



East Midlands Airport Consultative Committee (EMACC) Main Meeting



Date: Friday 4th April 2025



Time: 10:00 – 12:30



Location: Castle Donington Hub, 101 Bondgate, Castle Donington, Derby
DE74 2NH, Microsoft Teams (Hybrid)



EAST MIDLANDS AIRPORT
**CONSULTATIVE
COMMITTEE**

Agenda:

Timing	Agenda Item	Lead	Resources (paper, presentation etc)
5 minutes	1. Attending and apologies:	Chair	
5 minutes	2. Declaration of Interests:	Chair	
5 minutes	3. Minutes of the Last Meeting: a. 6 th December 2024 Minutes b. Matters Arising	Chair	Draft Minutes
20 minutes	4. An Update by the Chair:	Chair	
25 minutes	5. Managing Director's Report:	Mike Grimes	Paper
10 minutes	6. EMA Sustainable Development Plan:	Jon Bottomley	Presentation
25 minutes	7. Airport Update: a. Environment b. Planning c. Community Engagement	a. James Ayre/ / Sue Thomas / Neil Robinson b. Jon Bottomley c. Colleen Hempson	Papers
10 minutes	8. Airport 60 th Birthday Plans:	Ioan Reed-Aspley	Verbal
10 minutes	9. EMA Lighting Upgrade and Mitigation of Impact on Diseworth:	Brian McCoubrey	Presentation
10 minutes	10. PAIN Annual Report:	Dr Paul Grimley	Report
15 minutes	11. New Local Skills Improvement Plans:	Richard Blackmore, Chamber of Commerce	Presentation
5 minutes	12. AOB: Future Planned or Proposed Items:	Chair	
5 minutes	13. Future Meeting Dates: Friday 4 th July 2025	Chair	

1. Attending, Apologies and Absences:

Attending:

Title/ Organisation	Name	Initial
East Midlands Airport Consultative Committee (EMACC) Independent Chair	Guido Liguori (IP)	Chair
Airport User Group:		
DHL Aviation (UK) Ltd	Will Fuller (IP)	WF
East Midlands Chamber of Commerce	Ian Evley (V)	IE
East Midlands Chamber of Commerce	Richard Blackmore (IP)	RB
EMA Accessibility Forum	Christiane Link (V)	CL
JobCentre Plus	Joanne Alton (IP)	JA
Local Authority Group:		
Derbyshire County Council	Martyn Ford (V)	MF
Leicestershire County Council	Cllr Trevor Pendleton (IP)	Cllr TP
Northwest Leicestershire District Council	Cllr Ray Sutton (IP)	Cllr RS
Nottinghamshire County Council	Cllr Matt Barney (V)	Cllr MB
Rushcliffe Borough Council	Cllr Andy Brown (IP)	Cllr AB
South Derbyshire District Council	Cllr Stephen Taylor (IP)	Cllr ST
Local Interest Group:		
Derbyshire Association of Local Councils	Cllr Stephanie Marbrow (V)	Cllr SM
Kings Newton Residents Association	Dr Chris Tyler (IP)	Dr CT
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter (IP)	Cllr AS
Melbourne Civic Society	Martin Keay (IP)	MK
Nottinghamshire Association of Local Councils	Cllr Hillary Gibbins (V)	Cllr HG
People Against Intrusive Noise (PAIN)	Dr Paul Grimley (IP)	Dr PG
Save Aston and Weston Village Environment (SAVE)	Ed Green (IP)	EG
Protect Diseworth	Jim Snee (IP)	JS
5 Parishes Community Group	Julian Coles (IP)	JC
MAG / EMA Representatives:		
Secretariat/ MAG Community ACC Mitigation Administrator	Morgan Redman (IP)	MR
EMA Community Engagement Manager	Colleen Hempson (IP)	CH
MAG Chief Sustainability Officer	Neil Robinson (V)	NR
MAG Head of Noise and Community Engagement Strategy	Sue Thomas (IP)	ST
MAG Planning Services Director	Jon Bottomley (IP)	JB
EMA Head of Corporate Affairs	Ioan Reed-Aspley (IP)	IRA
EMA Asset Maintenance Director	James Ayre (IP)	JA
MAG Customer Planning Director	Mike Grimes (IP)	MG
EMA Asset Development Director	Brian McCoubrey (IP)	BM
MAG Planner	William Griffiths (V)	WG

Apologies and absences:

Title/ Organisation	Name	Initial
Loughborough University	Dr Andrew Timmis	N/A
Unite	Tony Tinley	N/A
UPS Ltd	Sarah Bell (previously Richard Currie)	N/A
Nottingham College	Robin Atherlay	N/A
Broxtowe Borough Council	Cllr Pauline Smith	N/A
Charnwood Borough Council	Cllr Colin Hamilton	N/A
Derby City Council	Cllr Jonathan Smale	N/A
Erewash Borough Council	Cllr Harrison Broadhurst	N/A
CPRE Derbyshire	John Ydibli	N/A
EMA Managing Director	Steve Griffiths	SG
MAG Decarbonisation and ESG Director	Adam Freeman	N/A
MAG Head of Community Engagement	Robert Pattison	N/A
MAG Head of Environment	Martin Churley	N/A

(V): attending virtually.

(IP): attending in person.

In addition, there was one member in the public gallery acting as an observer; this individual was Jenny Cartwright of Leonardo Hotels.

2. Declaration of Interests:

Standing declaration of interest with Cllr ST regarding Freeport.

3. Minutes of the Last Meeting:

a. 6th December 2024 Minutes:

Resolved: That the minutes of the meeting of the EMACC Committee held on 6th December 2024 be approved as a correct record.

b. Matters Arising:

Actions 6.1 and 6.2 will be addressed at MENT on 6th June 2025.

Action 10.1 is featured on the agenda for this meeting.

Action 10.2 culminated in an evaluation that denoted there is presently no appetite for in-person subcommittee meetings following on from a survey conducted by the Chair. The Chair agreed to keep this under review and informed the committee that MR is looking into alternatives to MS Teams for sub-committee meetings; such suggestions thus far include Google Meet and Zoom. The Chair further explained that sub-committee meetings are well attended by MAG employees because of the flexibility to join online; as many experts for agenda items work in group roles and where in-person

attendance was the norm attendance would likely be impacted negatively. MK gave commendations to Zoom as a video conferencing software in a professional capacity.

4. An Update by the Chair:

The Chair updated the committee on his monthly catch ups with DfT individuals noting that his most recent catch up had been postponed as well as his quarterly CAA meetings; more recently the CAA meetings focused on their new community information forum; whereby the Chair stressed the need for a recognised purpose for the forum with clear objectives. The Chair reiterated to the committee the benefits of his attendance at these meetings as he attends DfT and CAA meetings both on behalf of UKACCs and as the chair of EMACC.

In January, the Chair attended the Airspace Noise Engagement Group in London. The Chair noted that UKACCs have had some successes regarding land-use planning with the DfT being "nudged", through collective action, to write to local councils who have airports within their boundary with a set of questions. The Chair reminded the committee that he circulated the questions within his bulletin on 24 January 2025. In furtherance to this, the Ministry of Housing and Local Government and Communities have also circulated similar questions. The Chair gave thanks to Cllr RS for his communications around the engagement with the DfT/ Ministry of Housing correspondence for the NW Leicestershire area. The Chair further asked the committee to submit their council responses to him via email; whilst explaining that this is not an official call for formal evidence; the committee asked the Chair to contact district councillors with a reminder of this request as well as a reminder about SASIG membership.

In February the Chair attended the CAA workshop where updates were provided on the CAA's NAP Review; a publication of their results is pending and expected soon. The Chair further advised that the CAA should push SMART objectives and that there should be greater transparency regarding DEFRA in how it manages the overall process.

In March the Chair attended the Aviation Noise Attitudes Survey engagement meeting whereby attendees received an update on timings and methodologies to be used.

This week, the Chair chaired the airport's SRG on Airspace Change.

The Chair explained that he had hoped to attend the DfT's Aviation Accessibility Task and Finish Group; however, it was scheduled for today without consultation resulting in a clash with EMACC; the Chair did assure the committee that UKACCs representatives will raise the views of this committee at the meeting using comments formulated by the Chair and aided by CL.

The Chair reminded the committee that the Training Flights Report has been circulated by CH and that anyone who is not already a member of MENT but would like to attend the next meeting on 6th June 2025, then they should make themselves known to the Chair and CH by 21 April 2025.

5. Managing Director's Report:

The Chair gave SG's apologies and noted that MG and IRA are deputising on his behalf.

Papers are circulated and taken as read.

Business Update:

MG explained that whilst the winter period is often quieter from a customer perspective; it has been a busy time at the airport owing partially to the airport's 60th Anniversary celebrations. Additionally, the business is also focused on changes resulting from the £120 million investment that is underway including building works at the terminal.

MG explained that the Easter operations are underway with an expectation that Saturday within Easter, 19th April 2025, is forecast as the busiest day for the timeframe with an expected 6,000 customers with a total estimate of 102,000 customers over the next couple of weeks.

MG further detailed that Ryanair have seen a slight reduction in passenger numbers as they have been affected by the aircraft replacement delays at Boeing. Such reductions and delays are being seen across over airlines owing to the fleet change delays. MG noted strong operations from airline partners Jet2 and TUI and a prediction of a good year ahead.

MG further explained that significant changes across the terminal building included a focus on retail facilities and that last week the terminal was home to the official opening of Alembic, which is a wine-bar facility replacing Proof65, as well as investments in Castle Rock facilities. Last week also saw the opening of the premium facility Escape Lounge.

MG noted that day-to-day cargo operations have been steady with DHL and One Air contributing strong performances within cargo. Additional growth is expected through Yun Express.

Customer Service Update & Security Update:

MG detailed that there is steady growth and improvement year on year in customer service scores; this is driven by customer feedback working towards “Effortless Travel”. Such improvements include additional seating, terminal Wi-Fi (including premium Wi-Fi), wayfinding (including digital assistants), Meet & Greet infrastructure, rapid drop-off (RDO), next generation security lanes are also underway with most customers moving through security in under 15 minutes. MG further noted that the airport is in preparation for barrierless technology in the RDO which has already been implemented at another group airport London Stansted.

MG reported on the Airport Service Quality (ASQ) data, detailing that EMA sits within the top 20 of 119 European airports and the top 3 of UK airports subscribed to voluntary ASQ recording.

MG stated that from the assisted travel perspective that EMA were the first airport to take delivery of fully electric automatic ambulift vehicles that added to the fleet of three. MG gave thanks to both the EMA Accessibility Forum and CL for their work towards accessibility within EMA which has helped towards the CAA rating of ‘Very good’.

Policy and Public Affairs Update:

IRA gave a response to Cllr RS’s question around the national freight hub round table discussion which can be found detailed below within Item 5 questions and answers.

IRA noted the important role of the airport’s 60th anniversary in providing a backdrop for regional engagements, such as the Trade and Tourism event where discussion was had on how best to promote the region as an inbound destination to the UK which resulted in a piece of work being led by the combined authority to assess what a tourism strategy looks like for the region. The event also considered the important role that East Midlands Airport plays in facilitating trade. Chris Hope, the Chief Operation Officer of One Air spoke at the event and highlighted the benefits to his airline of using EMA and the operational efficiencies compared with Heathrow. Chris had made similar points to the

Aviation Minister, Mike Kane, a few weeks earlier during a meeting of cargo operators to help the Minister understand some of the challenges and opportunities facing the air freight sector.

Freeport Update:

IRA attended a meeting yesterday with Prologis and partners at one of their facilities in Daventry, Northamptonshire to witness their education and skills facility which he detailed was high-tech and catered for a wide range of skill development.

JB reiterated elements of the circulated report, stating that the application for planning permission submitted by MAG for the Freeport development south of the airport continues to progress. Following the development partnership achieved with Prologis, the responsibility for and promotion of that planning application will now be handled by Prologis. Prologis themselves are conducting minor shaping of the master plan including incorporating the training academy within the application.

JB further explained that Prologis as along with their specialist highway consultants are working closely with the County Council (Leicestershire) and National Highways in relation to traffic modelling and transport assessments. It is expected that the planning application will be considered by North West Leicestershire District Council later this summer.

Item 5. Questions & Answers:

Cllr RS asked about what criteria is used to judge operators and how selective EMA is in regard to this. MG explained that there is a commercial and UK Border Force element impacting non-cargo operators. MG further detailed that all airlines require an airport operator license which can only be achieved following stringent gating processes and that therefore there is good rigour to assessing any operators using our airfield.

Cllr RS made reference to the aviation minister Mike Kane's quote "the only show in town" and asked who is considered within the "town" and who represents the "town" in question. Cllr RS further noted that the East Midlands Mayor is mentioned within the report and that Rachel Reeves also made mention to the East Midlands Mayor however the airport does not fall within her patch. Cllr RS asked for clarification of the conversation and made suggestion that for such a big vision to be achieved, there should be single representation in mind. IRA explained that EMA has always had good engagement with local MPs and beyond, and that following the most recent elections new MPs have an increasing awareness and involvement around EMA, including Mike Kane the MP for Wythenshawe and Sale East who is also the Minister for maritime, aviation and security; such MPs are increasingly seeing the important role of the airport as a catalyst for economic growth and job creation. IRA further detailed that stakeholders have strong advocacy from local MPs; however central government recognition could be improved, and that historically central government would often focus more upon Manchester Airport within the group. IRA explained that EMA have tried to leverage their role as a national asset regarding cargo particularly, to try and attract central government attention and to raise the profile of the airport more nationally. IRA explained that Mike Kane's comment came from a round-table conversation with air cargo operators, which he had collated because of his self-confessed lack of familiarity with cargo operations when compared to passenger operations. Within this meeting, his goal was to understand the challenges facing air cargo operators presently. Colleagues from DHL, UPS and One Air were represented at the round table, and a common concern raised was an operator obsession with getting to London, which is home to the largest market but that operators are finding it increasingly difficult to enter Heathrow and other London airports because they are increasingly focusing on passenger operations. A conclusion was made by both the integrated businesses but also by the Chief Operations Officer of One Air, that therefore, there is an

opportunity for EMA because of its cargo capacity and its geographical location within national road infrastructure to absorb air freight operations. The Chief Operating Officer of One Air further commended EMA by stating that they can truck their goods more quickly from EMA than from Heathrow. This conversation ultimately culminated in Mike Kane's comment in question; IRA further assured the committee that there is an invitation to Mike Kane to visit EMA. IRA finished by acknowledging the Chancellor's namecheck of EMA within a keynote speech in January and the impact this national recognition has had in encouraging other local MPs inquiring about the airport. IRA noted an invitation he received to attend as a panellist on the East Midlands Labour Party Conference whereby the Chancellor was also in attendance and again gave mention to EMA and economic growth within the midlands.

JS asked, in relation to the planning application and Prologis, whether any mitigation been given to the effects upon Diseworth. JB stated that Prologis, following the announcement of the partnership, met with the Parish Council and Protect Diseworth community group to introduce themselves. It is Prologis' intention to hold additional sessions with local stakeholders to ensure the design takes account of community concern and mitigation.

Dr PG asked about the National Infrastructure proposal from SEGRO and how this will be reconciled alongside the Prologis proposal. JB explained that there are different promoters and different planning regimes but that the proposals themselves are similar in terms of the type of development and the scale of development. JB further detailed that the Prologis planning application focuses on the northern part of the site and would be processed through traditional Town and Country Planning Act processes with the District Council to consider whilst the SEGRO planning application is for the whole of the site and is part of the wider development which could result in application for a Development Consent Order, which is a national consenting scheme. JB reassured the committee that whilst the processes are different but that the underlying development schemes themselves are very similar.

JC asked if there are any lessons applicable to EMA following on from the Heathrow power outage incident and further asked what is high up on the airport's risk register. MG explained that there was already a focus from EMA regarding such risks and potential incidents. JA went on to reiterate that resilience works were already underway before the Heathrow incident and that EMA had run planned electrical shutdowns across the site around Christmas and test have proven that EMA can run on robust back-up generators, unlike Heathrow due to the scale of the airports. The Chair informed the committee that airport resilience is a future agenda item.

Cllr RS, following on from JS's question around Diseworth, posed the question about Kegworth and its proximity to the proposed national infrastructure development of Junction 24. Cllr RS noted it was interesting that Prologis would be involved in future discussions but also noted that he had tried and failed to find all the facts, even as a District Councillor representing Kegworth, regarding the development plans previously. He went on to express disappointment in the lack of information reaching the local people from involved parties including the County Council and Highways and appealed to Prologis to pick up conversations in higher frequency and more detail than prior counterparts citing the right of local people to be involved in all conversations from an early stage and beyond. Cllr RS made reference to the proposed planning application for a warehouse in close proximity to housing within the village of Kegworth. Cllr RS culminated his comment by expressing concerns around incoherence of planning, the lack of involvement of Kegworth in conversations of the parties involved and of the difficulty to access information.

Cllr AS asked how much of the over £120 million investments will be targeted towards improving the arrivals experience. MG explained that investment is directly lead by customer feedback which is why current investment focuses upon improvements to terminal facilities and the arrivals journey such as

washrooms and baggage reclaim upgrades as well as other improvements to accessible toilets, care rooms and wayfinding. MG noted that within the next couple of years there are intentions to invest in taxiways and airfield infrastructure.

6. EMA Sustainable Development Plan (SDP):

JB explained that the SDP sets out the strategic context and approach for development of EMA with a vision to continue delivering effortless travel for passengers from the heart of the country and to be the UK's global gateway for cargo. This updated SDP has been formally published as of the middle of March and is open for public consultation until 16 May, JB further asked members to provide responses to the consultation which can be found on the EMA website.

JB reminded the committee that MAG SDPs differ from the traditional guidance of the DfT surrounding airport master plans, which focus predominantly on the physical development of an airport such as its capacity and capability of the operation. However, EMA's SDP encompasses the below (but it not limited to) with it's more forward and outward looking approach for the next 20-25 years with a focus on effortless travel and seamless trade:

- ➔ Economy
 - Strengthening EMA's route network for passenger and cargo services
 - Generating GVA and increased employment
- ➔ Land
 - Making the best and most efficient use of land in the Operational Area, and prioritising uses and activities that support the airport and need an airport location
- ➔ Surface Access
 - Access is important for EMA's success. Encouraging a greater use of public transport and a shift to next-generation fuel and power
 - Sustainable Transport Fund to support public transport services and sustainable access (supporting both public transport and active transport modes such as walking and cycling)
- ➔ Environment
 - Minimise environmental impact and adopt best environmental management practice
 - Net-Zero Carbon by 2038, noise, air quality, nature and biodiversity
 - Noise Action Plan (NAP)
- ➔ Community
 - Opportunity for All (including education and employability)
 - Local Voices (wider community engagement)

The draft SDP is published and is open for an 8-week public consultation with stakeholders and the local community until 16th May 2025. The expectation is for the final publication to go live in Summer 2025. JB reminded the committee how and where to access the consultation using the below:

- ➔ www.eastmidlandsairport.com/about-us/development-plan/
- ➔ developmentplan@eastmidlandsairport.com

JB welcomed the committee to provide responses to the consultation, either through the website or through direct contact for lengthier responses. The Chair explained that there will not be a formal unified response from EMACC; however, members are invited to respond as individuals and on behalf of their organisations.

Item 6. Questions & Answers:

Cllr AB raised concerns about the South Rushcliffe public transport services, being without a Skylink service and only having an on-demand bus service with timeframe reliability concerns, citing how over 100,000 people cannot access the airport easily: especially for employment at the airport which requires shiftwork. Cllr AB then asked if there are plans for improving such connectivity. JB explained that the EMA SDP has a focus on surface access, where other airport master plans do not necessarily, and that there are plans for growing the network. JB continued that the Sustainable Transport Fund will provide more opportunity to work with providers that serve not only the airport but also the wider community. JB urged the committee to respond to the consultation with such concerns. Cllr AB further reinforced his suggestion by explaining that such public transport improvement to the South Rushcliffe area would reduce the strain on road infrastructure around the airport referring to junction 24.

Dr CT asked, when talking about the limited availability of land, what is defined as the operational area. JB explained that it is land that sits within the airport; and detailed the A453 Ashby Road to Moto roundabout on the eastern side, following up to the northern boundary of East Midlands Gateway and round to the western end with DHL as defined within the NW Leicestershire Local Plan.

Cllr RS raised concerns about the Skylink service with limited stops and therefore urged that conversations between MAG and transport companies would benefit from being more open to committee concerns and attendance for the benefit of locals. Cllr RS further raised concerns over recruitment within counties, citing that inconsistencies are a consequence of local devolution.

Dr PG expressed concerns over a long-term 20-year vision for airport development, referencing a desire to see solid predictions for the numbers for aircraft that will be overflying local areas, and, more generally, also expressed an inability to access hard data within the SDP. Dr PG asked if a more detailed short-term plan with data forecasts would be available as opposed to the long-term 20-year plan and made reference to the 2006 airport master plan which made projections for a 5-year period. JB explained that the long-term data is available and does underpin the SDP; however, short-term performances and growth in activity is found elsewhere and not within the SDP itself.

JS asked whether the land south of the A453 is included within the SDP, referring to earlier comments about the boundary identified within the Operational Area. JB explained that the EMA SDP is an airport development plan, and whilst it does make mention to Freeport development and beyond, the focus is on growth activity and management within the Operational Area.

EG asked, around auditing, if the SDP will be utilising ISO14001 (Environmental Management) in the development and operation of the plan. JB explained that both at an EMA and MAG level the ISO14001 accreditation is held, as well as ISO50001 (Energy Management) and that both are referenced within the environment plan.

7. Airport Report:

a. Environment:

The paper has been circulated and taken as read.

Climate Change: SAF:

NR drew the committee's attention to content on sustainable aviation fuels (SAF), notifying the committee that SAF is now used routinely across MAG airports, including EMA.

Noise Action Plan 2024-2028 & Community Noise Monitoring:

ST introduced herself as the new Head of Noise and Community Engagement Strategy.

ST brought the committee's attention to the review of the Training Flight procedures (NAP23) which was presented to MENT. ST thus asked the committee to provide comments and feedback on the training flights through the Chair or CH.

ST further asked for committee input on community noise monitoring future locations, again feeding back through the Chair or CH.

EMA Surface Water Performance and Improvement Programme:

JA explained that overall, there have been positive results in managing water quality across the airport estate in recent months. JA summarised that the vast majority of improvement works are completed in relation to the ponds, with the next phase involving upgrades to the SCADA control systems to enhance data collection and enabling improved remote-control capabilities.

JA further brought the committee attention to EMA's successful Sweeptech operations that has been in place since November helping in reducing the volume of anti-ice requiring treatment.

Regulation of PFAS Update:

JA detailed that MAG continue to work with the Environment Agency (EA) on the Regulation 61 Notice that was served in February 2024 and that an extension of 12 months has been given to MAG to continue collecting PFAS data.

Waste Update:

JA explained that MAG completed their Waste FM tender process, but no successful bidder was identified, resulting in an extension of the partnership with Mitie Waste for the next 12 months. JA noted that the purpose of this extension is to enable a more thorough procurement process for a long-term vendor that will act as a partner focusing significantly on recycling and landfill diversion rates already in place at the airport.

b. Planning:

Papers are circulated and taken as read.

Planning Policy:

JB highlighted to the committee the revised timescale for both the NW Leicestershire Local Plan and that the South Derbyshire Local Plan is currently in consultation which runs from 10th March 2025 to 25th April 2025.

c. Community Engagement:

Community Outreach:

CH drew committee attention to some highlights within the report, detailing the most recent EMA Parish Forum's which occurred 27th March 2025 where awareness was raised surrounding the SDP consultation, and encouraging community involvement through direct responses.

CH also highlighted EMA's 60th anniversary celebrations, the first having already passed on 2nd April 2025 and the second occurring between 19th July 2025 and 21st July 2025 at the Aeropark, with 21st July being the anniversary of Prince Phillip unveiling the plaque and heralding the official opening.

Community Flyer:

CH explained that the Spring 2025 community flyer is live on the website and has been distributed to the community stakeholder database by email.

MAG Youth Summit:

CH informed the committee of the MAG Youth Summit which occurred on 10th March 2025 and brought together around 70 young people from East Midlands, Manchester and Stansted regions where discussions were held to help MAG shape its approach to sustainability.

CH further explained that the Youth Summit will be an annual event following positive feedback from the participants.

Volunteering:

CH detailed that EMA has met its volunteering targets for the second consecutive year, with 31% of all colleagues having given over 3,400 hours, or 425 days, to various projects. Within the total volunteers, 57 were leaders within the business, culminating in 100% of leaders volunteering in the local community last year.

EMA Community Fund:

CH noted that this year (April 2024 to March 2025) the EMA Community Fund helped to deliver 115 community projects through grants totalling £282,158. CH further explained that the annual report is at final review with the committee and will be live on the website in the following weeks.

Item 7. Questions & Answers:

7.a. Environment: Climate Change: SAF: TP asked how the cost of SAF is being addressed in comparison to traditional aviation fuel. NR responded that supply and demand means that SAF is around three times more expensive currently than traditional alternatives such as kerosene. NR further detailed that SAF is produced in limited quantities in the UK presently, and that most domestic SAF demand is met through importation. To support the development of UK production facilities, the Government is proposing a Revenue Certainty Mechanism (RCM), which MAG supports. NR continued that forecasts predict as domestic production increases, to meet increasing mandated demand within the regulated market, that the cost should therefore reduce. Airlines are increasingly required to meet SAF mandates or pay a substantial punitive payment to the government.

7.a. Environment: Climate Change: SAF: Dr PG asked what RCM entails. NR explained that SAF plants are an extremely expensive piece of infrastructure to develop and that the uncertainty of SAF prices make investments in the development of plants high-risk; which, in turn culminates in a consequentially low domestic production of SAF. NR further explained that the RCM is a system whereby the government have guaranteed costs of SAF for a period of 15 years to reduce the risk of investment in the infrastructure and improve domestic development of SAF plants. Dr PG then posited the question that this could result in future SAF being more highly priced than it currently is. NR explained that part of the incurred cost of SAF presently is the importation, and that domestic production alongside the government initiative could result in a stable predictable price that is lower than the current market value.

7.a. Environment: Noise Action Plan 2024-2028/ Community Noise Monitoring: Dr PG expressed concerns about the accessibility of technicalities within the SUONO reports and that committee comprehension could be improved through summary documents. The Chair reminded the committee that SUONO are producing a more accessible executive summary for the next MENT meeting on 6th June 2025. ST reminded the committee that the reports, as they currently are, are published and

available on the website but that an action is already underway for MENT with SUONO to produce an executive summary.

7.a. Environment: EMA Surface Water Performance and Improvement Programme: Cllr RS asked if visual inspections of the River Trent on Mondays, Wednesdays and Fridays are part of a new procedure. JA responded that this procedure is not new, and in fact EMA have since moved to continuous daily inspection of the outlet at the River Trent. Cllr RS then asked, if statistics on discharge halting and adjustment through pulsing could be provided at the next MENT. The Chair asked Cllr RS to send his request via email to forward onto the appropriate people to formulate the response.

7.a. Environment: Regulation of PFAS Update: Cllr RS expressed an interest in seeing the outcomes of the actions regarded as complete within the Regulation 61 Notice. Cllr RS then quoted “due to high value of the sampling, a group tender is underway” from the paper and asked whether that means an unusual amount of PFAS was found. JA responded that the “high value” pertains to the cost of the laboratorial process, as a limited number of UK laboratories can take PFAS samples. Cllr RS then clarified that the “high value” pertains to the price and not the chemicals, which JA confirmed.

8. Airport 60th Anniversary Plans:

IRA gave a verbal update on 60th Anniversary plans and informed the committee that the first of the birthday celebrations had already occurred with a civic event on 2nd April 2025 as outlined by CH. The civic event was well attended by the local community and a competition was created involving local schools to envisage what the future of flying might look like in another 60 years' time resulting in artwork which is on display in the terminal presently.

IRA further reminded the committee that the Aerozone will be open during the May half-term with family-fun events open to the public on the 19th, 20th and 21st whereby attendees can try on uniforms, fly the simulator and much more. IRA did explain that efforts are underway to combat potential parking concerns for these events, with discussion being held with Donington Park racetrack to potentially absorb some of the parking. CH informed the committee that the community flyer contains a QR code for booking onto the family-fun events.

IRA continued, outlining that landscaping is underway for the east-side of the security hall which will serve as a memorial garden for both annual remembrance occasions and for colleagues who have passed away.

Item 8. Questions & Answers:

None declared.

9. EMA Lighting Upgrade and Mitigation of Impact on Diseworth:

LED Lighting Project:

BM gave a presentation on the high-mast lighting upgrade project detailing the need for changes, the design considerations of such changes and the impact upon and feedback from the local community, particularly considering Diseworth.

BM explained that the central and eastern aprons were under review for the change whilst the west apron near DHL was not as it had already undergone the change to LED lighting in 2019. Central areas had 25 metre high-mast lighting, whilst moving outwards to the west there were lower high-mast lighting in use as well as some street lighting.

BM explained that the changes were needed as halogen lighting was deteriorating with age leading to reduced brightness, efficiency and reliability and would therefore not meet the safety regulations of 20 LUX in the long-term. However, like-for-like replacement is not possible due to government regulations that implemented a ban on halogen light bulbs. BM did explain, however that this change to LED also aligns with MAG's ambitions for sustainability as LEDs are more energy efficient.

BM informed the committee that the LED lighting was designed, supplied and fitted through Abacus, CU Phosco and Telensa and that such changes resulted to improvements in the below factors:

- ➔ Safe and compliant (meeting lighting levels of 20 LUX, as per CAA policies)
- ➔ Lower carbon footprint (LED lights use an average of 60% less energy than halogen lights)
- ➔ Longer lifespan (LED lights last an average of 10 times longer than halogen lights)
- ➔ Meets Park Mark standards (of 20 LUX as outlined by the British Parking Association)
- ➔ Better control with Telensa (allowed better control for light dimming across the site)

BM stated that 364 lights were changed from halogen to LED, returning light levels to a minimum of 20 LUX; in addition, the Telensa system has also been installed successfully; initially with some teething issues which are now resolved. This project was delivered between December last year and with the final changes occurring in February/ March 2025.

LED Lighting Project Community Feedback:

BM explained to the committee that the new LED lights provide the same level of illumination as the older halogen lights were originally designed to provide, however:

- ➔ LEDs provide more focused and uniform illumination, which can result in higher perceived brightness in specific areas
- ➔ LEDs typically emit cooler light (higher colour temperature), which can appear harsher compared to the warmer light of traditional halogen lamps
- ➔ The new LED installations, operating at full capacity, contrast with the dimmer, aging halogen units they replaced

Ultimately culminating in feedback over the lighting from Diseworth community.

BM then went on to explain the mitigation steps that have been undertaken to reduce the impact upon the people of Diseworth as detailed below:

- ➔ Installation of baffles on high-mast lighting in Mid Stay 3, Short Stay 3 and Long Stay 1 to reduce glare and overspill
- ➔ Implementation and utilisation of the Telensa system to safely dim lights in Mid Stay 3 and Short Stay 3 reducing their brightness when viewed from a distance (the dimming to 50% of the maximum level has been in place since 27th February 2025).

BM further noted that there is intent to review the lighting levels along the Long Stay and Jet Parks areas also, and these will be dimmed if possible, subject to maintaining minimum levels of illumination.

Item 9. Questions & Answers:

JS stated that feedback he has received from the Diseworth community outlines that people are seeing an improvement through the mitigation implemented. JS expressed concerns however for the western end of the airport where the long-stay parking is located. JS stated that he is hopeful that the future planned mitigation for the Long Stay Jet Parks area will continue this mitigation for the community.

10. PAIN Annual Report:

Paper circulated and taken as read with Dr PG bringing attention to particular items to highlight committee and community reaction.

Night Noise:

Dr PG noted that the noise contour, which is a legally constrained limit, dropped significantly owing partly to ban of the Boeing 747-400s taking off during the night period; he further expressed happiness at this ban however, Dr PG then stated concerns over the apparent ease to stay within this noise contour limit but posited the question if there would be intent to reduce the night noise contour further for continued improvement. Dr PG asked for this question to be raised at MENT to MAG and NW Leicestershire.

Passenger Numbers and ATMs:

Dr PG noted that passenger numbers at EMA in 2024 were still below pre-covid levels, and made comparison to other airports whose passenger numbers had exceeded pre-covid levels recently.

Dr PG further went on to note, that the SDP appears to indicate a reduction in the long-term passenger number aspirations by 30% from 10 million passenger per year to 7 million. Dr PG then went on to express concerns over a higher percentage of passenger night flights than previously, equally raising a question as to why this would be when the predictions for passenger numbers are lower.

Cargo Tonnage and ATMs:

Dr PG noted that cargo tonnage at EMA in 2024 was similar to pre-covid levels, whilst stating the ATMs themselves have drastically reduced which is due in part to larger aircraft, as part of fleet changes, that can transport more cargo with less movements citing that Boeing 777s have implemented into operations well. Dr PG further noted that the Boeing 747-400s operated by One Air, whilst banned at night, are still causing concern to the community during the day. Dr PG then voiced members concerns about the uplift of One Air planes from Heathrow to East Midlands may result in further negative noise impact upon the community; Dr PG then asked whether there are plans to replace Boeing 747-400s within EMA operator's fleets with quieter alternatives, citing that One Air have placed an order for a Boeing 777 but that it is unclear whether this is a replacement within the fleet or an addition to it.

Future Airspace:

Dr PG raised concerns over delays to the future airspace consultation, citing that members had initially prepared for a one-year delay, but are now aware that this may be a two-year delay meaning that the consultation period may not occur until 2027. Dr PG noted that the community are concerned to wait so long without information regarding future airspace, referencing that some suggested routes would be much worse for their communities.

NR gave thanks to Dr PG for creating the paper, and that this should be discussed further at MENT to explore the data in more detail. NR noted that EMA are eager to have airspace change proposals finalised, consulted and implemented as soon as possible to begin the predicted benefits in terms of noise and emissions impacts. NR further explained that other airports, including Leeds Bradford Airport, within the Manchester Terminal Manoeuvring Area (MTMA) are experiencing delays when compared to EMA and that the whole group must move forwards together; hence the delay and that EMA are working alongside the government to put the MTMA back on track but that it is beyond EMA control who are themselves on track.

Item 10. Questions & Answers:

JS provided an observation on freight and freight movements noting that as EMA has no night constraints in terms of movements, that the ambitions to expand freight operations will ultimately impact on the community with increased older aircraft, such as the Boeing 747-400, operating during the day and with more flights at night.

11. New Local Skills Improvement Plans (LSIPs):

LSIPs:

RB, the Director of Policy and Insight for the East Midlands Chamber of Commerce gave an introduction explaining the East Midlands Chamber is the largest both geographically and from a member perspective of the regions, with around 4500 direct members and working with around 12,000 businesses across the region.

RB stated that the East Midlands Chamber of Commerce has a significant focus upon education, upskilling and helping people back into employment. RB noted that last year, around 986 people were aided back into employment through the services offered.

RB explained that LSIPs are part of government reform on post-16 education and training across England and that these were first announced in January 2021 through the Skills for Jobs white paper. The first of which being introduced in 2022 on a three-year funding model which has reached its end on 1st March 2025.

The main purpose of the LSIPs was to improve productivity, support economic recovery and future-proof the local workforce by operating on the following principles:

- ➔ **Employer-led:** shaped directly by businesses in the region with a particular focus on Small and Medium-sized Enterprises' (SMEs which account for around 90% of in the EM region and around 95% nationally)
- ➔ **Evidence-based:** focused on real-world data and insight

- ➔ **Action-orientated:** used to guide future funding and curriculum changes

This scheme previously focused on FE colleges to begin with. However, this has developed over time.

LSIPs in Leicester and Leicestershire:

RB explained that the Leicester and Leicestershire LSIP was developed between 2022 and 2023 and officially launched in 2023 covering a region with:

- ➔ A population of over 1 million
- ➔ A diverse economy including manufacturing, logistics, healthcare, and retail
- ➔ A rich mix of urban Leicester and surrounding rural areas

There are 38 LSIPs across the country either led by a Federation of Small Businesses (FSBs) or led by the Chamber of Commerce. RB explained, of the 38, the Chamber of Commerce lead on 30 and FSBs leading on the remaining 8. The Chamber of Commerce run the Leicester and Leicestershire LSIPs, whilst FSBs cover other East Midlands areas including Derbyshire, Nottinghamshire and Lincolnshire. The designated Employer Representative Body (ERB) are decided through a bidding and award process by the DfT.

RB detailed that LSIP was developed in partnership with:

- ➔ Over 700 local employers across key sectors
- ➔ Further Education colleges such as Leicester College, Loughborough College, and SMB Group
- ➔ Universities, particularly the University of Leicester and De Montford University
- ➔ Private training providers
- ➔ Local authorities and the Leicester and Leicestershire Enterprise Partnership (LLEP)

Engagement involved surveys and roundtables, 1:1 business interviews and sector-specific focus groups. RB explained that the Chamber of Commerce developed an app called the Panel League as part of this. Results informed that businesses were not solely looking for skills but behaviours and that soft skills were extremely important, and that skills training could further be provided within the workforce.

The Aim of the LSIP:

The LSIP identified key challenges including:

- ➔ Skill shortages in key industries
- ➔ Low awareness of career opportunities among young people
- ➔ Mismatch between what is taught and what is needed
- ➔ Behaviours vs skills

Target sectors include, as outlined by the DfT for the region:

- ➔ Advances manufacturing and engineering
- ➔ Health and social care
- ➔ Transport, logistics, and warehousing
- ➔ Digital and IT
- ➔ Construction and green technology

LSIP Delivery and Engagement 2024-2025:

RB detailed the Chamber's collaboration with Loughborough College, and their focus upon green skills such as decarbonisation and, AI. RB noted that over the last six months Loughborough College had:

- ➔ 144 learners for Green Skills
- ➔ 212 learners for an Intro to AI
- ➔ 78 learners for Decarbonisation
- ➔ 54 learners for Innovate UK-funded AI SME projects

Four more cohorts are planned at Loughborough College for next year.

RB further detailed the process of reporting back to the DfT to assess substantial changes achieved through the test courses established. The DfT see there is a demand for such courses, and this allows them to develop more fundamental changes to the curriculum. RB noted that the LSIPs have aided in bridging the gap between business and education terminologies, meaning business are better able to assess education and skills of prospective employees against their needs.

LSIP Future Planning:

RB explained that there has been a 6-month extension granted for the current LSIP cycle until October, and then a new 3-year cycle will go live. The Chamber of Commerce will have to retender for as an ERB.

RB also noted, that whilst the initial focus was on FE, that within the region the East Midlands Chamber of Commerce have included HE facilities and secondary schools at roundtables and on the accountability board to ensure their involvement. Presently, secondary schools and HE facilities cannot secure funding to be able to deliver LSIP courses, however there are goals for this to change in the future due to the wider importance of training for the future workforce from a business perspective.

Item 11. Questions & Answers:

TP identified that Coalville was not mentioned directly within the presentation but stated he hoped they were involved within the accountability board. RB responded that Coalville are represented upon the accountability board.

TP further asked if funding is focused on FE institutions, who have pre-established relationships with the SMEs, rather than HE as HE facilities have additional funding streams available to them. RB explained FE are the only ones supported by funding, but that HE institutions and secondary school are represented in consultations.

Cllr RS asked if the initiative would bring about coherent development of work experience in schools, especially since the Chamber had identified that many young people were not aware of career paths available to them and that schools are the stepping stones to FE, HE and employment. RB explained that all of the Chambers have a focus on work experience within their manifesto and that they have been lobbying to bring specific career provision back into schools and that these ideas are being fed back to the DfE but ultimately the DfE will guide the actions of the Chambers in this area.

JC asked what a green skill is as outlined within the Chamber of Commerce's presentation. RB explained that it is better encompassed by examples, for instance gas boiler engineers might need upskilling to learn about heat pumps and that presently there are not any courses that provide just the additional bolt on around this. Despite initiatives for the public to engage in uptake of heat pumps, there are not enough courses to upskill the gas flow engineers that are already in industry. Green skills courses aim to bridge these gaps.

12. Any Other Business (AOB):

The Chair thanked Dr PG of PAIN and RB of the Chamber of Commerce for their presentations.

Cllr AB asked if the domestic Flybe routes will return to EMA. MG explained that commercial colleagues are always assessing commercial and domestic routes that can return to the airport. MG explained that this is impacted by airline partners and where they choose to base their aircraft and where they fly from; this is additionally being impacted by delays to changes to the fleets. MG explained that there is no short-term change expected but this is a long-term focus.

The Chair gave thanks to Cllr TP for his contributions over the years as this will be his last EMACC meeting. Cllr TP thanked the committee for their genuine ability to take feedback. Cllr RS further gave thanks to Cllr TP for his work on the Surface Water sub-committee.

Cllr AS asked the Chair, MAG and the committee members to produce reports, papers and presentations which are less colourful for printing purposes.

13. Future Meeting Dates:

Friday 4th July 2025

Friday 5th Dec 2025

Action Log:

- ➔ 4.1 The Chair is to email members about SASIG and LUP as a reminder. Councillor members are to respond to the Chair by 21st April 2025 (Chair's part completed).
- ➔ 4.2 The Chair will resend the Training Flights report with a reminder that those who are not MENT members and wish to attend the next MENT meeting and participate in the discussion on Training Flights or ask questions on the report should let the Chair and CH know by 21st April 2025 (Chair's part completed).
- ➔ 6.1 Cllr RS to email the Chair by 21st April 2025 with details of the additional information that he would like included in the Water Quality Report. The Chair will then forward to the JA and MC.
- ➔ 11 Dr PG will email the Chair by 21st April 2025 with his questions about reduced noise contours. The questions will be considered at the next agenda-setting meeting with a view to allocating time for a response at a future 2025 MENT (Completed)
- ➔ 12 EMA should consider presenting an item on their Commercial Strategy. This will be discussed at the next agenda-setting meeting.