that, as this is the first year of operation, there is a learning curve for users. The system has delivered

significant improvements in traffic flow, with no congestion reported, including during peak summer periods, and an initial grace period was implemented to support transition.

RS requested that further clarity be provided on the approach to land use and the role of storage and logistics beyond direct cargo handling. While the importance of locating cargo operations airside for immediate onward distribution was recognised, the Committee would like a better understanding of the rationale for other types of storage and warehousing. This includes how this supports the airport's overall operation, and how land is allocated to balance cargo growth, logistics activity, and wider strategic development opportunities. SG highlighted that some of this would be covered during item 8 of today's agenda.

SG explained that major operators such as DHL and FedEx manage both the build-up of outbound cargo and the breakdown of inbound goods for onward distribution within on-airport warehouse facilities. While there is currently sufficient runway and apron capacity, increasing pressure is being seen on warehousing space. The airport's primary requirement is therefore for facilities that enable efficient offloading, processing, and transfer of goods from airside to landside, rather than accommodating large-scale distribution centres on core airport land. The airport's strategic role is to act as a gateway, enabling the seamless movement of goods into wider logistics networks. Its location within the East Midlands supports this, given the region's strength as a logistics hub with strong connectivity across the UK. Beyond the airport boundary, there is a focus on attracting both manufacturing and distribution businesses, including high-value sectors such as pharmaceuticals, particularly around developments along the A453. Overall, the airport's role is to facilitate the efficient flow of goods into and out of the wider distribution network.

RS thanked SG for his helpful response, particularly in relation to pharmaceuticals aligning with the broader category of advanced manufacturing, as referenced within the Freeport framework. He believes a distinction should be acknowledged between general logistics operations, which could be located elsewhere, and activities more integral to the airport's function, where proximity supports immediate flow through the airport as a central hub.

6. How EMA mitigates against drones using zones:

TW introduced himself to members and provided a verbal update given the sensitive and confidential nature of the topic.

He explained that drone technology is developing rapidly and represents one of the most significant airfield safety risks. East Midlands Airport operates a CAA-governed Flight Restricted Zone (FRZ) of 2.5 nautical miles managed through a three-tier colour system, enhanced detection technology, and joint monitoring with local police. Drone activity is monitored 24/7 using live data, with the ability to partially or fully suspend operations within seconds depending on threat level.

In 2025, 14 confirmed drone infringements were recorded. A CAA-recommended permit system is in place to allow controlled drone operations under strict ATC coordination.

Key trends identified include:

- ➔ Drones being powered on at ground level, triggering detection systems
- ➔ Authorised drones not following ATC procedures, despite approval

Drone activity is reported as part of monthly safety performance monitoring and all infringements are reported to the CAA. A dedicated drone working group is in place, with ongoing collaboration with external bodies and the DfT. The airport is currently upgrading its drone detection system.

SG added that this becomes a more prevalent topic each year at the Download festival.

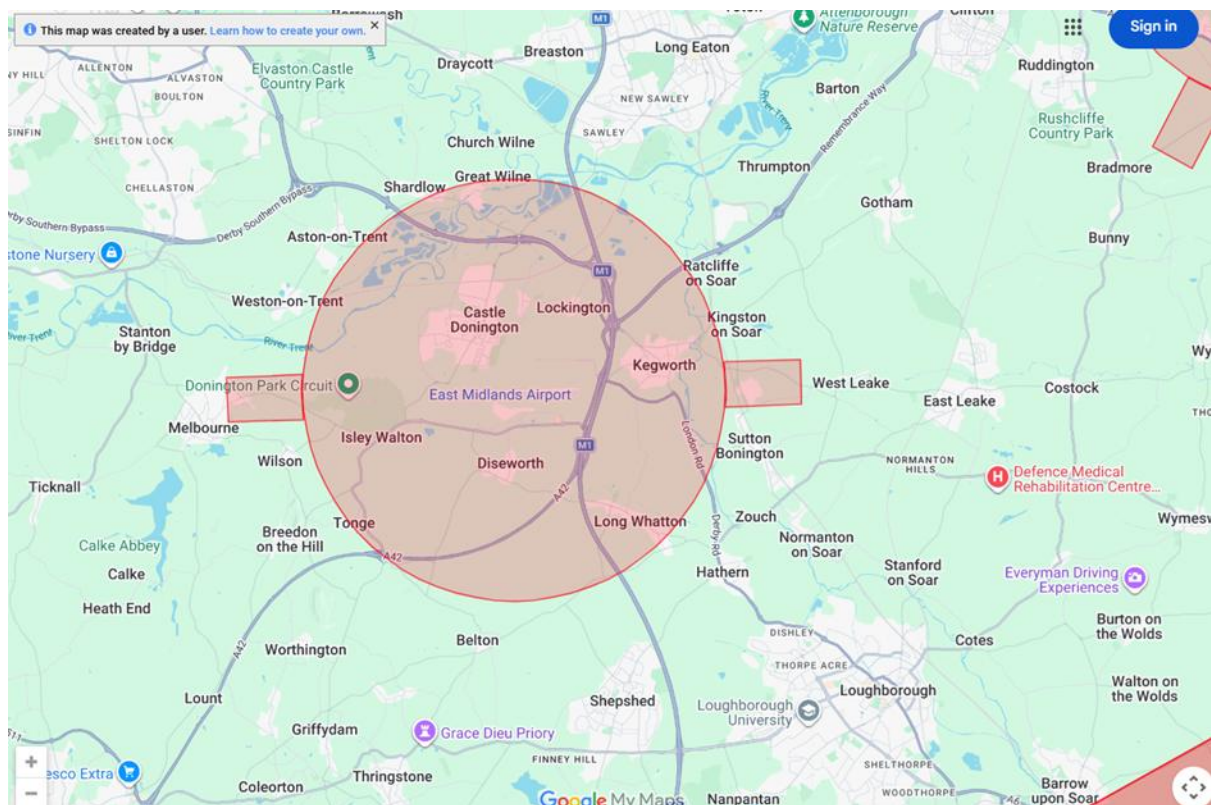
Item 6. Questions & Answers:

Cllr ST thanked TW for his presentation and asked if the police are solely responsible for enforcement. TW confirmed that they are.

The Chair asked why people would switch drones on but not fly them. TW believes this is likely due to using the photography function which is still an infringement.

PG asked for further information on the FRZ. TW showed a map of the area which was shared in the meeting chat function and is copied below for information purposes.

Flight Restricted Zone for Drones for East Midlands Airport:



TW clarified that all information shared today is available in the public domain.

7. Airport Report:

a. Environment:

The papers have been circulated and were taken as read.

ST, BM, NRU, and CH took members through the report.

Climate change:

Taken as read.

Noise Action Plan 2024 – 2028 & Community Noise Monitoring:

Taken as read.

Community Noise Monitoring:

Taken as read.

EMA Surface Water Performance and Improvement Programme:

Improvements were made over the summer period in preparation for winter. The team are currently undergoing their annual post winter, “lessons learned” exercise.

PFAS and Regulation 61 Summary:

The team are working with the EA through the regulation notice.

The airport has been notified by the Environment Agency (EA) that there will be variations to their permit, and the team will be working with the EA on this.

Waste Update:

The new waste management provider is now operational and will be working with the airport to reach their objectives of zero waste to landfill certification and 80% recycling target on site in the next few years.

b. Planning:

The report was taken as read.

c. Community Engagement:

The report was taken as read.

CH highlighted the link recently sent to members for the community flyer and asked members to participate in the survey. The closing date is the of 1st June 2026.

Face to face outreach programmes have now started and will run throughout the year.

The 3rd annual MAG Youth Summit recently took place at the airport and was a great success.

The employee volunteering target was reached for the financial year.

The EMA Community Fund Annual Report is in final draft and will be published over the next few weeks. Post meeting note – this report is now live on the EMA website [here](#).

[2025-2026 EMA Community Fund Annual Report](#)

Item 7. Questions & Answers:

7a.

The Chair asked for details on the variation of the permit. The airport advised that this relates primarily to surface water discharges to the River Trent. Notification has been received from the EA of its intention to amend the existing permit; however, no details of the proposed changes have yet

been provided. The team anticipate that a consultation period will follow, with the next step being for the EA to issue details of the revised permit and associated timescales. The Chair asked for details of the consultation, however the airport is not yet aware. The committee will be updated when further information is available.

PG asked for clarification on the section on page 1 of the environment report on greenhouse gas removals advance market signals. NRO explained that achieving net zero in aviation will require not only reducing emissions but also removing residual emissions from the atmosphere. While natural solutions such as tree planting play a role, technologies like direct air capture will need to scale significantly. The “Greenhouse Gas Removals Advanced Market Signal” refers to a collaborative initiative across the aviation sector to commit to purchasing carbon removals in advance. By signalling future demand through these commitments, the aim is to support the development and funding of large-scale carbon removal technologies, helping to accelerate their growth and reduce costs over time. This approach provides a means for the aviation industry to help stimulate the development of carbon removal projects. By committing to long-term purchase agreements, it demonstrates secured future demand, which in turn makes it easier for project developers to obtain financing and progress the construction of carbon removal facilities.

PG queried when the noise monitoring information from the portable monitor was discussed at MENT. CH responded that the noise monitor results were circulated however this item was deferred from the last MENT given the busy agenda. The item is on the agenda for the next MENT on the 5th of June 2026. The airport has worked on simplifying the reports and asked for member feedback.

MR asked if there were any opportunities to develop further solar on the airport site. NRO advised that this is a very active line of investigation subject to specific aviation requirements, including the management of solar glare. He shared that a 40-megawatt facility is about to go live at Stansted airport.

The Chair asked if the situation in the middle east gives an opportunity to look at the production of SAF (sustainable aviation fuel). NRO advised that in the short term this isn’t an option as production facilities are already at maximum capacity.

The Chair asked if learnings from the “lessons learned” exercise could be shared with the group. BM will arrange for details to be shared.

RS asked in the absence of the Leicestershire County Council Flood Risk Authority representative, if there have been any known flooding incidents potentially linked to the airport’s water storage as this is not covered in the report. SG confirmed that the airport manages significant volumes of water, discharging to several local points. The airport has remained 100% compliant with its discharge permit and there have been, to their knowledge, no flooding events have been caused as a result of its operations.

JS endorsed the constructive work the airport undertakes to help with the risk of flooding in Diseworth village.

7b.

EG asked for the airport’s view on the East Midlands Freeport Strategic Infrastructure and Contributions supplementary planning document (SPD) and asked if they will they be submitting a response to the consultation. JB confirmed that the airport will be submitting a response to the consultation, which applies to the three Freeport tax sites: East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Ratcliffe-on-Soar, and the intermodal park in South Derbyshire. The consultation is being undertaken by the three local authorities, North West Leicestershire, Rushcliffe, and South Derbyshire and seeks to standardise approaches to planning contributions,

including those secured through Section 106 agreements and the Community Infrastructure Levy, to ensure consistency across the area.

The consultation closes on the 25th of April. JB believes that the airport's development partner, Prologis, also intends to submit a response.

RS asked if the airport recognises that the perspective of wider Freeport partners may differ from that of individual local authorities, which must adopt and manage the SPD within their own local plan frameworks. While the SPD is a joint proposal, he noted that local authorities are required to balance their own planning responsibilities and risks, and that this may result in differing approaches, particularly when considering the impacts on residents, councillors, and officers at a local level. JB responded that his understanding is that the approach taken by the three local authorities to Section 106 agreements and the Community Infrastructure Levy outside the Freeport tax sites will remain unchanged, continuing to be governed by each authority's existing local planning policies. He added that the Freeport provides financial benefits to local authorities through the retention of business rates generated within the tax sites, which can be allocated by the authorities towards infrastructure and regeneration initiatives within the Freeport area.

The Chair asked if it was possible to have representation on the committee from the youth forum as this has worked well in the past. CH explained the challenges around this given the high turnover of the young people who attend. There is the option to possibly look at individuals who join the airport team in cadet roles. CH will look into whether this is feasible and update the Chair.

Action 7.1: BM to arrange for "lessons learned" to be shared at a future MENT meeting, following the completion of the water management team's annual post winter, "lessons learned" exercise

8. EMA Commercial Strategy:

The Chair welcomed AA to the meeting. AA introduced himself to the committee and took members through a presentation. The slides were shared following the meeting.

Highlights of the presentation are as follows:

1. Core Aviation & Cargo Strategy (Overview)

- ➔ Route development is a long process (approx. 18 months) and highly competitive
- ➔ Data-led engagement with airlines through meetings and industry events

Focus on:

- ➔ Retaining and growing existing airlines (Ryanair, Jet2, TUI)
- ➔ Encouraging larger, more efficient aircraft
- ➔ Reducing seasonality (more winter flying)
- ➔ Increasing based aircraft capacity (stands rising from 23 to 27)

Targeting:

- ➔ Low-cost carriers (e.g. EasyJet)
- ➔ Inbound leisure airlines
- ➔ Hub connectivity
- ➔ Recovery of domestic routes

2. Passenger Aviation

- ➔ Strong competition for airline capacity across Europe

- ➔ Post-COVID trends:
 - Decline in domestic/business travel
 - Growth in leisure routes (Spain, Portugal, Greece, Turkey)
- ➔ Demand heavily focused on Mediterranean destinations
- ➔ Airline schedules reflect this shift, with Spain dominant
- ➔ Longer routes increase reliance on early/late operations
- ➔ Regional connectivity remains a challenge following airline losses

3. Cargo

- ➔ EMA is the UK's largest dedicated freighter airport
- ➔ Operates within the freighter market (~800,000 tonnes UK-wide)
- ➔ Current position:
 - Approx. 400,000 tonnes handled
 - Approx. 38% share of UK freighter market
- ➔ Fastest growing UK cargo airport
- ➔ Growth supported by new operators and handlers
- ➔ Priorities:
 - Maintain e-commerce volumes
 - Diversify (pharmaceuticals, perishables, livestock)
- ➔ Role focused on facilitating cargo flow and infrastructure
- ➔ Key advantage: central UK location with strong road connectivity

Item 8. Questions & Answers:

PG thanked AA for his detailed and valuable presentation and asked for further understanding on why the number of night flights has increased considerably post COVID. AA explained that consumer demand drives destinations. An earlier slide showed that airlines are trying to make the most of their airport-based aircraft which often means operating two longer sectors per day. Since COVID, they have lost a lot of the UK and closer European networks which would have operated within the daytime period.

RS asked what the potential is for increased cargo capacity from other airports that are looking to displace volume to focus on passenger operations. AA advised that the airport has seen a change in how cargo operators are operating. Operators are increasingly consolidating operations by using fewer but larger aircraft, driven by the retirement of older, noisier fleets and the lack of direct replacement aircraft of a similar size. This shift also reflects efficiency and environmental considerations. He highlighted that overall demand for air freight is expected to continue growing, driven by consumer expectations for fast delivery. However, the extent to which capacity constraints at London airports may result in displacement of cargo activity to East Midlands remains uncertain.

Cllr ST asked why the previously scheduled connection through Paris was no longer available. AA explained that the carrier (Eastern Airways) ceased trading so the 18-month process now starts again to find another provider.

PG highlighted noisier aircraft being operated by new freight operators and asked if the airport can influence the type of aircraft used. AA explained that the airport has minimal influence on the type of aircraft used. Cargo movements are driven by commercial arrangements between customers, brokers, and airlines, with contracts often short-term and subject to change. CH added that airlines are governed by the NAP which is refreshed every 3-5 years.

9. ED&I at MAG:

AM took members through a presentation. The slides were shared following the meeting.

This information leads on from the earlier presentation at TEP, and the content shows post-strategy launch statistics.

1. External Landscape & Context

- ➔ EDI sits within a changing global and political landscape
- ➔ MAG recognises EDI as core to its operating model and customer needs
- ➔ UK society is becoming increasingly diverse and multicultural
- ➔ Growing importance of representation in decision-making and service delivery
- ➔ Opportunity for the aviation sector to lead on the “people” aspect of sustainability
- ➔ MAG engaging across the sector (e.g. Aviation for All) to share best practice

2. Internal Priorities & Strategy

- ➔ Five key priorities identified through audit and benchmarking:
 - Strengthening inclusive leadership capability
 - Improving disability inclusion
 - Supporting underrepresented groups
 - Increasing workforce representation
 - Enhancing EDI data and insight

3. Key Focus Areas

- ➔ Frontline engagement:
 - Introducing operational EDI leads to support non-desk-based colleagues
- ➔ Every Journey Matters Forum:
 - Bi-annual forum for shared learning, metrics and engagement between leadership and colleague groups.
- ➔ Inclusive recruitment:
 - Review of recruitment practices to improve reach and representation

4. Colleague Communities & Impact

- ➔ Six colleague networks (e.g. Women, Race, Disability, LGBTQ+, Mental Health, Parents & Carers)
- ➔ Over one-third of employees engaged, with increased frontline participation
- ➔ Communities positioned as strategic partners to the business
- ➔ Key impacts:
 - Increased employee engagement and inclusion activity
 - Delivery of social value initiatives
 - Recognition through external awards
 - Practical operational improvements (e.g. inclusive processes and environments)

Item 9. Questions & Answers:

The Chair asked if AM is experiencing strong pushback from external stakeholders on this topic. AM believes there is still a strong appetite for collaboration across airports and airlines, which is encouraging. There are clear differences in resourcing across organisations, with some experiencing redundancies, which is having an impact on capacity. As a result, there has been an increase in approaches from others in the sector seeking support and input, reflecting changes in how teams are currently structured compared to previous years.

Cllr ST commented on the ease of finding the information online and praised AM on the work being carried out.

10. Any Other Business (AOB):

CH asked members for feedback on the room and facilities for future meetings. If no feedback is received the venue will remain the same for future meetings.

The Chair asked members to send suggestions for future agenda items to himself and CH before the agenda setting meeting on the 7 September 2026.

11. Future Meeting Dates:

Friday 2nd of July 2026.

Action Log:

Action 7.1: BM to arrange for “lessons learned” to be shared at a future MENT meeting, following the completion of the water management team’s annual post winter, “lessons learned” exercise

There being no further business, the Chair thanked everyone for their participation and closed the meeting at 12.23pm.