



East Midlands Airport Consultative Committee (EMACC) Main Meeting



Date: Friday 4th July 2025



Time: 10:00 – 12:30



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

Agenda:

Timing	Agenda Item	Lead	Resources (paper, presentation etc)
5 minutes	1. Welcome and apologies:	Chair	
5 minutes	2. Declaration of Interests:	Chair	
5 minutes	3. Minutes of the Last Meeting: a. 4 th of April 2025 Minutes b. Matters Arising	Chair	Draft Minutes
15 minutes	4. An Update by the Chair:	Chair	
25 minutes	5. Managing Director's Report:	Steve Griffiths	Paper
15 minutes	6. EMA Vision for Cargo Growth:	Steve Griffiths and Ivan Reed-Aspley	Presentation
20 minutes	7. Airport Update: a. Environment b. Planning c. Community Engagement	a. James Ayre/ / Sue Thomas / Martin Churley b. Jon Bottomley c. Colleen Hempson	Papers
20 minutes	8. MAG Sustainability Strategy:	Neil Robinson	Presentation
15 minutes	9. Airport Resilience:	James Ayre and Laura Tucker	Presentation
15 minutes	10. MAG Cyber Security:	Charlie Kemp	Presentation
5 minutes	11. AOB: Future Planned or Proposed Items:	Chair	
5 minutes	12. Future Meeting Dates: Friday 5 th December 2025	Chair	

1. Attendees:

Attending:

Title/ Organisation	Name	Initial
East Midlands Airport Consultative Committee (EMACC) Independent Chair	Guido Liguori (IP)	Chair
Independent Secretariat	Carol Pull (IP)	CP
Airport User Group:		
DHL Aviation (UK) Ltd	Will Fuller (IP)	WF
East Midlands Chamber of Commerce	Ian Evley (V)	IE
EMA Accessibility Forum	Christiane Link (IP)	CL
Job Centre Plus	Joanne Alton (IP)	JA
Local Authority Group:		
North West Leicestershire District Council	Cllr Ray Sutton (IP)	RS
Broxtowe Borough Council	Cllr Richard MacRae (V)	RM
Nottinghamshire County Council	Cllr Andy Brown (IP)	AB
South Derbyshire District Council	Cllr Stephen Taylor (IP)	ST
Rushcliffe Borough Council	Cllr Andy Edyvean (IP)	AE
Local Interest Group:		
Derbyshire Association of Local Councils	Cllr Stephanie Marbrow (V)	SM
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter (IP)	AS
Melbourne Civic Society	Martin Keay (IP)	MK
Nottinghamshire Association of Local Councils	Cllr Hillary Gibbins (V)	HG
People Against Intrusive Noise (PAIN)	Dr Paul Grimley (IP)	PG
Save Aston and Weston Village Environment (SAVE)	Trevor White (substitute)	TW
5 Parishes Community Group	Terry Green (substitute)	TG
MAG / EMA Representatives:		
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 (V)	JB
EMA Head of Corporate Affairs	Ioan Reed-Aspley (IP)	IRA
EMA Asset Maintenance Director	James Ayre (IP)	JA
EMA Managing Director	Steve Griffiths	SG
Public Affairs Manager	Miles Pattison (IP)	MP
MAG Cyber Security Risk and Compliance Analyst	Charlie Kemp (IP)	CK
EMA Head of Operational Resilience	Laura Tucker	LT
MAG Head of Community Engagement	Robert Pattison (IP)	RP

Apologies:

Title/ Organisation	Name
Save Aston and Weston Village Environment (SAVE)	Ed Green (IP)
UPS Ltd	Sarah Bell
Protect Diseworth	Jim Snee
Nottingham College	Robin Atherlay
Charnwood Borough Council	Cllr Jenni Tillotson
Kings Newton Residents Association	Dr Chris Tyler
CPRE Derbyshire	John Ydlibi
Derby City Council	Cllr Martin Rawson
5 Parishes Community Group	Julian Coles
MAG Head of Environment	Martin Churley
Leicestershire County Council	Cllr Charles Pugsley
Unite	John Ydlibi

Absences:

Title/ Organisation	Name
Loughborough University	Dr Andrew Timmis
Erewash Borough Council	Cllr Harrison Broadhurst
Derbyshire County Council	Martyn Ford

(V): attending virtually.

(IP): attending in person.

The Chair welcomed everyone to the meeting.

Apologies were received from Robin Atherlay, Julian Coles, Cllr Jenni Tillotson, Cllr Martin Rawson, John Ydlibi, Ed Green and Chris Tyler, Cllr Charles Pugsley, Sarah Bell, and Jim Snee.

The Chair informed members of the departure of members Tony Tintley, Cllr Trevor Pendleton, Cllr Matt Barney, Cllr Colin Hamilton, Cllr Jonathan Smale and Cllr Pauline Smith from the committee, and thanked them for their membership and contributions.

The Chair welcomed the following new members:

Cllr Charles Pugsley from Leicester County Council

Cllr Richard MacRae from Broxtowe Borough Council (BC),

Cllr Martin Rawson from Derby City Council.

Cllr Jenni Tillotson who represents Charnwood BC.

The Chair welcomed back Cllr Andy Brown who now represents Nottinghamshire County Council and two substitutes, Terry Green representing the 5 Parish Community Group and Trevor White for SAVE.

2. Declaration of Interests:

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

3. Minutes of the Last Meeting:

a. 4th April 2025 Minutes:

The minutes of the meeting of the EMACC Committee held on 4th of April 2025 were approved as an accurate record.

b. Matters Arising:

Action 4.1 is closed. The DfT will brief members on the information gathered the next Airspace and Noise Engagement Group (ANE) in September.

Action 4.2 is closed as the training flight report was circulated, and a way forward was agreed at MENT.

The Chair noted that Action 6.1 should read Action 7.1. This action is complete for EMACC. The Chair will explore further at the agenda setting meeting on the 8th of September and a discussion will take place at the next MENT.

Action 11 is closed and gave thanks to Dr PG.

Action 12 is on the list of future agenda items.

4. An Update by the Chair:

The Chair has attended the following meetings since the last meeting.

- CAA Quarterly Meeting on 17th April - a high-level update on the Airspace Modernisation Strategy and the environmental policy forum
- DfT meeting on 25th April – a high-level update on the initial responses on LUP. This will be expanded on at ANEG
- DfT monthly catch up on 15th May - briefing on airport expansions, low carbon fuels, UK Aviation Decarbonisation Strategy (UKADS) with an emphasis on making the UK a leader in sustainable aviation and fuel technologies.
- ANEG Health Sub-group on 17th June – update on ongoing research into aviation noise and health and new British Standard (BS) guidance for mitigating noise in new housebuilding (currently under consultation). The Chair noted the existing BS standards are outdated, and the UK Health Security Agency supports the need for updated guidance. The DfT plans to commission its own research before shaping policy.

The Chair will be attending the Environmental Information Forum, a UK airspace design service engagement and session on their environmental objective within their airspace modernisation strategy in the upcoming months.

The Chair attends all sessions as a representative of EMACC and UKACCS which gives the committee a higher level of exposure than would otherwise be the case.

RS asked if it was possible to have sight of this briefing. The Chair advised that his notes would be sent to the Secretariat and could be included with the minutes of the meeting. Many of the details shared during the sessions are confidential.

NR suggested that the Chair should write to outgoing committee members to thank them for their contributions. The Chair took this as an action.

Action 4.1: The Chair to write to outgoing members to thank them for their contribution to EMACC. [completed]

5. Managing Director's Report:

The report was circulated and taken as read.

Report highlights:

SG shared the financial results for Manchester Airport Group (MAG) for the 2024/25 financial year which were announced this week. Key highlights included an 8% increase in group revenue, reaching £1.34 billion. EBITDAR rose by 125% to £570 million, and profit before tax grew by 9.6% to £262.7 million.

From an EMA perspective, the site handled 4 million passengers and moved 367,000 tonnes of cargo over the past year. A key part of the financial results announcement was the ongoing commitment to a £2.5 billion investment programme across MAG airports over the next 5 years. This will fund the completion of Manchester Airport's expansion, a new terminal expansion at Stansted, and continued improvements at EMA.

These investments span infrastructure, sustainability (aligned with the five-year strategy launched in May), and people. Employee engagement has risen by 9% across the group in the last year. Overall, this reflects a strong set of results and a clear, positive direction for the business, with a firm commitment to both internal teams and the wider communities MAG serves.

The airport has seen a strong performance during the first quarter of 2025, with the peak period starting. Strong NPS scores and customer feedback are being received with record high NPS scores being received. These scores are attributed to 2 key factors, continued investment in airport infrastructure and the customer journey, and the dedication of staff in delivering excellent service. As the summer period begins, the airport is well-prepared and well-resourced, with the ongoing investment programme showing clear benefits.

A new passenger operator, Sun Express will start operating 3 weekly flights to Turkey in summer 2026. The airport's agenda is to attract further routes and destinations that serve the catchment area and demographic of the region.

The £120 million investment programme, now in its 3rd year, includes the successful launch of barrierless technology in April. This has improved the customer experience, reduced congestion, and eased operational pressures on staff, delivering strong overall benefits.

The 7th new security lane is now almost live, and the extension is now open. The final lane will open during the summer period.

There is a programme between now and end of year to update all 3 access gatehouses with new technology, with 1 gatehouse moving to a brand-new facility.

The new purpose-built training academy facility is almost complete and will be live by the end of August.

The Airport's Assisted Travel CAA rating remains at 'Very Good' following the CAA's most recent airport accessibility report. SG acknowledged the work by the committee and the EMA Accessibility Forum and gave thanks to CL for her work.

Cargo operations have seen strong growth, driven by the commencement of scheduled services from several new carriers, including Atlas Air, Ethiopian Airlines, Saudia, and Central China Airlines, the latter marking EMA's first scheduled Chinese cargo operator. This expansion underscores EMA's growing reputation as the number 1 UK hub for air freight.

The airport announced their cargo growth ambitions at UKREiiF (Real Estate Investment & Infrastructure Forum) in May.

60th anniversary celebrations commenced in April and SG thanked members for joining him at the event to mark the anniversary of the airport's first day of operations. Further events will take place over the coming weeks.

Item 5. Questions & Answers:

RS stated that it's very good to see the combined authority referenced as part of the document as this part of Leicestershire should sit in the combined authority.

RS asked if the training academy or the future logistics centre could include language training as part of its offer, to support greater inclusion both within the airport and the wider region, where language provision is currently lacking. SG agreed this is a good point as cultural awareness is key. He used the example of the partnership with Central China Airlines where all presentations and videos were translated into Mandarin. This topic is on the radar and SG understands the importance of this.

AE asked if the airport could look again at improving public transport links to the airport in Rushcliffe, particularly from areas like East Leake which currently have poor access despite their size which affects passengers and potential workforce. JB responded that it has been long recognised that there are issues with public transport links in this area and there is an opportunity to improve this, particularly as the residential area grows. There is regular dialogue with bus operators and JB will again raise this point at an upcoming meeting with Trent Barton.

AB agreed with the above comments. He has been campaigning since 2013 for better links from Rushcliffe and is due to make a speech on the matter at the full Notts County Council meeting. He has also requested a meeting with the Mayor to discuss funding for local infrastructure. Travel time to the airport from some areas within Rushcliffe on public transport is 2 hours which makes this an impossible option for shift workers. SG agrees that everyone needs to continue pushing this discussion. IRA added that public transport links are driven by demand of passengers and that operators will be interested in providing services if they are used. The airport is currently running a public transport survey with all businesses on the airport site to gain more insight to share with operators.

AS asked SG to also consider looking at offering more connecting flights from EMA through regional hubs to offer more international routes such as the US to business travellers. He highlighted the lack of services to Scotland and Ireland from EMA. SG advised that Scotland and Ireland are on the airport's target routes as there is a market for these destinations. They are also looking at offering connecting services via Amsterdam with KLM. Part of the passenger growth strategy is to connect

through the European hubs. Active conversations with operators are taking place and SG will continue to update the committee on progress.

AB asked if the reports of Doncaster Airport concentrating on freight is a concern. SG advised that Doncaster previously carried specialist freight which is expensive and irregular, EMA has the DHL hub and UPS, Royal Mail and FedEx already well established. EMA's position and connectivity gives it a USP and strength in this area. Operators who fly from EMA quickly understand the benefits and don't tend to leave unless demand disappears. Goods being transported into EMA can arrive into London 2 hours earlier than those arriving into LHR given the size and simplicity of the airport.

6. EMA Vision for Cargo Growth:

IRA took members through a presentation and short film highlighting the vision for increased cargo capacity. The slides will be circulated following the meeting.

IRA highlighted the strong demand for freight operations and noted that this presentation has been prepared to support discussions with operators who are struggling to find locations to land in the UK. It is important to have these conversations early as the air cargo market is volatile as it is shaped by world events.

IRA explained that this is an exploratory piece of work as the airport looks to attract the right partners to work with on this opportunity.

Highlights of the presentation included:

- EMA air freight hub plans to increase cargo capacity by 50% over the next 20 years
- EMA is centrally located with 85% of the UK population within a 4-hour truck drive of the airport
- The East Midlands is home to 11.6 million square metres of large-scale warehouse space
- Over 50 hectares of strategic development land, most with direct apron access
- Four plots available for development, 3 with apron access, 2 with Freeport tax site status
- Flexible approach to development and investment mechanisms, open to bespoke proposals
- Ideal location for businesses seeking long-term strategic cargo growth within the UK
- Unlocking all available development opportunities could generate up to 12,000 new jobs at the airport, while also reinforcing the case for improved public transport in the region.

IRA emphasised that this vision does not take away from the passenger operation.

IRA added that the long stay car park provision is being factored into this plan.

Item 6. Questions & Answers:

PG asked what the timescales of this vision are regarding development, would there be anything coming to fruition in the next few years. IRA explained that this is an indicative vision so there are no timescales at the moment. Once partners have been secured there is likely to be a 3-4-year lead time before anything physically happens on site.

PG commented that Freeport areas seem to be expanding from what was originally planned. IRA assured members that there have been no changes to the Freeport areas since the original business case.

PG asked if there is a difference between express air freight and non-express. SG explained express freight is time critical, such as Amazon which must move quickly through the network. LHR handles a lot of bulk cargo freight which is broken down and moves much more slowly. The manufacturing and

pharma industries, many of which are based in the East Midlands are creating a lot of time critical cargo.

PG asked what growth cargo flights, particularly night flights is expected and what aircraft types would be used. SG reiterated this is about setting out an ambition, so there are currently no specific details available. Many Asian and Chinese currently run daytime cargo operations. Many cargo operators are converting passenger aircraft to cargo, and cargo aircraft are now being updated to quieter and more environmentally friendly aircraft. Older aircraft are gradually being taken out of nighttime operation to comply with current NAP, with some having recently been removed. EMA will be pushing to enhance that as the generation of aircraft change.

PG questioned the long-term plausibility of the plan as previous plans haven't achieved the cargo growth, and many other airports will be competing for cargo business. SG responded that this plan is about setting on an ambition as cargo can go in many dimensions.

AB queried preservation orders on some of the buildings included in the plans given their history. JB advised that none of the included buildings have heritage protection as they date from 1960s.

AB asked if some of the existing companies in the western maintenance areas will disappear as part of this plan or if they will be moved. SG advised that all business were approached ahead of announcing this plan. All have long term contracts and notice periods and the airport would like to incorporate them into the long-term business plan. Many rental agreements across that western main zone have been renewed to give those operators certainty.

AE commented on the proposed flat roof spaces and asked if it was part of the plan to install solar panels and urged the airport to commit to do so. SG explained that this level of detail is not currently specified and highlighted caution around glint and glare affecting aircraft. He added that any new development has very strict biodiversity net gain requirements, so this would be part of any development plans.

RS asked if the airport will be more involved in the junction 24 planning consortium. IRA responded that the airport is already involved in these conversations and are aware of what's happening there. JB added that because the plans are redevelopments of existing airport facilities, the expected traffic impact is already included in Leicestershire's transport plans and local growth strategy. The sites are treated as part of the existing airport until they are redeveloped.

The Chair took no further questions on this item given time constraints and asked any member with an outstanding question to email himself and CH before the agenda setting meeting on the 8th of September.

Action: 6.1 - any member with an outstanding question on EMA Vision for Cargo Growth to email the Chair and CH by 8th September.

7. Airport Report:

a. Environment:

The papers have been circulated and were taken as read.

JA, ST, JB, and CH took members through the reports.

Climate Change:

JA advised as part of the vehicle fleet decarbonisation plan; the switch has been made to HVO biodiesel from traditional diesel for most site vehicles. The remaining vehicles are either petrol or being transitioned to electric. This marks a big step toward a cleaner fleet strategy. Telematics are also being installed to monitor things like run and idle time, and emissions, which helps identify and address inefficiencies.

Noise Action Plan 2024 – 2028 & Community Noise Monitoring:

ST shared that the Insightful portal is now live on the website with feedback still being received and improvements made.

Community noise monitoring is ongoing. In addition to the fixed monitors, the portable monitor has been installed at Aston on Trent. The request made at MENT for an additional report is in progress and an update will be provided in the subgroup meeting.

EMA Surface Water Performance and Improvement Programme:

JA explained that overall, there have been positive results in managing water quality across the airport over the winter period. The summer maintenance period will include full relining of the ponds and a new monitoring system which will provide live data from the ponds. The airport is working closely with environmental agency on sewage fungus and how to report on this.

Regulation of PFAS Update:

JA detailed that MAG continue to work with the Environment Agency (EA) on the Regulation 61 Notice. This has gone out to group wide tender which is anticipated to run into the winter months. Sampling with them be carried out with the identified providers.

Waste Update:

JA explained that the airport is in active talks to find the right provider for the EMA waste agreement to replace Mitie. This is due to come into place in March 2026 with the provider identified from January 2026.

The Chair asked if Mitie were tendering. JA confirmed that Mitie have shown interest in continuing to provide the service.

RS referred to the 2 identified sewage fungus incidents and asked how they are being managed. JA advised the airport is working closely with the EA. The funguses were in the Trent. When fungus is identified, the airport stops pumping immediately to review and investigate. Research and training are taking place over summer months on how sewage fungus is monitored.

The Chair asked if it's possible to determine who's responsible for the fungus. JA explained that it's challenging to identify as it currently relies on visual assessment. Determining whether it's present and whether it's significant is subjective and lacks a clear standard. The airport is working closely with the EA to create an agreed, measurable method that is repeatable and consistent so that it can be confidently identified, scored, and reported accurately. SG added there have been no breaches of discharge. This has all been done within the permit defined pond limits. It's difficult to define if the fungus is related to the airport's discharge. This is also about how quickly the Trent is being monitored to allow fungus to be identified, defined and dealt with.

AS commented that he recently noticed the central pond had a lot of growth around the outside and asked if this should disappear if the aerator is working correctly. JA advised this a natural, clay bottom pond and the aerators are there to lower the contaminant levels. There would be natural growth in the area and if there was an issue it would have been reported by the team who regularly visit the site. SG added that this is an airport holding pond which is used to break down contaminants and de-icer fluid.

There is an active programme of de-vegetation throughout the year, but there will be some growth, but this is the pond doing exactly what it's designed to do.

b. Planning:

Taken as read.

c. Community Engagement:

Taken as read.

CH highlighted the additional paper regarding elections for sub-committee members and the new Vice Chair. These elections will be held around November on Teams as this previously worked well. CH will be in touch with members by email to share the election dates.

The Chair added that non-voting members were included in the sub-committees to allow as many voices as possible.

Item 7. Questions & Answers:

None

8. MAG Sustainability Strategy:

NR took members through a presentation. The slides will be circulated following the meeting. NR informed members that the full document on this topic is available on the website.

The presentation was split into 3 categories:

1. Looking back – Where are we now?

NR highlighted an overview of MAG's achievements over the past 5 years including the new hugely successful Aerozone and Academy and significant noise and environmental improvements which have been the topic of discussion during many of the committee meetings.

2. How has our strategy evolved?

The strategy is now built around two key strategic pillars:

- Protecting our Environment – committing to sustainable air travel, environmental stewardship, and resource efficiency.
- Community at our Core – ensuring airports act as a force for good, enhancing local opportunity and social connection.

Additional foundational commitments include:

- Safety and resilience in operations
- Empowering and supporting people through ED&I efforts
- Maintaining strong governance through the CSR Committee

3. The Headlines

The new sustainability strategy focuses on five strategic areas:

- Decarbonising Aviation - supporting Jet Zero ambitions and the transition to Sustainable Aviation Fuel (SAF).
- Protecting Nature - enhancing biodiversity and reducing environmental harm.
- Responsible Resources - minimising waste and energy consumption while increasing renewable energy use.
- Opportunity for All - creating access to education, employment, and training for diverse communities.
- Local Voices - engaging and co-designing with communities to shape local priorities and respond to their needs.

Item 8. Questions & Answers:

PG commented that the slides were difficult to read given the level of detail and queried the lack of target for total emissions and not just efficiency. NR agreed and explained the target for growth over all MAG sites is consistent with the Government's national policy. The policy accommodates the total anticipated growth, or assumption that growth has to be more efficient. This will happen through the changes discussed in item 7 by JA such as sustainable fuel.

9. Airport Resilience:

LT introduced herself to members. JA and LT took members through a presentation which will be circulated following the meeting.

LT explained that operational resilience involves:

- managing risk
- emergency planning
- business continuity
- incident management.

The airport uses a holistic approach to operational resilience covering the full risk lifecycle from identification to incident response. LT emphasised that resilience planning involves more than just reacting to events, it starts with understanding the operational risks. Risks are managed with the goal of reducing them to a level that is as low as reasonably practicable. Where risks can't be entirely avoided, detailed planning and layered response strategies are essential to minimise disruption and ensure safety.

Wherever possible, resilience is built into systems to prevent failures and support rapid recovery when issues arise. The airport works closely with emergency services and multi-agency partners to ensure coordinated responses, supported by regular training and exercising.

Business continuity planning focuses on maintaining key operations at a pre-agreed level during disruption, and the airport has a structured incident management framework that enables escalation as needed.

Continuous improvement is a key principle, with full debriefs following incidents and lessons drawn from both internal experiences and external events to strengthen future responses.

Item 9. Questions & Answers:

None

10. MAG Cyber Security:

CK introduced himself and took members through a presentation. A condensed version of the presentation will be circulated following the meeting due to the confidentiality of certain information.

There are currently a total of 31 staff working on Cyber Security across 5 teams. CK explained the key functions of each team. The cyber operations team provide 24/7 cover to monitor any suspicious activity on all MAG devices.

The team are responsible for protecting all financial, employee and payroll information and work with partners and 3rd party stakeholders on a daily basis to keep all data secure.

CK explained that the motivation behind cyber-attacks can be for personal financial gain by obtaining personal information and card data. He shared some examples of previous attacks carried out on companies.

The main risk to cyber security is people, so much resource is put into training and awareness to empower colleagues. The team receive regular contact from staff members making them aware of things that “don’t look right.” The team offer support and guidance for security at home as this will carry into the work environment.

CK shared the key Cyber Security objectives:

- Govern - the organization’s cybersecurity risk management strategy, expectations, and policy are established, communicated, and monitored.
- Identify - the organization’s current cybersecurity risks are understood.
- Protect - safeguards to manage the organization’s cybersecurity risks are used
- Detect - possible cybersecurity attacks and compromises are found and analysed
- Respond - actions regarding a detected cybersecurity incident are taken
- Recover - assets and operations affected by a cybersecurity incident are restored

The airport works closely with the CAA and DfT and other airports to stay compliant and drive cyber culture across other aviation organisations.

Item 10. Questions & Answers:

None

11. Any Other Business (AOB):

The Chair asked members to send suggestions for future agenda items to himself and CH before the agenda setting meeting on 8th September 2025.

12. Future Meeting Dates:

Friday 5th Dec 2025, venue and timings to be confirmed.

Action Log:

4. Action 3.1: The Chair to write to outgoing members to thank them for their contribution to EMACC. [completed]
5. Action 6.1 – any member with an outstanding question on EMA Vision for Cargo Growth to email The Chair and CH by 8th September.

There being no further business, the Chair closed the meeting at 12.17pm.