

Independent Consultative Committee (ICC)

General Meeting

Friday 25th November 2022 - 1000 – 1230

Venue – Castle Donington Hub, 101 Bondgate, Castle Donington, Derby DE74 2NH

MEMBERS ARE WELCOME TO ARRIVE FROM 9.30 IN ORDER TO SET UP FOR A PROMPT START

NOTE: AS THIS MEETING IS TAKING PLACE IN PERSON, PLEASE CAN ANY MEMBERS WITH COVID SYMPTOMS TEST BEFORE ATTENDING AND TAKE NECESSARY PRECAUTIONS

Timings

5 Note

1. Welcome and apologies

Chair

5 Note

2. Declaration of Interests

Chair

5 Agree

3. Minutes of the last meeting

- Review minutes 24 June 2022
- Matters arising

Chair

Draft Minutes

15 Note

4. An update by the Chair

Chair

30 Discuss

5. MD's Introduction and Report

EMA MD

Paper

15 Discuss

6. EMA Cargo in the Regional Economy - York Aviation Report

Jon Bottomley

Presentation

10 Discuss

7. Jet Zero Strategy

Neil Robinson

Presentation

10 Discuss

8. Freeport Update

Jon Bottomley

Paper

15 Discuss

9. Materiality Review and Impact Study

Adam Freeman /
Colleen Hempson

Presentation

10 Discuss

10. Future Airspace and SRG

Neil Robinson

Verbal update

20 Note /
Discuss

11. Airport update

- Environment
- Planning
- Community Engagement

Adam Freeman / Tom Rix
Jon Bottomley
Colleen Hempson

Papers

5 Discuss

12. AOB

- Future planned or proposed items
- To include UPS Update - April 2023

Chair

5 Note

13. Date of the next meeting

- 21 April 2023

Chair

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING – 25 NOVEMBER 2022

MANAGING DIRECTOR'S REPORT

1. Business Update

- 1.1 Passenger operations across UK airports have shown strong signs of recovery through 2022, following two of the most challenging years ever seen by the global aviation industry. At EMA passenger numbers in the peak summer months of July, August and September were around 70% of pre-COVID levels, with over 1.2 million people transiting through the airport during this period. This recovery trend continued through to the October half term period, with passenger numbers operating at over 80% of pre-COVID levels in the month.
- 1.2 This increase in activity has meant that the airport has been significantly busier than it has been for the past two years, but EMA has not experienced the same level of customer disruption as that has been the case at other airports. This is a great testament to the colleagues who work at EMA and the incredible sense of teamwork exhibited across the organisation.
- 1.3 As the aviation sector recovers from the Covid pandemic, MAG has moved to an 'Empowered Airports' operating model, which gives each airport more commercial and operational independence. During the pandemic, many of the management functions were centralised as the Group navigated its way through arguably the most difficult period in the history of aviation. As demand returns for travel, and the sector shows signs of a strong recovery, there is a need to establish a seamless approach to the management of critical airport functions including customer service, operations, people leadership, demand and capacity planning, infrastructure management, aviation development and commercial growth.
- 1.4 Key to this is the expanded Managing Director role at each airport, which has full responsibility for financial, commercial and operational performance. I am excited to have taken on this role at East Midlands Airport. This role is critical to helping the airport realise its potential while navigating it through a challenging economic climate. My role includes overseeing the next phase of EMA's cargo development strategy as well as taking the lead on MAG's overall Operational Transformation across all three airports. An updated organisational chart has been included as an appendix to bring ICC members up to date.
- 1.5 Recruitment of the staff numbers required for the full operation of the airport has been a challenge, across both EMA staff as well as our third-party operational partners. However, through a phased reopening of certain facilities, this has been managed effectively to deliver a positive experience to our passengers.
- 1.6 As we look ahead to 2023, we expect the passenger recovery to continue. TUI and Jet2 have both recently announced that they intend to increase their flying schedules from EMA over the summer period, the former having moved some of its operations following the unfortunate closure of Doncaster airport earlier this month.

- 1.7 Cargo Operations increased significantly over the pandemic period, partially because of reduced capacity for freight in the baggage area of long-haul passenger aircraft to and from other UK airports. We have seen a small reduction in activity as some of these passenger operations have returned, however freight traffic remains ahead of pre-COVID levels and demand for express air cargo remains strong.
- 1.8 The approval process for the East Midlands Freeport continues. This has been slightly delayed due to ongoing discussions around the governance structure of the freeport as well as the process for designation of a Custom's Site Operator which is a formal requirement of the Freeport creation process. EMA's role remains as the port and enabler of the freeport and will help facilitate additional trade; we also submitted a small tax site for consideration as part of the broader EMAGIC proposal, specifically to support our cargo strategy. Further details are available in the policy section of this report.

2. Airport Landside Operations Update

- 2.1 The airport's 24 hour a day, 7 day a week bus network has grown from around 250,000 passengers in 2005, peaking at 3.4 million passengers in 2019. Since August 2021, passenger numbers using the bus networks have continued to see recovery, with numbers increased from 1.9m at the lowest point during the pandemic, to 2.95m, a 55% increase in 12 months.
- 2.2 Trentbarton and Kinchbus are adapting to post-pandemic patterns of customer travel and due to several services having not returned to their pre-pandemic customer numbers, the operators are having to make changes to the network. Through discussions with local authorities and other operators, they have retained more of the network than otherwise possible. Drivers working on affected routes will be redeployed to other services, which will ease disruption to timetables caused by the industry-wide shortage of drivers. Timetable changes have taken place from 2nd October 2022, details of which have been shared with the ICC TEP sub-group.
- 2.3 It was recently announced that Midland Classic, who operate the Airway 9 service, have been bought by Diamond East Midlands. The Airway 9 service was at risk of being withdrawn due to funding concerns. Thanks to support from Derbyshire County Council the service will continue to operate until September 2023. We are working with Diamond East Midlands and business around the region to find a solution on ways to increase patronage and ensure the service remains in place.
- 2.3 We are working with Go Travel to relaunch our biannual on-site surveys. These were last carried out prior to the pandemic. We had planned to carry these out during Summer 2022, however due to resource constraints we have been unable to meet the timescales required. We are in the process of arranging for these to take place over the next few months.

3. Customer Service and Security Update

- 3.1 The aviation industry has faced a difficult summer, both operationally and in the press. This is perhaps unsurprising, given the rapid return of passengers following the pandemic. At EMA we set out to 'bounce back better' and because of our intense focus on planning, governance and communication, we have not only avoided many of the issues seen at airports elsewhere around the UK but thrived with a boosted reputation for stress-free travel.
- 3.2 While other airports generated reports of 'chaos', and 'a nightmare' in the media, the experience at EMA has been described as 'the best possible start' and 'could not have gone smoother'. This is backed up by our excellent NPS performance. In the financial year up to the end of August, our terminal NPS was 42.9% vs our MAG group target of 35%. This is testament

to our continued commitment to deliver an exceptional guest experience for all customers travelling through EMA.

- 3.3 Our Customer Services team is now led by a Customer Service Manager, providing senior level collaboration with our Accessibility Forum as well as ensuring our customers remain at the heart of our operation and decision making.
- 3.4 As part of our Customer Services structure, the newly introduced Customer Service Ambassador team have proven invaluable, contributing to our increased NPS scores and positive press coverage. We use our Customer Service Ambassadors to support the existing core operational areas and provide an element of flexibility across the operation in the 'right place at the right time'. Ambassadors are on hand to support the operation through the various touchpoints in the terminal during peak times where customer demand is high.
- 3.5 The Customer Service Ambassadors were in turn supported this summer by our pilot 'customer cadet' scheme – a flexible team of customer helpers created in partnership with Lincoln / Newark College. Our peak periods coincide with holiday times for students who are studying aviation, travel and tourism. Our new cadet scheme will bring mutual benefits to both these students and our business, both for this summer, and as we look ahead to securing future talent pipelines.
- 3.6 The ambassadors and cadets are further supported by our small team of local volunteers known as the 'Friends of EMA'. These include past airport employees with a wide range of interests and experience who are joining us during peak times, to provide further opportunities for brilliance in our landside areas.
- 3.7 East Midlands Airport is on course to maintain its 'very good' rating for Assisted Travel. Our Assisted Travel Team have proven to be amongst the best performers in the UK this summer, with 99.5% of customers receiving assistance upon arrival within 20 minutes of the aircraft parking, against a CAA target of 98%. In addition, EMA was recently voted second place in the Accessibility Awards at the global PRM Leadership Conference held at Heathrow.
- 3.8 The most recent Accessibility Forum was held on 4th November. Forums offer excellent discussion and idea sharing on how to continue to improve the Assisted Travel experience. Discussions are currently focused on improving specific areas of physical infrastructure, devising a modular training syllabus, and using technology to improve our Assisted Travel experience.
- 3.9 Our recruitment for Assisted Travel colleagues was a success over the summer, and this will continue to be the case into the winter. The department has the largest number of core staff in the airport's history, which helps ensure stability throughout the year and gives us access to better quality candidates. We have recruited at every level of the department, including new Duty Managers, Line Trainer, Operations Supervisors, Ambulift Drivers and Assisted Travel Agents.
- 3.10 There has been large investment into new PRM (persons with reduced mobility) equipment including a replacement programme for our fleet of Ambulifts which has improved reliability and enhanced our customer experience. This includes a significant investment in purchasing the latest modern design of Ambulift to trial. We have further bolstered our fleet of vehicles by replacing our two Assisted Travel minibuses with new and improved models. We have purchased two stair climbers, which will remove any requirement for 'manual carries' to be performed up or down aircraft steps by our team in any scenario and on any aircraft type.
- 3.11 This year was a particularly challenging year for security, after the impacts of COVID on the travel industry. Consumer confidence grew as government guidelines and travel restrictions eased. Passenger demand returned quickly, resulting in the largest security recruitment

campaign at EMA, needing to be delivered quickly to match demand. This year over one hundred new Aviation Security Officers were recruited, vetted, trained and successfully introduced into the operation. Our security training programme was very successful but there were challenging periods trying to match demand with available resources, particularly during May and June. Because the recruitment process takes approximately ten weeks, we implemented internal measures to ensure we were able to deliver a great service to our customers. These measures included incentive schemes to encourage existing colleagues to work additional hours as well as training of non-security members of staff to work on a rostered basis to supplement the security operation.

- 3.12 This year our overall performance monitoring shows us that we are exceeding our service level agreement (SLA) of 99% of our customers queuing for less than 15 minutes. The October half term period was just as busy as our summer season and 99.23% of our customers queued for less than 15 minutes. As we move into winter months this is set to improve further.
- 3.13 This year we have made some changes to how we resource our operation through new roster solutions, designed to suit our colleagues and promote a better work/life balance and improve staff wellbeing. We have moved away from an 'annualised hours' model and established four new core rosters with varying shift times. We have also invested in new training facilities and rest rooms for security colleagues including a new training room within central search, and a new rest room which is currently under construction.
- 3.14 Following feedback from security colleagues we have made further improvements and investments into security equipment, including a fleet of three new security vehicles for patrolling and management duties. The new vehicles provide increased comfort for colleagues and a more reliable service to stakeholders. They are also lower emission, and more economical than previous models.
- 3.15 The Future Security Regulations (FSR) programme introduces changes in the national regulatory frameworks around requirements for staff and passenger screening, with a regulatory deadline of June 2024. The change in regulation will impact the technology utilised to carry out security procedures. By using more advanced technology, like 3D X-ray, there will be improvements in the security process for all stakeholders. A new Rohde and Schwarz body scanner will be installed into lanes 1 and 2 in security for training, ensuring a swift transition to new equipment in advance of full installation. The Rohde and Schwarz scanner is classed as the best scanner on the market, with quicker processing times, allowing quicker transitions through security.

4. Airport Traffic Statistics

A high-level summary of operations is provided in Figures 4.1, 4.2 and 4.3 below:

Figure 4.1 – EMA Passenger numbers

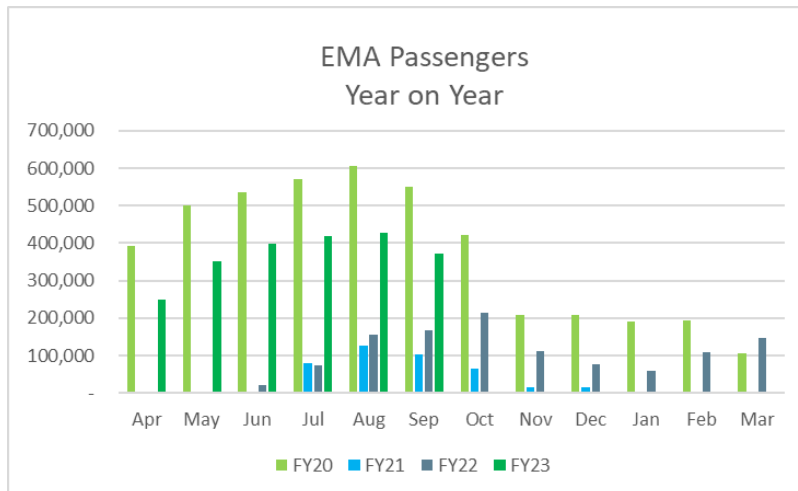


Figure 4.2 – EMA Cargo (tonnes)

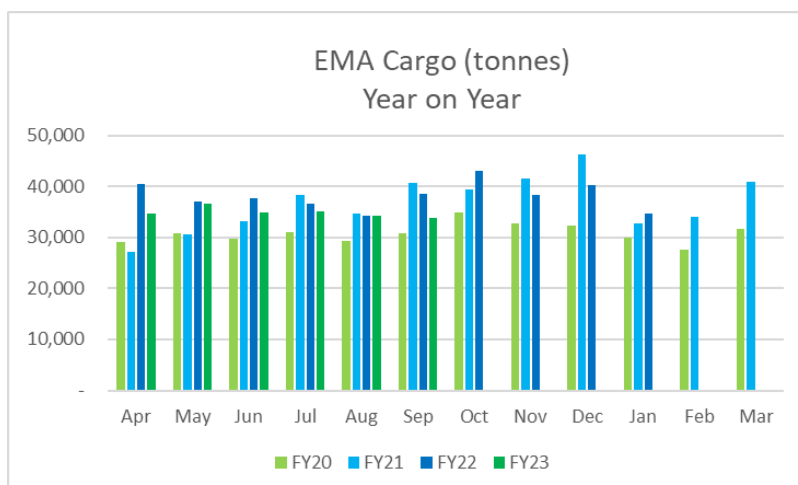
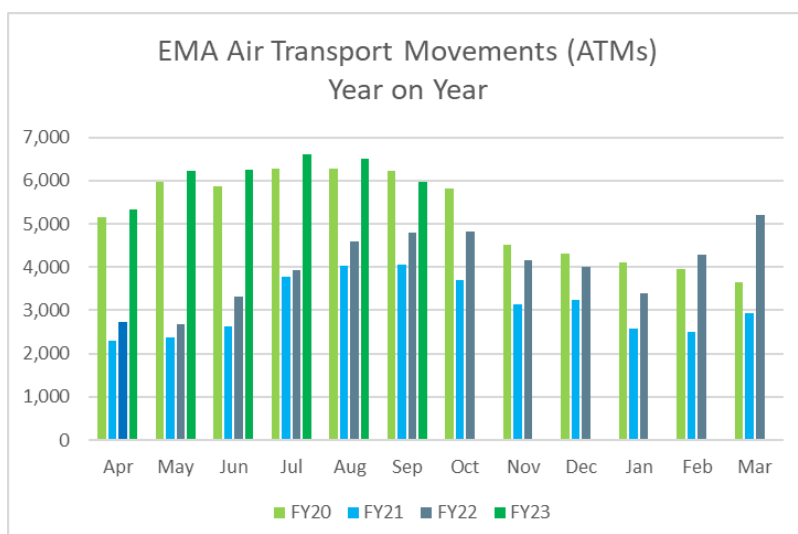


Figure 4.3 - EMA Air Transport Movements



5. Corporate Social Responsibility (CSR) Report

- 5.1 At the end of October MAG published its annual [Corporate Social Responsibility \(CSR\) Report for 2021-2022](#). MAG's commitment to creating a more sustainable future continues to be a top priority for our business. Whether that is playing a leading role in decarbonising the aviation sector, supporting the education and employment of tens of thousands of people, or taking our role as a responsible neighbour seriously, at MAG we believe that a sustainable future will benefit all.
- 5.2 The Report details the achievements across our Group over the last 12 months in delivering our sustainability initiatives as we continued our recovery from the pandemic. It is also aligned with MAG's CSR Strategy '[Working together for a brighter future](#)', published in 2020. Our Strategy is built around strategic priorities: Zero Carbon Airports, Opportunity for All and Local Voices, which together create a wide-ranging and ambitious programme of work to benefit our environment, local communities, and colleagues. We have also created a more accessible version of the report to ensure it can be read and understood by as wide an audience as possible. Users can use the 'Read out loud text-to-speech' tool within Adobe PDF or other PDF programs to read the text contained within the report and hear audio description of images. It can be found [here](#).
- 5.3 This year's report has a particular focus on our work and achievements to deliver 'Opportunity for All'. Across MAG, over the 12-month reporting period we welcomed more than 2,000 young people to our Aerozones after they re-opened and made more than 10,000 job referrals through our Airport Academies. Across our airports, we continue to reaffirm our commitment to inspire the next generation of aviation professionals through our education and employment programme, MAG Connect. Through the programme, we hope to support the education of around 12,000 young people, welcoming them to visit our Aerozone facilities in the next year, and continue to provide free fully accredited training for job seekers. To enhance our offering, we will also introduce a new Jet Zero curriculum focused on decarbonisation at our Aerozones by next September, and organise a series of focussed events to break down barriers and encourage more female students to take up Science, Technology, Engineering and Maths (STEM) roles in aviation. We will also continue our commitment to providing free upskilling training programmes to existing colleagues and will publish a MAG Good Employment Charter by the end of 2022/23, which will set the standards for what MAG colleagues can expect.
- 5.4 Our Report also marks achievements across our Zero Carbon Airports and Local Voices priorities, including the publication of our [Jet Zero pledges](#) which drive aviation decarbonisation in accordance with national and international commitments to achieve net zero aviation by 2050. It also features initiatives, which provide continued support to our local communities, including those enabled by the generosity of colleagues in giving their time to our volunteering programmes. Through a landmark agreement from the global aviation industry to reach net zero by 2050 at the 41st ICAO General Assembly, our industry is now united in its commitment to a cleaner future, and MAG will play its role by reaching net zero carbon by 2038.
- 5.5 An [EMA 2021-2022 CSR Progress Summary Report](#) was published alongside the Group Report, which has been designed specifically to talk to a local audience and share our programmes. The Report was accompanied by a social media campaign, designed with our stakeholder's feedback in mind. It was also promoted via a press release centred around a launch event to celebrate the installation of solar panels at Treetops Hospice in Risley, Derbyshire. The solar panels were installed thanks to a £20,000 grant as part of the EMA Low Carbon Energy fund.

6. Strategic Developments and Regional Transport

- 6.1 We are continuing with the review of the EMA Sustainable Development Plan. To help inform this work, we are undertaking some detailed master planning within the airport site for future apron and cargo development. This has extended the time taken to prepare a draft Sustainable Development Plan, and we now expect to undertake public consultation during 2023. We will keep the ICC updated on the Plan and its progress.
- 6.2 We continue to work with strategic partners across the region including strategic transport bodies such as Midlands Connect and Transport for the East Midlands. Midlands Connect are developing a strategic business case for their Midlands Rail Hub scheme, this includes rail capacity improvements in central Birmingham, but also east-west improvements to Leicester and Nottingham. More locally, we are looking to see how to improve the connectivity between EMA and East Midlands Parkway. We will be working with transport operators and East Midlands Railway to see how there can be more use of our local rail station.

7. Policy and Public Affairs Update

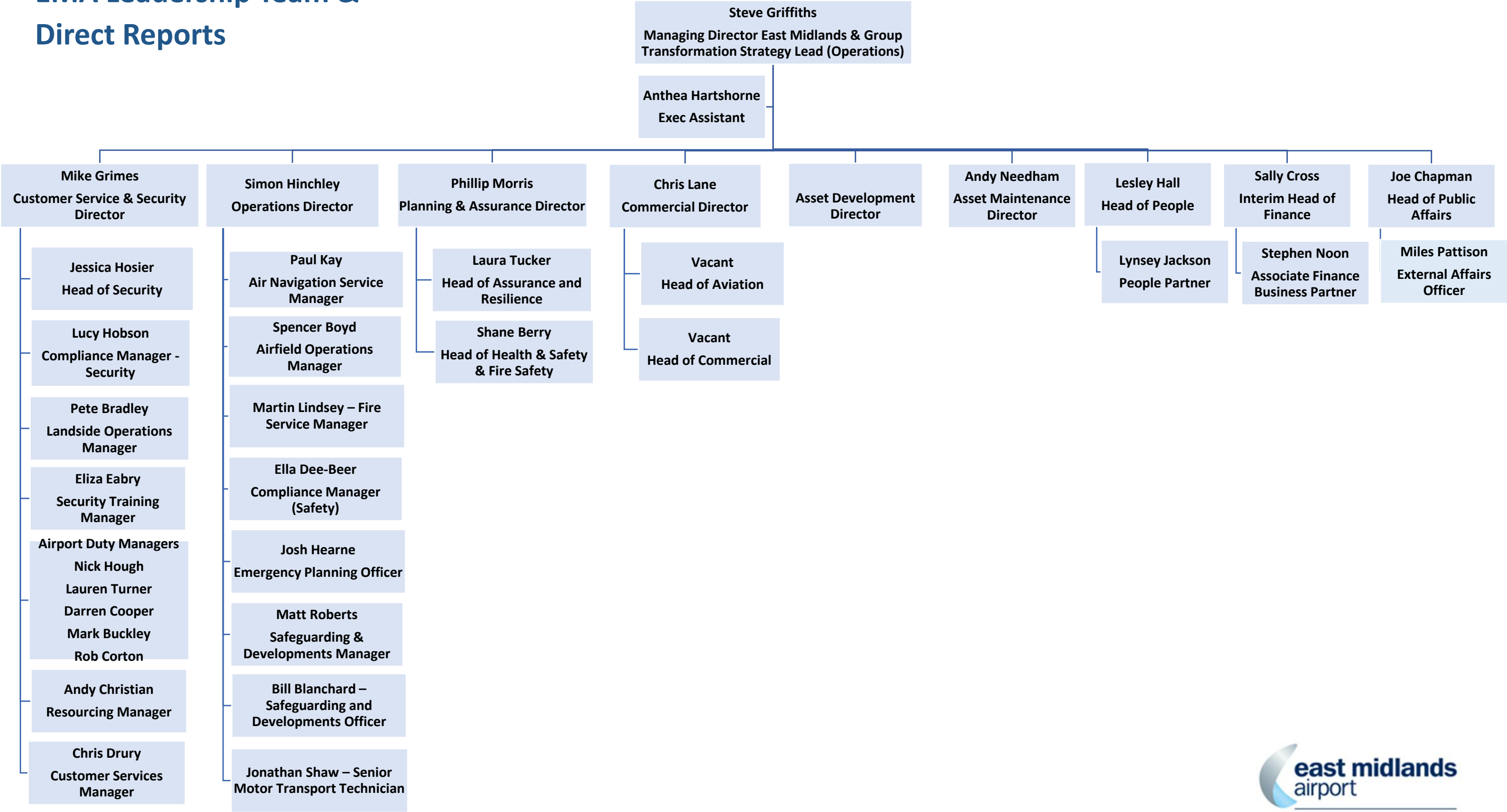
- 7.1 The Freeport continues to be a key policy focus for the airport. As referenced elsewhere in this report, we are still waiting for final authorisation from Government regarding the Full Business Case (FBC) submitted earlier in the year. A Customs Site Operator (CSO) is required before the Freeport can be designated and this is subject to review by HMRC, which is causing some delay. Until that time, the Freeport cannot become fully operational, though the tax sites are now live. The Government had invited each freeport across the UK to apply for its tax sites to become enhanced Investment Zones, following Prime Minister Truss' proposed reforms; however, this policy area appears to be in flux since a new administration was formed under Rishi Sunak.
- 7.2 We are currently working with East Midlands Chamber of Commerce (EMCC) and local small and medium sized businesses in their membership to explore the role of the airport as a key trade hub in the UK. We have an event planned in Parliament next year, which will be the culmination of months of research work with EMCC. We will be releasing a report at the event which will explore how exporting is helping regional businesses to grow, and the importance of EMA's global freight connectivity to 185 cities in supporting that growth.
- 7.3 At a Group level, we have announced a major drive to create the next generation of aviation talent to coincide with the Department for Transport's new 'Generation Aviation' scheme. Through our Aerozones, we will support the education of around 12,000 young people in the next 12 months, as well as holding multiple on-site jobs fairs at each of our airports to help local jobseekers connect with employers on campus.
- 7.4 Despite the Government U-turn on VAT-free shopping, MAG continues to work with UK Travel Retail Forum (UKTRF) to make the case for this change in the future.

8. Future Airspace update

- 8.1 The project team continue to work on Stage 2 of the Future Airspace Change programme (Develop & Assess). The work completed at Stage 2 is on track for submission to the Civil Aviation Authority (CAA) in early March 2023 in accordance with the agreed gateway date of 31st March 2023.
- 8.2 Stage 2 requires stakeholder engagement with representative stakeholders. This stage does not include full public consultation, this will follow at Stage 3.

- 8.3 There are two phases of engagement as part of Stage 2. The first of two phases of engagement (Stage 2 Phase 1) were held in June and July comprising of a mix of stakeholder discussion sessions and independently facilitated forum sessions with representative local members of the public. The purpose of these sessions was to share the early design work undertaken which established broad envelopes where it would be possible to place departure and arrival routes and explain the process followed to create these envelopes. We then gathered feedback on the envelopes and these have been fed into the design process.
- 8.4 The second part of the initial route design process has been completed. Taking on board stakeholder feedback on the initial design envelopes shared in the summer, our route designers have created a range of potential route options that align with the design principles created through stakeholder engagement at Stage 1 of the Airspace Change Programme (ACP).
- 8.5 The second phase of engagement (Stage 2 Phase 2) is currently underway and concludes on 18th November. This includes stakeholder discussion sessions and independently facilitated focus groups with representative members of the public from the local area. During the phase two engagement, we will explain the changes we made as a result of stakeholder feedback from earlier sessions, and present specific route options that align with the design principles and take account of stakeholder views. We will seek feedback from stakeholders on the process followed, whether the proposed route options align with the design principles and, whether they feel there are other options we should consider.
- 8.6 Following feedback from the phase two sessions, the route options will be further refined, as required, and will then be evaluated and assessed against the design principles to give us a detailed picture of how they meet and align with the design principles. At this stage some options may be discounted if they fail to align with the design principles. Following this, the routes options are subject to an initial options appraisal to understand the likely impact they would have – both positive and negative.
- 8.7 All the work completed at Stage 2 in relation to both arrival and departure routes will then be submitted to the CAA for assessment in the Spring of 2023. Subject to approval, East Midlands Airport will then move on to Stage 3 of the airspace change process, which is where full public consultation on the shortlist of options will take place, this is currently planned for late 2023 and 2024 but is subject to CAA approval and alignment with the overall Airspace Modernisation Strategy at a national level.

EMA Leadership Team & Direct Reports



A composite image featuring a runway that stretches from the bottom towards the horizon over a body of water. In the distance, a city skyline is visible. The sky is filled with large, white, fluffy clouds, and a bright sun is shining from the upper right, creating a lens flare effect. A commercial airplane is flying towards the viewer in the center of the frame.

THE REGIONAL ECONOMIC EFFECTS OF EMA'S CARGO OPERATION

ICC General Meeting: 25 November 2022

BACKGROUND

The Research: York Aviation were commissioned by EMA to look at the wider regional economic effects of the airport's cargo operation. This was to build on previous work on the economic value of night flights at MAG airports and the regular assessments of EMA's economic contribution (GVA) and on-site employment.

Background: Much less is known about the economic value of air cargo compared to the passenger market. The study was intended to:

- Set EMA within the context of the broader logistics sector in the East Midlands
- Consider EMA's cargo performance and its role in the UK air cargo market
- Examine the extent to which EMA's air cargo demand is drawn from the East Midlands
- Consider the nature of air cargo at EMA and its fit with the key sectors of the regional economy
- Analyse the future of the regional economy and the importance of air cargo in supporting growth

EMA AND THE EAST MIDLANDS LOGISTICS CLUSTER

The value of EMA to the East Midlands economy is related to its position at the centre of the region's advanced logistics cluster. Logistics has an important role in attracting major businesses to locate in the region by enabling exports, providing easy access to UK markets and supporting multi-modal and advanced supply chains. **The 'Golden Triangle', is the heart of the UK logistics industry with 80% of the UK's population within a 4-hour drive.**

The East Midlands advanced logistics cluster is a national asset, and as a result, **the region has a level of cargo connectivity that is substantially greater than it would justify in its own right.**

EMA's cargo services provide the international connectivity within an overall logistics network for items that need to be moved quickly, securely and within guaranteed timelines. These are essential to East Midlands companies to get products to export markets, to provide aftersales care, and support advanced international supply chains.

EMA THE UK'S LARGEST PURE FREIGHTER AIRPORT

EMA is the UK's largest dedicated freighter airport. Flown cargo has increased steadily since 2013 as markets recovered after global financial crisis. There has been a growth in cargo volumes during the COVID-19 pandemic.

The airport's cargo traffic is dominated by the main integrators, DHL, UPS and FedEx. Their presence is important as they establish the airport as an international centre for express freight, where volume is moved rapidly to meet the needs of customers and their stringent deadlines. **These services are a key tool for a range of exporting companies and for international supply chains across a range of industrial and business sectors in the region.**

Figure 2.3: Air Cargo at EMA (000 tonnes)

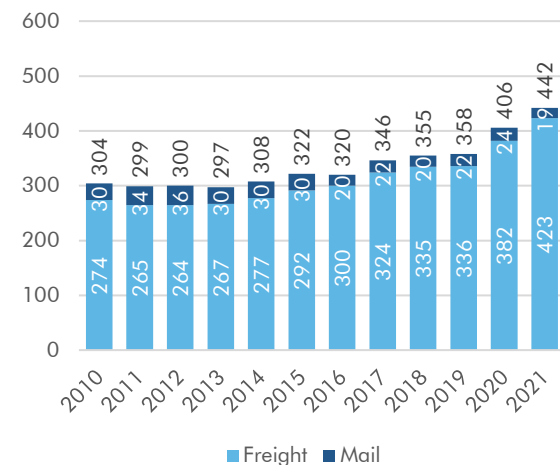
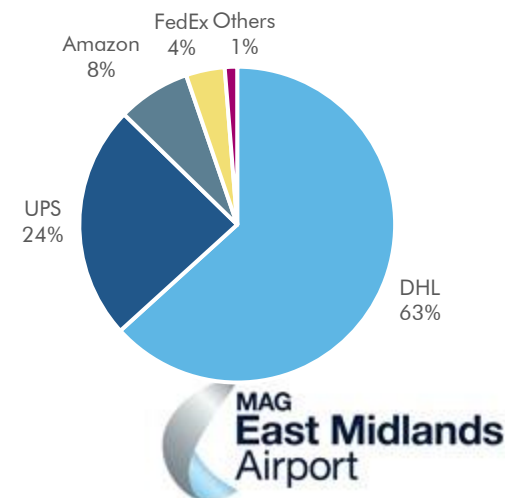


Figure 2.4: Main Cargo Operators at EMA by Tonnage in 2019



EMA AIR CARGO CONNECTIVITY

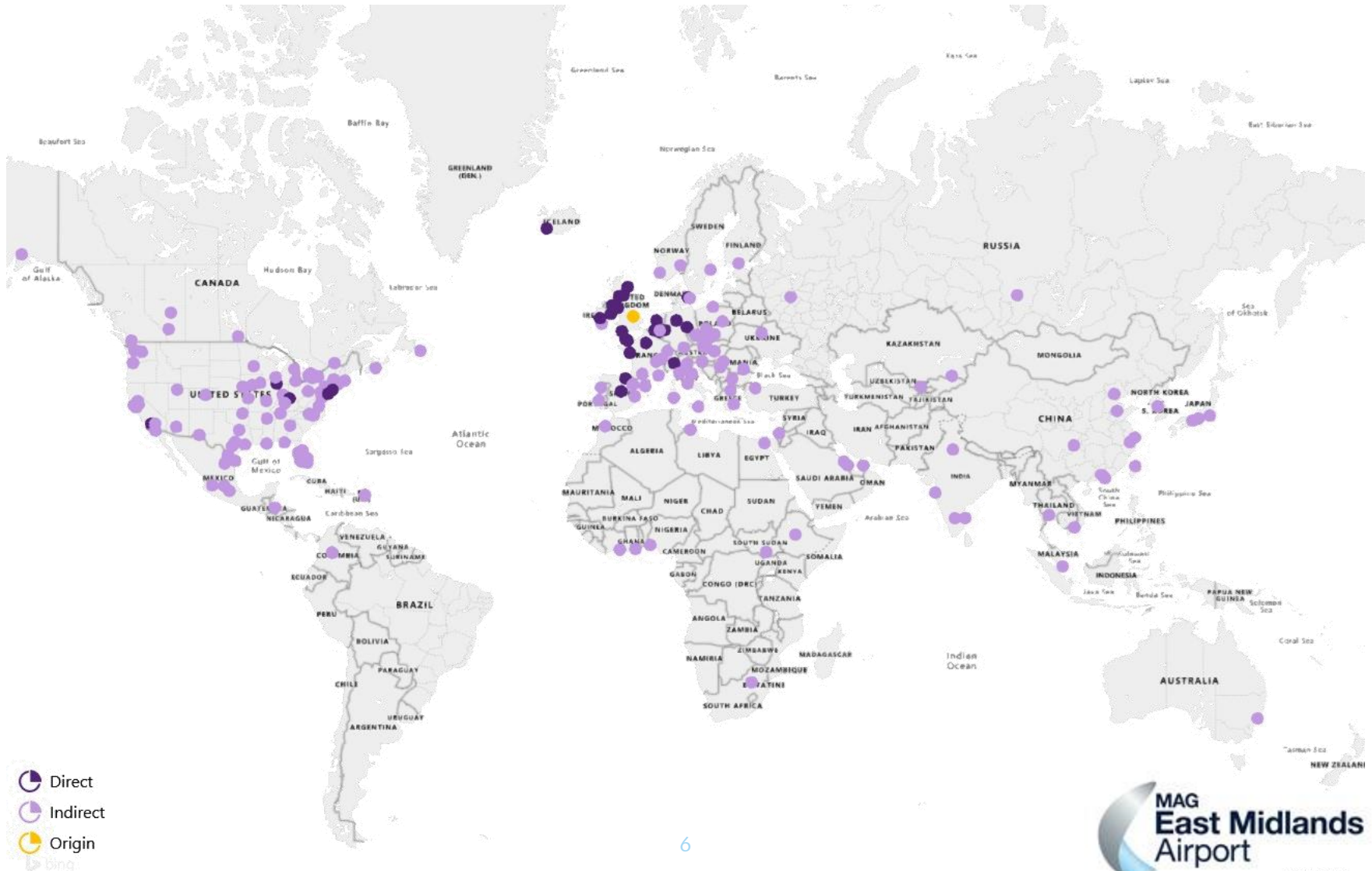
EMA acts as a **cargo hub for the UK**, primarily the regions outside the South East, and is a spoke within the express operators' international networks, feeding and receiving cargo to and from a series of hubs in Europe and elsewhere in the world

In 2020 EMA directly served 9 domestic destinations, 20 European destinations and 5 North American destinations. EMA's main hub destinations are:

- Leipzig / Halle, Milan and Cincinnati for DHL
- Cologne and Philadelphia for UPS
- Liege, Cologne and Paris for Fedex

These hub connections give a **'one-stop' cargo network that connects EMA to and from 185 cities around the world.** EMA serves 71 destinations in Europe (23 direct, 48 one-stop), 76 in North America (5 direct, 71 one-stop), 21 destinations in Asia-Pacific (21 one-stop), 9 one-stop destinations in Africa, 4 one-stop in the Middle East and 4 one-stop destinations in South America.

EMA DIRECT & INDIRECT CONNECTIVITY 2020



LINKS TO THE GLOBAL ECONOMY

EMA provides links and connectivity into the global economy. The Globalisation and World Cities Network (GaWC) undertakes research into the world city status of cities around the world. This provides an indicator of the economic importance of these destinations, and cities are ranked in order of their importance (Alpha high).

The connectivity to key global cities demonstrates the importance of the express freight operation at EMA. EMA provides important direct connectivity to GwAC Alpha cities in Europe. But when the indirect connections are included, the airport's connectivity increases exponentially. **38 of the world's 50 GwAC Alpha cities (New York, Singapore, Hong Kong, Paris. Frankfurt etc) can be reached in one-stop from EMA, and 46 of the 91 second-tier Beta cities.**

EMA's ability to provide air cargo access to the key nodes in the global economy is significant. **It provides one-stop access to 76% of the world's top ranked Alpha cities and 51% of the Beta cities.**

WHAT IS BEING SHIPPED THROUGH EMA?

Air cargo is used to ship high value goods that require speed and/or security of delivery. **Advanced manufacturing sectors are the largest users at EMA, but aerospace exports also has a major presence.** Other key sectors are Fashion, Healthcare & Pharmaceuticals, and Automotive. The volumes of imports and exports are similar, reflecting the airport's dual role in providing access to markets and supporting global supply chains.

The value of goods handled at EMA is high. On average **an export tonne of goods passing through EMA is worth around £335,000. This is 1.9 times higher than the average for other UK airports** and 168 times higher than the average for all UK ports. This is driven by the high proportion of advanced manufacturing and aerospace goods. The value of imports is broadly similar (£158,000) to other UK airports. **The export value per tonne at EMA is over double the import value. The high value of imports reflects the importance of international supply chains to the key users of EMA's cargo services.**

EMA'S CATCHMENT

The York research included modelled estimates of the origin and destination of air cargo at EMA. EMA draws cargo traffic from across the UK, but its core catchment is the East Midlands and the West Midlands. **In 2020 around 55,000 tonnes of export cargo originated in the East Midlands. This is some 28% of EMA's total export volume.**

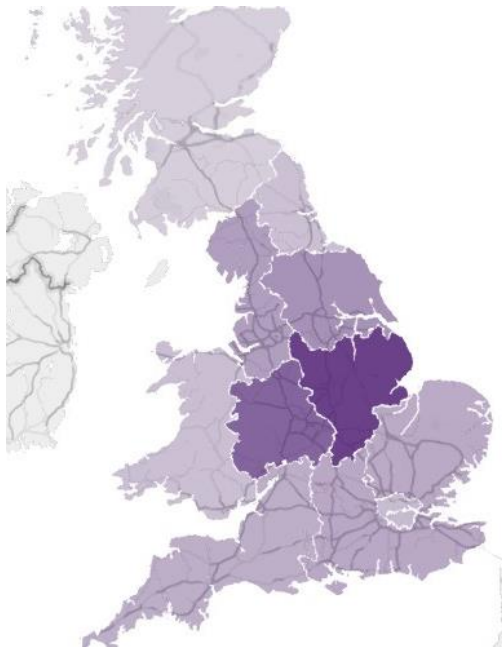


Table 2.1: Export Tonnage at EMA by Region in 2020

Region	Exports
East Midlands	55,000
West Midlands	41,000
Yorkshire and the Humber	23,000
North West	18,000
South East	14,000
East of England	14,000
South West	12,000
London	7,000
Wales	6,000
North East	5,000
Scotland	4,000
Total	199,000

THE ECONOMY OF THE EAST MIDLANDS

The UK is a highly globalised economy, and all its nations and regions have a significant need for air service connectivity.. There is however evidence to suggest that the East Midlands has a particular and greater need for air cargo connections such as those provided by EMA.

The East Midlands region has the forth highest foreign direct investment (FDI) stock as a percentage of regional GDP. Although behind London, the South East and Scotland, it is the leading UK region. The East Midlands is ranked fourth most attractive region for FDI and **the region's FDI stock has grown faster than the UK as a whole over the period since 2015.** The increasingly globalised economy drives a need for air cargo connectivity that EMA provides.

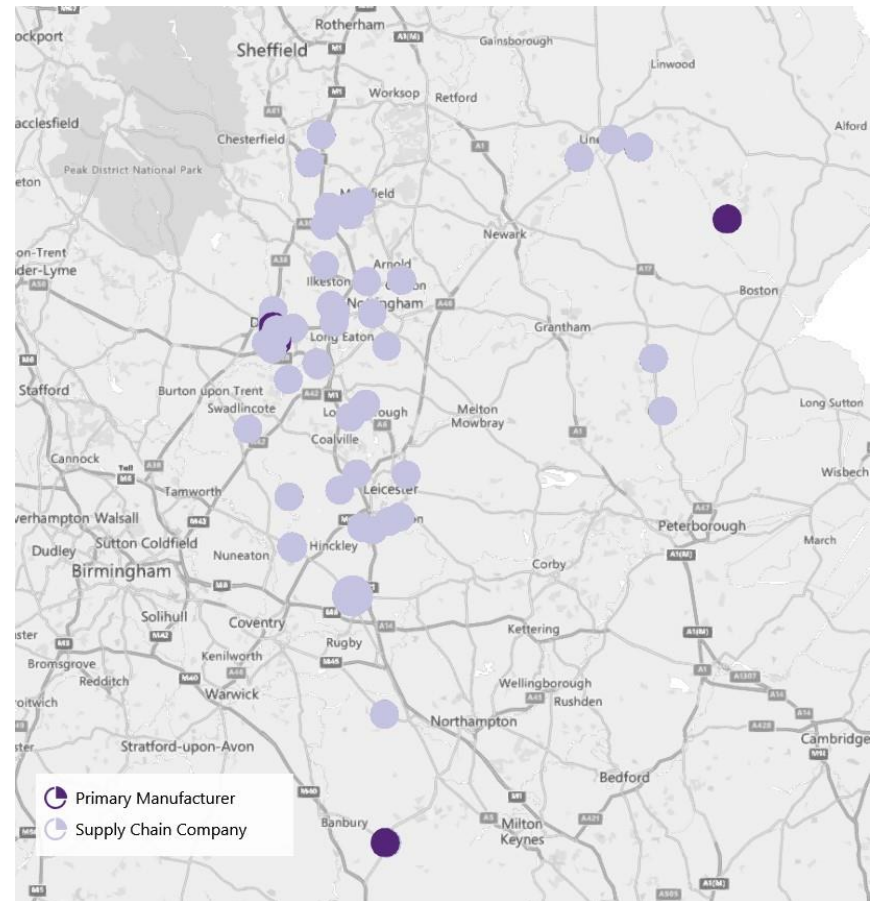
The proportion of FDI in manufacturing in the East Midlands is at 36%, double that of the UK as a whole. This will drive a need for air connectivity to a greater extent than elsewhere. The origin of FDI in the East Midlands is broadly similar to the UK as a whole, with a focus on Europe and North America.

AEROSPACE IN THE EAST MIDLANDS

There is an important link between the aerospace cluster in the East Midlands and the nature and value of the flown cargo from EMA. **The East Midlands is one of three major regional aerospace clusters in the UK, and it is the second largest in the number of people employed.**

The aerospace cluster is both regional – many supply chain companies within the East Midlands provide goods and services to the major manufacturers – but also global. The primary manufacturers, such as Rolls Royce are significant exporters, and also have suppliers all over the world.

Figure 3.18: Aerospace Companies in the East Midlands



CONCLUSIONS

- EMA provides the international and long-distance connectivity within the East Midlands' overall logistics network. These services are essential to get products to export markets, to provide aftersales care, and to support advanced international supply chains.
- The presence of the major express freight operators is important, and their services are a key tool for a range of exporting companies and for international supply chains.
- EMA's strength as a cargo connector is defined by the network of cargo hub airports it provides access to. EMA's 'one-stop' network gives the ability to move goods on express services to and from 185 cities around the world.
- EMA provides access to the key nodes in the global economy, with 'one-stop' access to 76% of the world's Alpha cities and 51% of Beta cities.

CONCLUSIONS

- Advanced manufacturing businesses are the largest users of EMA services, but aerospace is also significant. Other key sectors include fashion, healthcare, pharmaceuticals, and automotive.
- On average, an export tonne of goods passing through EMA is worth around £335,000. This is 1.9 times higher than the average for UK airports and 168 times higher than for all UK ports.
- EMA's cargo catchment is focused on the East Midlands and the West Midlands, with 28% of the airport's export cargo originating in the East Midlands.
- The East Midlands is a manufacturing and an export economy. It has the fourth highest FDI stock as a percentage of regional GDP. This shows that the East Midlands region benefits from the international air cargo connectivity provided by EMA.



EMA ICC

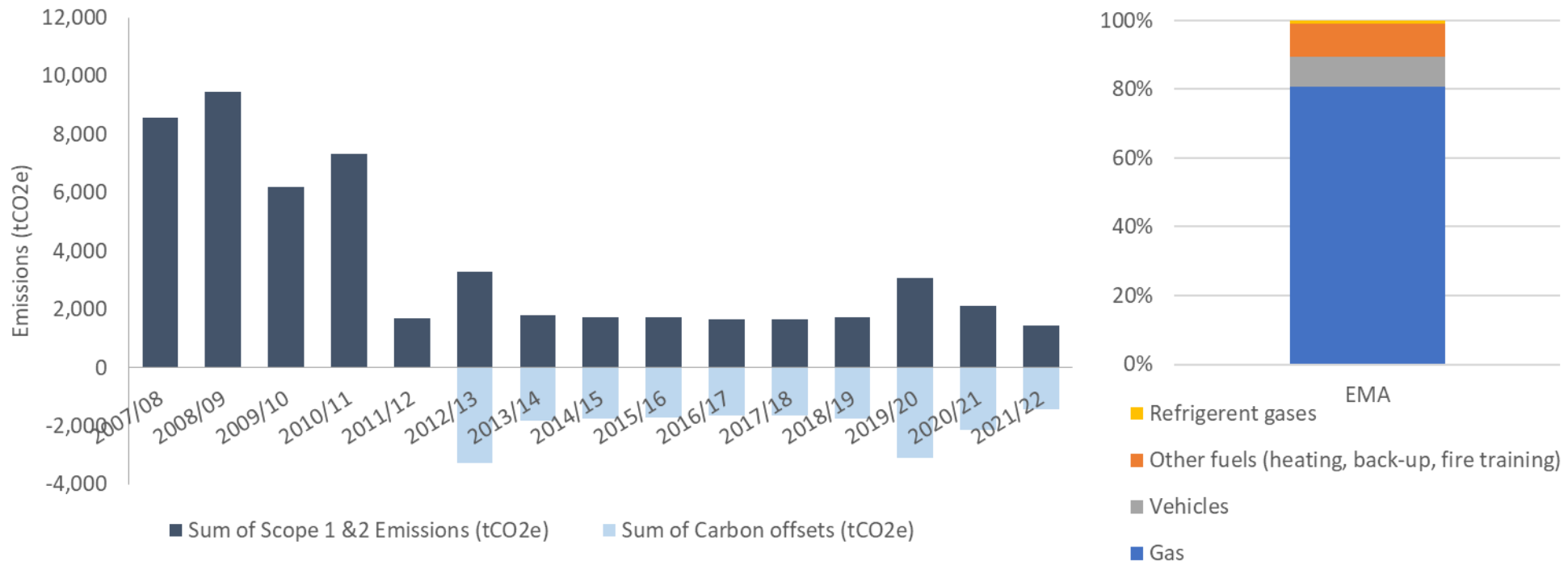
November 2023

Jet Zero

East Midlands Airport emissions

Through energy conservation and use of renewables, 'our' emissions have reduced by 64% (between 2007/08 and 2019/20).

Over the next decade it remains to eradicate emissions from vehicles and gas heating



Aircraft emissions - the industry view

UK aviation and aerospace is committed to net zero by 2050. In combination, operational efficiencies, new aircraft technologies and sustainable fuels (SAF) make net zero a credible target



System efficiencies

Airspace modernisation can reduce emissions by 4% at 2050 (with savings delivered quickly)



Sustainable aviation fuels (SAF)

By 2050 >30% of fuels can be manufactured SAF (domestic and commercial waste)



Zero emission flight

Today's aircraft are c.16% more fuel efficient, incremental improvement will be accompanied by radical changes, with hydrogen aircraft entering service from the mid 2030s



Carbon markets and removals

Aviation will require carbon removals, delivered through engineered and natural sources

Aircraft emissions - the UK's Jet Zero strategy

Aviation emissions can be consistent with net zero 2050, with Government supporting a technology led transition (within a defined emissions limit)

Aviation can reach net zero by 2050

'Green' growth through technologies

Emissions trajectory (no direct demand management)

SAF mandate and investment

Investment in aerospace

Influencing customers

Non-CO₂ effects



Aircraft emissions - the international agreement

In a ground breaking agreement, the international civil aviation organisation (ICAO) has brokered a global agreement that aviation will reach net zero by 2050.



EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING

25 NOVEMBER 2022

EAST MIDLANDS FREEPORT

1 PURPOSE

- 1.1 The purpose of this report is to update the ICC on the progress that is being made by the regional partners to establish the East Midlands Freeport.

2 BACKGROUND

- 2.1 Freeports remain a flagship Government programme that is intended to be an important part in the UK's COVID economic recovery and are part of the Levelling Up agenda to create jobs and deliver investment and economic growth. Regeneration, education, and skills are an important part of the Freeport vision.
- 2.2 Freeports are designated areas that are subject to a range of special regulatory requirements, taxation advantages and Government support. They are intended to specifically attract and encourage businesses that import, process, and then re-export goods.
- 2.3 The East Midlands Freeport was announced as one of eight candidate Freeports in the March 2021 Budget. Following this, a consortium of regional partners was established to develop an overall governance structure for the Freeport and to prepare the business case. An Outline Business Case was approved by Government in April 2022, and work then commenced to prepare a Full Business Case, that again, subject to Government approval, will result in the formal approval and designation of the East Midlands Freeport. It will confirm the taxation benefits and customs freedoms on the designated Tax Sites and Customs Sites that are within the East Midlands Freeport area.

3 FREEPORT GOVERNANCE

- 3.1 The East Midlands Freeport has several partners that include local authorities (Derbyshire, Leicestershire and Nottinghamshire County Councils, and North West Leicestershire, Rushcliffe and South Derbyshire District Councils), landowners, Local Enterprise Partnerships, and the education sector. These partners are represented on the Freeport Board that is independently chaired. EMA has a seat on the Freeport Board as the Principal Port and as a landowner. The Board is made up of public bodies and private businesses and decisions are made using a majority vote system that balances the range of the partners interests. It is the Freeport Board that takes the decisions on the overall direction of the Freeport, including the approval of the Outline and Full Business Cases.

- 3.2** Leicestershire County Council are the Lead Authority for the Freeport and are responsible for co-ordinating the work to establish the Freeport, along with establishing its operational structure. The Freeport have recently appointed a new Chair, Nora Senior to oversee the operational phase of the Freeport, and the process to recruit the executive functions to direct and deliver the Freeport's implementation plan is currently underway.

4 FULL BUSINESS CASE

- 4.1** As required by the Freeport policy, a Full Business Case for the East Midlands Freeport was prepared and submitted to Government in April 2022. It sets out the strategic rationale for the Freeport as well as a commercial and financial case, along with the justification and business cases for seed capital funding for Freeport infrastructure. These projects include some local access improvements at the Freeport sites, customs data infrastructure, and the establishment of a Freeport hydrogen academy. Developments at EMA are not included in the seed capital funding.
- 4.2** It is understood that further information has been requested and provided to Government in relation to the Full Business Case. The Government's final response is awaited, and then the Freeport will move from an 'establishment' to an 'operational' phase. This will formally establish the Freeport company and drive the development of Freeport activities on the proposed Freeport Tax Sites and Customs Sites.

5 DEVELOPMENT SITES

- 5.1** The East Midlands Freeport includes three Tax Sites, where there are taxation and financial incentives to encourage business investment. The three Tax Sites in the East Midlands Freeport are:
- Ratcliffe-on-Soar Power Station in Rushcliffe
 - East Midlands Intermodal Park in South Derbyshire
 - East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire
- 5.2** The redevelopment of Ratcliffe-on-Soar Power Station has a focus on key specialisms such as new power infrastructure and zero-carbon energy. The site is the subject of a Local Development Order to secure the planning consent for its redevelopment. Public consultation was undertaken in Summer 2022, and it is expected to be considered by Rushcliffe Borough Council in December 2022.
- 5.3** The East Midlands Intermodal Park is an opportunity for an advanced manufacturing and supply-chain logistics operation, drawing on its proximity to Toyota. It is understood that this development may be the subject of a Development Consent Order in 2023 – 2024.
- 5.4** The EMAGIC site includes sites within the existing EMA boundary that will be developed for new cargo facilities and supporting airport infrastructure. It is expected that these developments within the airport will be brought forward over the next four years. Detailed master planning EMA sites is presently underway, and it is focussed on the redevelopment of the Western Maintenance Area and the Jetparks car park at the far western end of the EMA site.

- 5.5 SEGRO are the landowner of the East Midlands Gateway, which along with the rail interchange, also forms part of the Freeport. In early 2022, the EMAGIC Tax Site was amended following Government feedback, and some 70 ha of land south of the A453 to the north east of Diseworth was included as a Freeport Tax Site
- 5.6 The Freeport Tax Site on the land south of EMA is being promoted and progressed by SEGRO. In May 2022, SEGRO submitted an Environmental Scoping request to North West Leicestershire District Council (ref: 22/00938/EAS). It is understood that work is currently underway to prepare an Environmental Impact Assessment and other associated studies. SEGRO are engaging directly with the local Parish Council to provide information on their works and proposals. EMA is not part of this process or these discussions. Any planning application that may be brought forward will be subject to all the usual public consultation and examination processes.

6 **NEXT STEPS**

- 6.1 Government approval of the Full Business Case for the Freeport is awaited, and once received then the legislative and legal powers can be put in place to enable Freeport operations to take place in early 2023.
- 6.2 The planning processes for the individual Tax Sites are at different stages. These will all be subject to public engagement and local scrutiny through either a Local Development Order, Planning Application, or Development Consent Order process.



MATERIALITY IMPACT SURVEY RESULTS

ADAM FREEMAN, HEAD OF ESG & ENVIRONMENTAL STRATEGY
EMA ICC, 25 NOVEMBER 2022

INTRODUCTION

In March 2022, MAG commissioned an independent materiality study, conducted through an online survey.

2022 materiality assessment

- Aimed to review the importance stakeholders place on different sustainability issues
- Built on recent assessments in 2018 and 2020

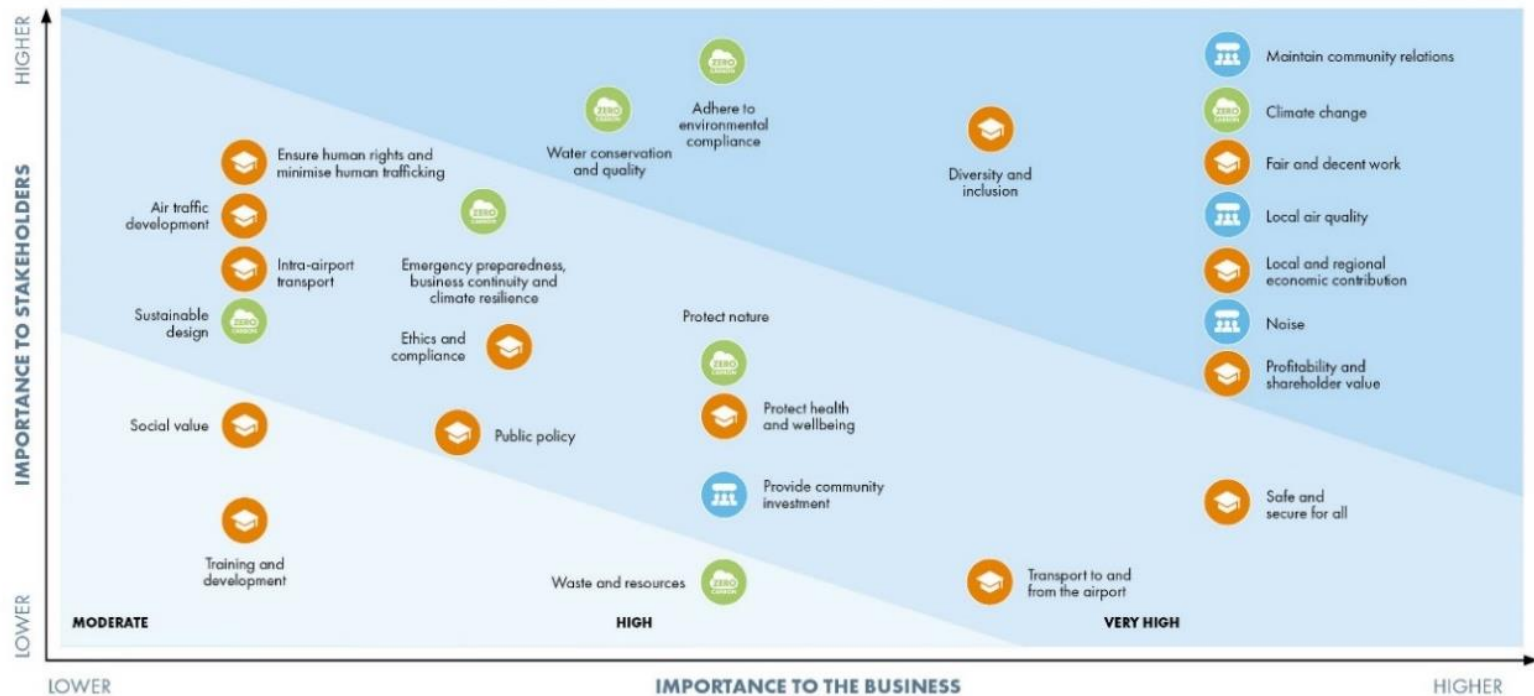
Assessment of trust

- Centered around MAG's CSR Strategy
'Working together for a brighter future'
- Aligned with the Edelman Trust Barometer
- Assessed against three criteria: Integrity; Performance; Transparency

East Midlands Airport engaged with 1,224 stakeholders; 146 responses were received (most from community-based stakeholders who have a pre-existing relationship with the airport).

Demographic Group	
Gender	51% Male 47% Female 2% not stated
Age	46% over 64 25% between 55-64 16% between 14-54
Ethnicity	93% White 4% prefer not to say 2% Asian or Asian British
Disability	93% did not have a disability 4% has disability 3% prefer not to say

MAG MATERIALITY MATRIX

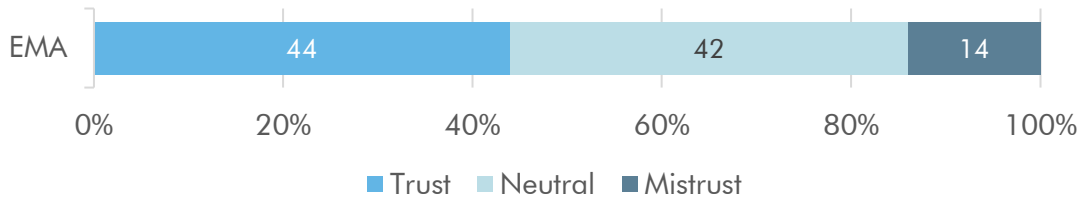


Priority issues:

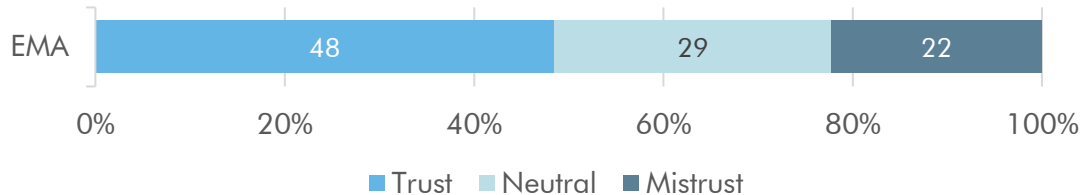
- 1) Maintain community relations;
- 2) Climate change
- 3) Fair & decent work
- 4) Local air quality
- 5) Local & regional economic contribution
- 6) Noise

STAKEHOLDER TRUST

Integrity: “MAG is committed to building and improving trust with its key stakeholders”

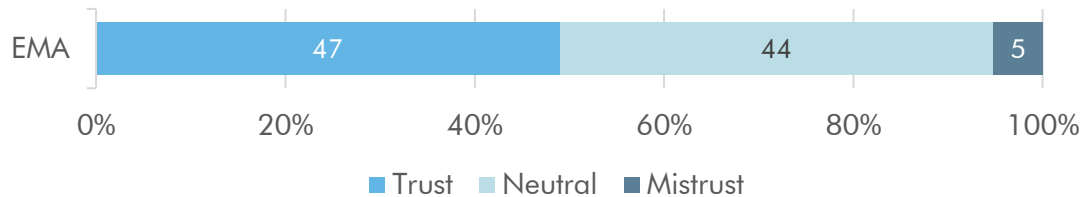


Performance: MAG is “performing well as an environmentally responsible business and is committed to becoming a net zero airport”

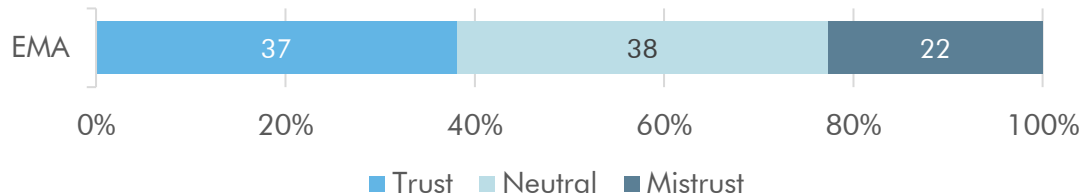


STAKEHOLDER TRUST

Performance: "MAG is performing as a provider of opportunities for all"

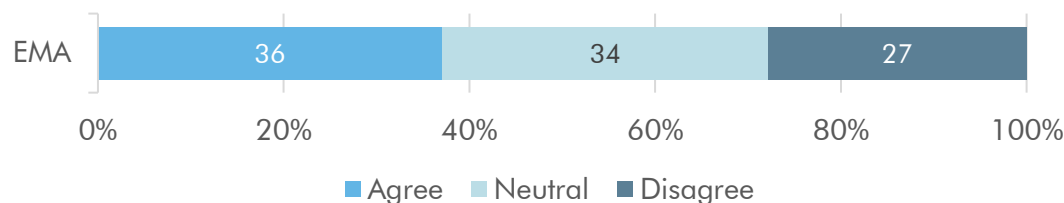


Performance: "MAG is performing at addressing local issues which matter most to people living near the airport, engaging local voices and addressing noise and local priorities"

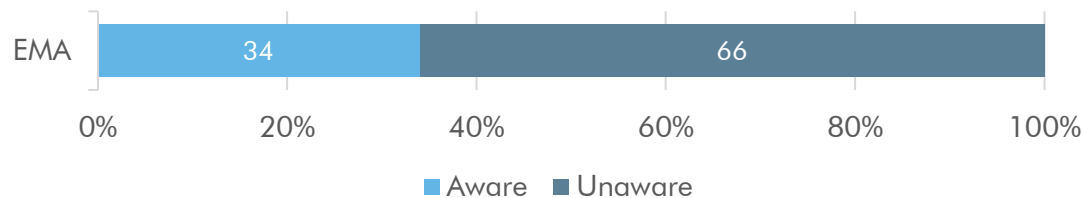


STAKEHOLDER TRUST

Transparency: "The airport keep[s] me up to date with their work in my community and what they are doing?"



Transparency: "MAG launched its CSR Strategy 'Working together for a brighter future' in 2020. Are you aware of the CSR Strategy for Manchester Airports Group?"



NEXT STEPS

CSR Strategy

- Communication of the Strategy in a memorable and engaging way
- Survey to be repeated in future, focus on representative sample
- Continue to address priority issues and to provide a framework for community engagement which is important to our most local stakeholders



Delivering and Communicating our Strategy

- Delivering the commitments in our Strategy, which respond to priority issues, will be essential to develop and maintain trust
- Communicating our work through a more regular programme of engagement is essential to increase awareness of both the Strategy and our commitments



Adapting Community Engagement post-Covid

- Refreshing and reinstating our programme of community engagement activity
- Incorporating online communications as recommended by respondents



NEXT STEPS



WORKING TOGETHER FOR A BRIGHTER FUTURE

“We are committed to cutting any remaining reliance on fossil fuels, whilst working alongside our partners to reduce the waste and emissions from activities related to our operation.”

ZERO CARBON AIRPORTS

FIND OUT MORE

ASK US ABOUT...

For more information visit www.eastmidlandsairport.com/community
To contact us email community@eastmidlandsairport.com
eastmidlandsairport.com

WORKING TOGETHER FOR A BRIGHTER FUTURE

“We are committed to creating quality employment, providing opportunities for all in a safe, inclusive and diverse environment.”

OPPORTUNITY FOR ALL

FIND OUT MORE

ASK US ABOUT...

For more information visit www.eastmidlandsairport.com/community
To contact us email community@eastmidlandsairport.com
eastmidlandsairport.com

WORKING TOGETHER FOR A BRIGHTER FUTURE

“We are committed to addressing the issues which matter most to people living near us, by engaging with local voices, addressing noise and providing opportunities for local businesses.”

LOCAL VOICES

FIND OUT MORE

ASK US ABOUT...

For more information visit www.eastmidlandsairport.com/community
To contact us email community@eastmidlandsairport.com
eastmidlandsairport.com



OUTREACH



East Midlands Airport Community Outreach Events. Summer/ Autumn 2022.

Come and speak to our friendly team!

- Sunday 10th July - Ashby Show (9am-5pm)
- Thursday 4th August - Melbourne Market (9am-2pm)
- Saturday 13th August - Castle Donington Market (10am-2pm)
- Saturday 10th September - Diseworth Show (1pm-5pm)
- Saturday 17th September – Melbourne Arts Festival (Vicarage Gardens)
- Wednesday 5 October – Kegworth Coffee Morning, St Andrews Church (10.30am-12.00pm)



COMMUNITY UPDATE

ENGAGEMENT – COMMUNITY FLYER

- New EMA Community Flyer is now an e-newsletter, published on our website and emailed to our stakeholder distribution list
- We are promoting an opt-in to receive the Flyer direct to your inbox
- Postcard to over 40,000 homes nearest the Airport using the Royal Mail door drop
- 'Paid for' social media targeting postcodes within the EMA Community Fund Area of Benefit - with a reach of 174.2K and link clicks 2,874

SUMMER : ISSUE #1

EAST MIDLANDS AIRPORT

COMMUNITY flyer

WORKING TOGETHER
FOR A BRIGHTER FUTURE



Want to keep in touch with what's going on at East Midlands Airport?

The **EMA COMMUNITY flyer** is our quarterly e-newsletter, updating you on the initiatives we are committed to within our CSR Strategy – Working Together for a Brighter Future.

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*We promise not to share your data, it will purely be used to update you on anything of interest to those 'living near the airport'.
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 **East Midlands Airport**


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The East Midlands Airport Community Flyer is our quarterly e-newsletter, updating you on the initiatives we are committed to within our CSR Strategy - Working Together for a Brighter Future ✈️

Take a read through our latest e-newsletter.



WELCOME

Thank you for taking the time to read our new East Midlands Airport Community Flyer - it's packed with information, updating you on the initiatives we are committed to within our CSR Strategy - Working Together for a Brighter Future. To find out about community initiatives, the East Midlands Airport Community Fund, volunteering and our education and employment programmes go to our sign up page to receive this newsletter direct to your mailbox.

WORKING TOGETHER FOR A BRIGHTER FUTURE

LOCAL PEOPLE


COMMUNITY FUND

2023 AIRPORT ACHIEVEMENTS

Official website for

Learn More

Official website



EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE

25 NOVEMBER 2022

ENVIRONMENT UPDATE

Jet Zero Strategy

In July the Government published its Jet Zero Strategyⁱ which sets out a framework for achieving net zero aviation by 2050. An overview of the Strategy will be presented as a separate agenda item.

At a Jet Zero Council meeting during the Farnborough Air Show, coinciding with the launch of the Strategy, MAG launched five new commitments to support aviation decarbonisation:

1. Jet Zero Education: MAG will develop new Jet Zero educational materials for use at its Aerozones and Airport Academies to improve understanding of how aviation plans to reach net zero. The Group will supply these materials to other Jet Zero Council members and to schools in the areas around its three airports.
2. Jet Zero Research: MAG will fund three PhD projects on air travel decarbonisation to support the work of the Jet Zero Council.
3. Jet Zero Technology: MAG will launch a new competition offering five years of free landing fees to the first zero-emission aircraft operating transatlantic flights from its airports.
4. Jet Zero SAF: MAG will create a financial incentive as part of its charging arrangements to encourage airlines to go further than the UK Sustainable Aviation Fuel (SAF) mandate on flights from its airports.
5. Jet Zero Airspace: MAG is committed to delivering airspace modernisation at its airports at the earliest opportunity as a key lever of decarbonisation.

Since the Strategy was published the Department for Transport has inaugurated a Zero Emission Flight component of the Jet Zero Council. Adam Freeman, MAG's Head of ESG & Environmental Strategy has secured a seat at the Zero Emission Flight Infrastructure Group which will be focussing upon the infrastructure required by future zero emission aircraft. MAG is also represented at other groups of the Jet Zero Council, including those working on Sustainable Aviation Fuels (where Neil Robinson, Group CSR & Future Airspace Director holds a seat) and the Council itself at which MAG is represented by its CEO Charlie Cornish.

EMA Surface Water Improvement Programme

This summer has seen great endeavours to cleanse and maintain the surface water system ready for the winter operation. Over 600 tonnes of silt have been removed from the western winter and summer ponds. The pipeline to the River Trent from the ponds has been cleaned of debris. There has been various other infrastructure cleanse, repair and vegetation removal.

The winter water sampling regime is now in operation which means increased collection of data to assist with management decisions and interception of any upstream issues swiftly.

The engineering maintenance team has been restructured to dedicate a resource to the management of the surface water drainage network landside. MAG now has employed a water quality lead, a water quality technician and a team leader as well as a manager solely to manage the landside maintenance operation. Increased resource has meant that increased inspections are possible and have already

proved fruitful in the identification of significant upstream misconnections in the system. Those identified to date have already been resolved through infrastructure modification.

The ICC MENT sub-group was updated on progress with the surface water improvement plan at the September 2022 meeting. This plan can be seen in Figure 1. below.

Surface Water Improvement Plan

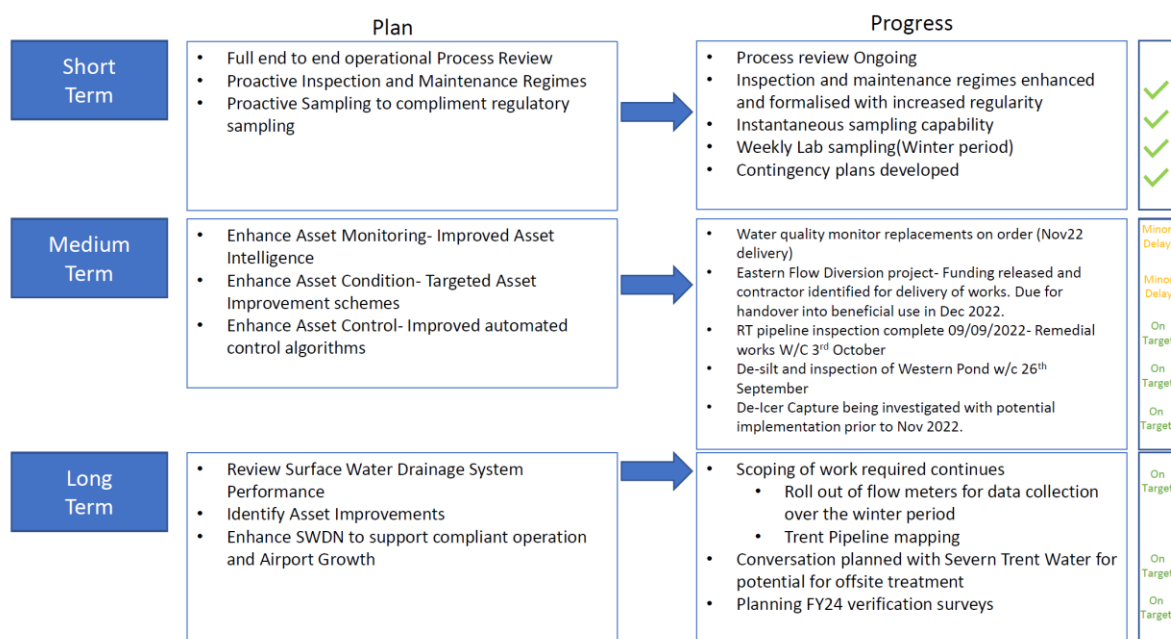


Figure 1. Surface water improvement plan

The de-icer capture project is due to commence this winter with a specialist contractor collecting surplus de-icer before it reaches the surface water drainage network. We are hopeful that this at-source intervention will greatly improve environmental performance this winter. The operation will be carefully monitored to assess how it has reduced the airport's environmental impact.

The contingency plan in operation for the surface water drainage network provides guidance on actions to take in normal and abnormal situations to prevent breaching water discharge permit conditions. This is currently under review and will be submitted to the Environment Agency this year for approval.

MAG will host Derby Railway Anglers Club (DRAC) on site in November 2022 in a commitment to open communication with the club.

Noise update

The recent MENT meeting received an update on several noise-related topics. These include training flights, which have been an area of focus for the Flight Evaluation Unit and Air Traffic Control team. Recent work on this issue has significantly reduced the proportion of training flights overlying communities to the west of the airport. The team are currently looking into options to reduce the number of training flights overflying some parts of Kegworth. A meeting is also scheduled with the multi-parish group that includes Gotham, Kingston on Soar, Ratcliffe on Soar, Barton in Fabis and Thrumpton.

Following work with our airlines to address the increased number of noisier 'QC4' aircraft operating at the airport at night during the pandemic, we are pleased to report that the scheduled departure of Boeing 747-400 aircraft at night has now ceased. Furthermore, we have received confirmation from the operator of the two remaining QC4 Boeing 767s, that these will be removed from scheduled services at East Midlands Airport in early 2023.

In September the Department for Environment, Food and Rural Affairs (Defra) issued guidance to East Midlands Airport enabling the production of our next Noise Action Plan. We have commenced discussion with the MENT Sub-Committee who have provided initial input to support the development of the Plan, which will cover the period 2024-28. Further updates and consultation will be held with MENT over the coming months, with the Draft NAP to be submitted to Government for review in Summer 2023 and adoption by the Secretary of State.

2022 ISO14001 and ISO 50001 external certification audit

MAG has been working to resolve the non-conformances identified in the ISO14001 audit by the external accreditation body Lucideon. The next audit by the external auditors will be next year before the expiry of the certificate in October 2023, but improvements made as a result of the last audit will be inspected at our next internal audit due in May 2023.

EMA is at the start of a journey towards ISO50001 accreditation which is proposed to be delivered in 2024. Further updates will be provided to MENT.

ⁱ <https://www.gov.uk/government/publications/jet-zero-strategy-delivering-net-zero-aviation-by-2050>

EAST MIDLANDS AIRPORT
INDEPENDENT CONSULTATIVE COMMITTEE
PLANNING UPDATE
25 NOVEMBER 2022

Current / Pending Applications

1. Application to South Derbyshire District Council by EMA for installation of aircraft noise monitor – land at Jawbone Lane, Melbourne – DMPA/2022/1266 – 14/09/2022.

Planning Resolutions Since the Last Meeting

None

Planning Policy

North West Leicestershire Local Plan: The District Council are continuing their work on the Substantive Review of the North West Leicestershire Local Plan. This review takes account of the changes in national planning policy and developments across the district that have occurred since the current Local Plan was adopted in 2017. It will extend the plan period to 2039.

A Regulation 18 - Development Strategy Options and Policy Options consultation took place between 17 January 2022 and 14 March 2022. This set out the key issues that the Local Plan review should address, including options for how housing and employment development might be distributed across the district, and more specific policy topics including how to address climate change. EMA's response to this consultation highlighted the importance of economic development in the district, as well as the need for the Local Plan and site allocations to take account of aircraft noise and the Airport's safeguarding requirements. The consultation responses are available in the Local Plan section of the Council's website.

The next stage of the Local Plan is a more detailed consultation on draft site allocations, followed by a draft policy consultation, a full Local Plan consultation draft in 2023 / 2024, and public examination in 2024.

South Derbyshire District Council Local Plan Review: The Council are undertaking a Local Plan review, and in October launched a consultation on the Plan's Issues and Options. This is the first stage of the Local Plan review process, and it seeks to identify the issues that the Plan should cover, particularly in relation to housing, employment, infrastructure, health, climate change and the environment. EMA will submit a response that is expected to focus economic and employment strategy, infrastructure, housing strategy, and aerodrome safeguarding. The public consultation closes on 5 December 2022. It is anticipated that there will then be a draft Plan in June 2023, followed by a submission version in late 2023, public examination in late Spring 2024, and adoption by the end of 2024.

EAST MIDLANDS AIRPORT - ICC GENERAL COMMITTEE

25th NOVEMBER 2022

COMMUNITY ENGAGEMENT UPDATE

Corporate Social Responsibility (CSR) Report

At the end of October MAG published its annual [Corporate Social Responsibility \(CSR\) Report for 2021-2022](#). MAG's commitment to creating a more sustainable future continues to be a top priority for our business. Whether that is playing a leading role in decarbonising the aviation sector, supporting the education and employment of tens of thousands of people, or taking our role as a responsible neighbour seriously, at MAG we believe that a sustainable future will benefit all.

The Report details the achievements across our Group over the last 12 months in delivering our sustainability initiatives as we continued our recovery from the pandemic. It is also aligned with MAG's CSR Strategy '[Working together for a brighter future](#)', published in 2020. Our Strategy is built around strategic priorities: Zero Carbon Airports, Opportunity for All and Local Voices, which together create a wide-ranging and ambitious programme of work to benefit our environment, local communities, and colleagues. We have also created a more accessible version of the report to ensure it can be read and understood by as wide an audience as possible. Users can use the 'Read out loud text-to-speech' tool within Adobe PDF or other PDF programs to read the text contained within the report and hear audio description of images. It can be found [here](#).

An [EMA 2021-2022 CSR Progress Summary Report](#) was published alongside the Group Report, which has been designed specifically to talk to a local audience and share our programmes. The Report was accompanied by a social media campaign, designed with our stakeholder's feedback in mind. It was also promoted as part of a press release centred about the launch event for the new solar panels that were installed at Treetops Hospice in Risley, Derbyshire as part of the EMA Community Fund's 'Low Carbon Energy Fund'. More details on this project are on pages 5 and 6 of this report.

Community Impact Survey

We undertook a Materiality Review and Community Impact survey across all three MAG airports during February and March 2022. At EMA we sent the survey to 1,224 stakeholders across a wide range of interests including EMA ICC, Parish Forum members, parish, district, county and city councils, local MPs, Airport Transport Forum members, and local primary and secondary schools, colleges and universities.

We received 146 responses from EMA stakeholders, of which 47% told us they were residents, 38% councillors and 8% community group members. Survey results have been shared with ICC members as part of 'Agenda 9 - Materiality Review and Impact Study'. Results highlighted the need to do more to raise awareness of our CSR Strategy with stakeholders. We have used this feedback to refine our engagement plans this year as well as future plans.

Community Outreach

The EMA Parish Forum is held twice a year and this year meetings were held on 11th February 2022 and on 26th September 2022.

We continue to connect with our closest parishes at parish council meetings to provide updates about airport activity and listen to concerns. Parish Council Meetings attended this year are:

- 5th May - Long Whatton and Diseworth Parish Council
- 26th May - Castle Donington Parish Council
- 7th June - Melbourne Parish Council
- 4th July - Kegworth Parish Council

Face-to-face outreach took place across our closest villages. The following events were promoted on our website and social media channels and shared by our stakeholders in the community:

- Wednesday 20th April - Kegworth Parish Rooms
- Sunday 10th July - Ashby Show
- Thursday 4th August - Melbourne Market
- Saturday 13th August - Castle Donington Market (event cancelled)
- Saturday 10th September - Diseworth Show
- Saturday 17th September – Melbourne Arts Festival
- Wednesday 5 October – Kegworth coffee morning at St Andrews Church

We also engaged at Aerozone Community Family Fun Days for four dates over the summer holidays.

Community Flyer

In response to community feedback and following a review on how we share news with our community, we relaunched the EMA Community Flyer in September 2022 and this will continue to be published quarterly on our website. It is also emailed to our full stakeholder database shared via EMA social media channels. In addition, we paid for social media promotion during October with a reach of 174.2K – with 2,874 clicking through to read the newsletter. As a one-off we also distributed postcards to over 40,000 homes nearest EMA directing them to the website to view the new e-newsletter and sign up to our distribution list.



SUMMER : ISSUE #1

EAST MIDLANDS AIRPORT
COMMUNITY flyer
WORKING TOGETHER FOR A BRIGHTER FUTURE

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*We promise not to share your data, it will purely be used to update you on anything of interest to those 'living near the airport'.
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eastmidlandsairport.com

MAG East Midlands Airport

Volunteering

The Airport encourages our colleagues to get involved in a wide range of volunteer opportunities in our local communities, sharing MAG's values for the benefit of the regions we serve.

Our target is for 100% of our leadership team and 30% of colleagues to support and participate in volunteering programmes. Last year 45 of our colleagues (8%) give 758 hours of their time to various volunteer projects. 11 of those were leaders within our business, which means that over a third of our leaders volunteered in our local community. This year so far 76 of our colleagues (14%) have given 520 hours of their time to volunteer. More than half of all EMA leaders (16 out of 30) have volunteered so far this year.

There is a wide range of volunteering activities that colleagues get involved with including litter picking in their communities or around the airport environment, supporting young people in schools and in our Aerozone and supporting local charities on committees and fundraising.

This winter there are several specific volunteer activities that we are encouraging our colleagues to support with, including:

- **Christmas Cheer for local families through Loughborough Pantomime - Sat 26th November**

EMA are gifting 186 tickets to the Saturday 26th November Sleeping Beauty Panto performance to local Loughborough families that would otherwise have struggled to treat their families to something special this Christmas. Children and their families from Rendell Primary School, Cobden Primary School and Limehurst Academy in Loughborough will enjoy this magical pantomime. To make their experience even more special we've put together some goody bags full of treats and surprises to enjoy the show and we've invited colleagues to get festive and help us hand out the goody bags before the performance.

- **Kegworth 'Gentlefolk' Christmas Hamper Deliveries - Sunday 27th November**

EMA have contributed donations towards around 250 Christmas hampers for people aged 75 and over living in Kegworth. The hampers will be packed up and then distributed by a team of 'One Kegworth' volunteers, along with volunteer EMA colleagues, dressed as Santas and Elves on Sunday 27th November. The hampers will include homemade Christmas cake, homemade mince pies, chocolate oranges, satsumas a Kegworth Calendar and a wide range of other food items.

- **Tree Planting at Cadley Park, Swadlincote – Monday 21st November**

MAG have committed to plant a tree for every employee as part of the Queen's Canopy, as well as a tree for every Community Impact survey that was completed this year. That means that at EMA we have committed to donate and then plant 1,000 trees as part of a wider project to create a new urban park - Cadley Park in Swadlincote.

The former Cadley Colliery site off William Nadin Way is being transformed into a new urban park facility. The park will provide an area where people can discover nature, through the creation of wildflower meadows and enjoy outdoor exercise thanks to the park's new network of footpaths and cycle tracks as well as a total of around 3,000 trees. Monday 21st November will see a team of around 20 airport colleagues kicking off the tree planting activities along with members of South Derbyshire District Council.

East Midlands Airport Youth Forum

The MAG CSR Strategy 2020-2025 “Working together for a brighter future” highlights three strategic pillars. One of these pillars - Local Voices - commits MAG to listening and responding to our local communities. Within our ‘Local Voices’ pillar we have created a new commitment to review the arrangements for consultation at our airports, including, at each of our airport, the creation a new youth forum. Over the course of the last year, we consulted with young people across the communities and an annual programme of youth forums at all our airports starts in Autumn 2022.

At East Midlands Airport, our first Youth Forum takes place on Monday 28th November at our Aerozone. Students from Loughborough University, Loughborough College, Nottingham College, and Derby College have signed up to join the Youth Forum. We plan to run four sessions each year, and each session will follow a theme with topics broadly as follows:

28 th November 2022	January 2023	April 2023	July 2023
Local Voices	Zero Carbon Airports	Opportunity for All	Celebration Event
<ul style="list-style-type: none"> Welcome and ice-breaker Engaging with our local communities Engaging with our stakeholders Supporting and engaging with our customers 	<ul style="list-style-type: none"> JetZero - 5 zero carbon pledges Managing our impact on the local environment Airport Noise Action Plans Future Airspace - redesigning our Airspace 	<ul style="list-style-type: none"> Supporting young people - future workforce Creating meaningful employment Recruiting a diverse workforce Early talent programmes at MAG 	<ul style="list-style-type: none"> Behind the scenes tour ‘airside’ Feedback on past sessions and help shape next year’s agenda Input into ICC: <ul style="list-style-type: none"> 21st April 2023 and/or 21st July 2023

EMA Community Fund

The airport contributes £50,000 each year to our Community Fund, along with noise fines and surcharges. The EMA Community Fund was established in April 2002 and has awarded £1,866,315 to 1,694 projects, to bring lasting benefit to the communities around the airport. This year so far, we have allocated Community Fund grants totalling £107,755 to 70 groups, with a further two meetings scheduled for this year:

Community Fund 2022-23	Total groups benefitting	Total Awarded
8th April 2022 Meeting	27	£41,910
6th July 2022 Meeting	18	£23,022
7th Sept 2022 Meeting	17	£28,973
2nd Nov 2022 Meeting	8	£13,850

Application Deadline Date	Committee Meeting Date
11 January 2023	25 January 2023
15 February 2023	01 March 2023
19 April 2023	03 May 2023
21 June 2023	05 July 2023
23 August 2023	06 September 2023
18 October 2023	01 November 2023
03 January 2024	17 January 2024
21 February 2024	06 March 2024

Community Fund and QC4 Surcharges

Since its introduction in April 2021, a Noise Action Plan 'QC4' surcharge has been levied for aircraft operating at night. Although the target for QC4 surcharges is ZERO, the shortage of cargo capacity on passenger aircraft means we expect QC4 aircraft to continue operating at EMA in the short term.

- For FY22 (April 2021 to March 2022) the surcharge was applied to 250 movements, generating an additional £446,500 for the Community Fund.
- For FY23 to date (April 2022 to October 2022) there have been 196 movements generating surcharges of £487,800 for the Community Fund.

Community Fund Special Projects

This year marks the 20th anniversary of the EMA Community Fund. Because there are additional funds available, the EMA Community Fund Committee has agreed to two 'Special Projects' to make best use and maximise the impact of these additional EMA Community Funds.

Low Carbon Energy Fund

The EMA Community Fund committee has ring-fenced funding to provide a 'Low Carbon Energy Fund' for community buildings in our most affected communities, for proven technologies for low carbon or green energy. This aligns with both MAG's 'Zero Carbon Airports' and wider COP26 targets. The Community Fund Committee initially allocated just under £60,000 to three local hospices as part of a pilot in January 2022.

Pictured (below left) are Cllr Angus Sowter and Colleen Hempson, EMA Community Engagement Manager with staff at Treetops Hospice at the launch of their new solar panels, courtesy of a £20,000 grant from the EMA 'Low Carbon Energy Fund' – as part of the EMA Community Fund. The solar panels can also be viewed here <https://youtu.be/CBAG1vH3AMk>



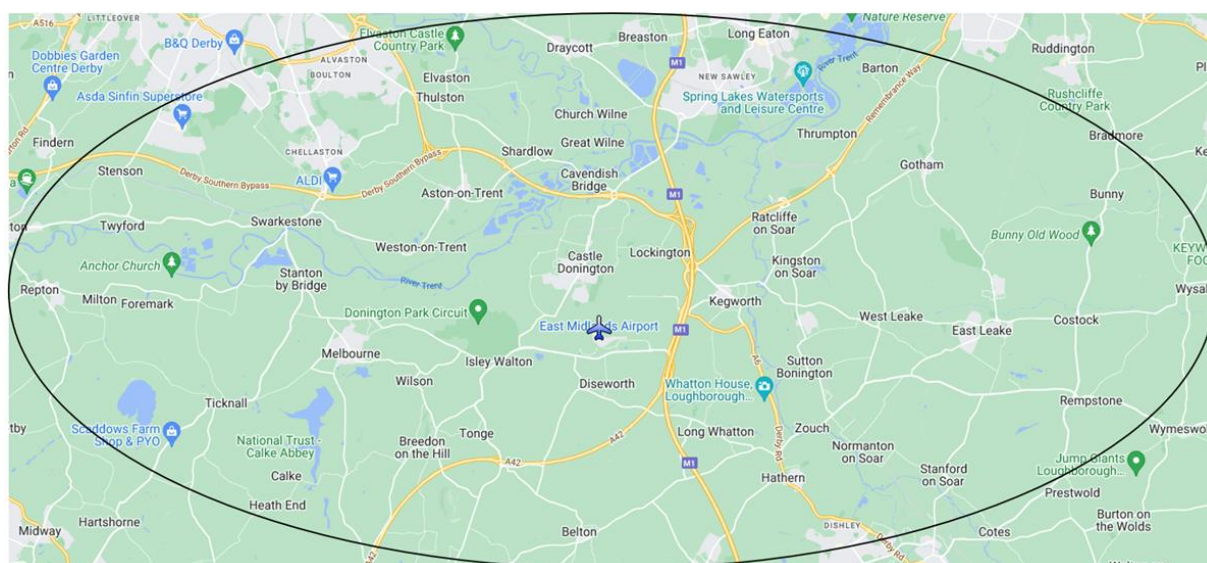
Pictured (above right) are Cllr Angus Sowter and Colleen Hempson, EMA Community Engagement Manager with staff at Rainbows Hospice at the launch of their new EV charging points, courtesy of a £19,774 grant from the EMA 'Low Carbon Energy Fund' – as part of the EMA Community Fund.



Pictured above are Colleen Hempson, EMA Community Engagement Manager with Loros Hospice CEO, along with staff and trustee of LOROS Hospice. Loros Hospice received £20,000 towards LED lighting and you can read the case study around the impact of the grant in the [EMA 2021-2022 CSR Progress Summary Report](#)

This year the Low Carbon Energy Fund has been opened up to bids from a defined area targeting identified parishes most affected by the airport's operations and we have been promoting this opportunity to local stakeholders that could benefit from the Low Carbon Fund.

As outlined within the area circled on the map, these are communities regularly affected by departures, arrivals and circuit training at 2,000 feet and less. More info is available here <https://www.eastmidlandsairport.com/community/supporting-the-local-community/>



To date, a total of £165,079 has been awarded to 15 organisations for a range of initiatives including solar panels, LED lighting, air source heat pumps, electric charging points and funds towards an electric car.

Low Carbon Energy Fund	Total groups	Total Awarded
Pilot - January 2022	3	£59,774
6 th July 22	5	£41,303
7 th Sept 22	3	£27,802
Low Carbon - Nov 22	4	£36,200

EMA Schools Eco-Garden Competition

East Midlands Airport launched an Eco-Garden competition on 28th February and invited local schools within the East Midlands Airport Community Fund's 'area of benefit' to take part. The schools whose designs were judged to have the most beneficial impact were in line to be awarded prize values of up to £20,000 per school. The judges were looking for eco-garden designs that incorporate clever and innovative ways to make any space schools have available more environmentally friendly and provide lasting benefit to school communities. The competition closed on 27th May 2022 and a team of assessors including experts from Derbyshire Wildlife Trust and South Derbyshire District Council's Environmental Education team reviewed all the applications.

The standard of entries was extremely high, and judges were so impressed that the funding pot was increased to around £300,000 to allow all 26 schools that entered to benefit from Eco-Garden funds to turn their garden designs into a reality. Competition results are published on our website.

As part of the support being given to schools, the airport has provided fully funded professional advice and support to each school. Meetings have been set up for Derbyshire Wildlife Trust to visit each school to help them refine their plans and budgets to maximise their garden's benefits. The airport will also be gifting each school with a custom designed bug-hotel.

We have also looked how we can support schools through colleague volunteering. Dovecote Primary School in Clifton, Nottingham won £8,000 to improve their school garden. A big part of the project is to improve their existing raised beds, which were shallow with poor quality soil. The new timbers are now in place, and ready to be topped up with good quality soil so that the children can start growing vegetables in spring. Airport colleagues have volunteered to support the school in the February half term to barrow the soil into the school, along with a list of other gardening tasks. Pictured here are the contractors that installed the new timber raised beds, as well as some of the school children measuring and then installing the raised bed liners.



Following the successful Eco-Garden Competition, the airport's Community Fund committee has ring-fenced funding to allow schools to continue to bid in to an 'School Eco-Garden' Fund. Schools can bid for up to £10,000 to turn their Eco-Garden dream into a reality. More information can be found in our handy [Eco-Garden Grant summary guide](#) and on our website here: <https://www.eastmidlandsairport.com/community/supporting-the-local-community/eco-garden/>