MAG East Midlands Airport

EAST MIDLANDS AIRPORT SUSTAINABLE DEVELOPMENT PLAN 2026

Our long-term plan for sustainable growth

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FOREWORD

Our long-term plan for sustainable growth

In 2025 East Midlands Airport (EMA) celebrated 60 years of operation and it is clear that there has been a constant drive throughout its history to look forward and evolve.

It's important that we do so in a responsible way, and our Sustainable Development Plan (SDP) sets out how we intend to do that over the coming decades. It outlines how we propose to meet the challenges and opportunities we face, in ways that consider and mitigate how those decisions impact our immediate neighbours, the region we serve and the wider world.

EMA plays a significant regional and national role, directly employing more than 800 people, supporting the jobs of 17,000 more and contributing £1.6bn a year to the UK economy. While we're a big player, we are small enough to care, and our people pride themselves on the warm welcome and effortless travel experience they give to every passenger.

This helps to attract people from beyond the region to choose EMA to reach more than 70 short-haul leisure destinations. We have plans to build on this success to strengthen our network of routes, encourage inbound traffic and to significantly grow passenger numbers over the next two decades.

Our express cargo operation, anchored by three of the largest global integrated freight operators, is a linchpin in the UK's airfreight ecosystem. It helps to make modern life possible by ensuring millions of items arrive in the right place at the right time every single day. Our strategic location at the heart of the UK offers businesses fast access to a highly connected road network spanning the nation, and places us close to many of the region's major players in key growth sectors. As such we have an impact economically and societally far beyond the East Midlands, enabling businesses to trade on a global scale and bolstering the UK's standing on the world stage.

As ever, EMA isn't standing still – we are ready to maximise our strong position to grow this part of our business. Our ambitious plans include parts of our airfield we've earmarked for development, creating exciting opportunities for both existing and new cargo partners, to help us meet an estimated doubling of annual cargo volumes in the next 20 years.

Our SDP sets out how we plan to achieve our aims sustainably – for example by continuing to actively explore ways to decarbonise aviation and comply with our Noise Action Plan. In line with our Sustainability Strategy, we are committed to continuing our efforts to be a good neighbour, with ongoing community engagement activity and support for local groups and causes. We will also continue to actively support local people into employment through skills and training opportunities, and to make the case for better sustainable access to the airport. And as one of the East Midlands Freeport partners we will support it in promoting international trade, advanced manufacturing and future zero carbon and energy businesses.

We take our responsibilities to our customers, partners and communities very seriously. I believe this SDP takes us in the right direction to operate and grow sustainably and manage and reduce our impact on the environment, so that EMA can continue to provide effortless travel and power seamless trade 60 years from now.

Steve Griffiths,
Managing Director at
East Midlands Airport

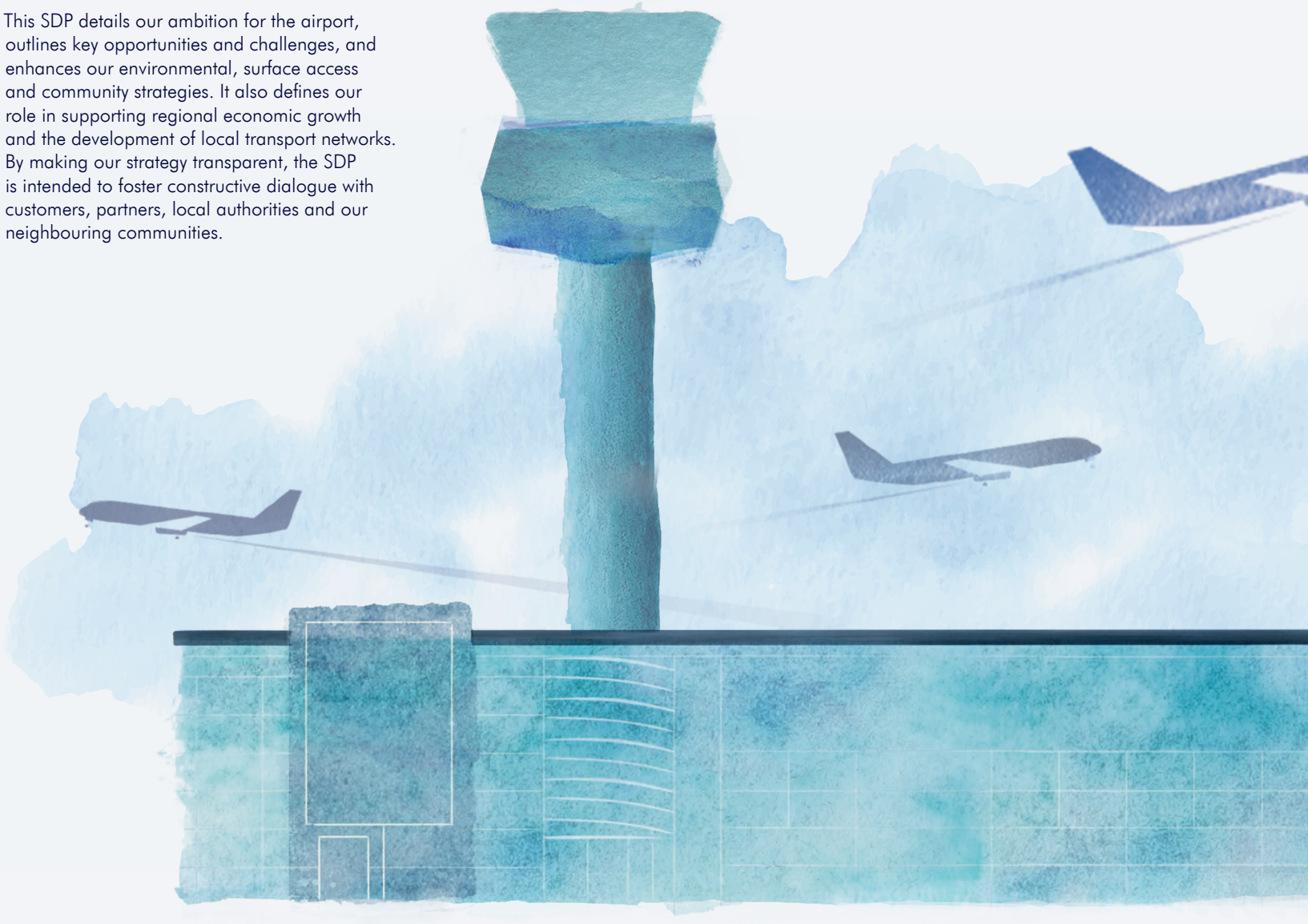
INTRODUCTION

The EMA Sustainable Development Plan (SDP) outlines the strategic framework for the airport's long-term operation and growth. It ensures the airport leverages the expanding international aviation sector while maintaining a responsible, community-focused business approach. The SDP presents a clear, current vision for growth, detailing our commitment to running the airport sustainably and minimising its environmental impact.

This update, of the 2015 EMA SDP, accounts for significant changes in both national and regional contexts. Nationally, we've experienced economic growth, the UK's exit from the European Union, the COVID-19 pandemic, and the economic and energy crises of 2022 and 2023. Regionally, collaboration between local bodies has strengthened, with a devolved government and the creation of a regional combined county authority in Derbyshire and Nottinghamshire as well as the East Midlands Freeport.

At EMA, both DHL and UPS have invested significantly in expanding and modernising their hubs, the East Midlands Gateway site with its rail interchange has opened, and the airport's parent company Manchester Airports Group (MAG) has continued to invest in EMA's infrastructure to upgrade facilities. Given these changes, it is the right time to update the airport's masterplan, ensuring it reflects current realities and charts a sustainable path for future growth.

This SDP details our ambition for the airport, outlines key opportunities and challenges, and enhances our environmental, surface access and community strategies. It also defines our role in supporting regional economic growth and the development of local transport networks. By making our strategy transparent, the SDP is intended to foster constructive dialogue with customers, partners, local authorities and our neighbouring communities.



Vision for the Airport

Our Vision:

To continue to deliver effortless travel for passengers from the heart of the country and to be the UK's global gateway for air cargo, enabling seamless trade.

Our strategy to achieve this is to:

- Grow our core business and capitalise on our strengths as the UK's most important airport from express air cargo.
- Invest in our infrastructure to support long-term growth.
- Deliver great customer service and operational excellence and develop a brilliant team of people who share our values.
- Play a key part in driving forward the decarbonisation of aviation in the UK.
- Work with partners to continue playing an important role in the East Midlands economy.
- Work with, support and listen to local communities as a responsible neighbour.
- Use our influence to make the case for improved connectivity between EMA's passenger and cargo catchments and the airport.

East Midlands Airport Today

East Midlands Airport (EMA) is strategically located at the heart of the country. Its function as a cargo airport is of national significance, second only to Heathrow in freight volumes and in a stronger position than other airports to grow its cargo operation due to a unique set of attributes. Already three of the largest global integrated freight operators, DHL, UPS and FedEx, have major bases on site and more operators are being attracted. Connected to 185 major cities across the globe, it plays a pivotal role in powering seamless trade for the UK and helps the Midlands and the UK become a magnet for world-leading businesses in high-growth, high-value sectors such as advanced manufacturing.

Key to EMA's success is its central location and excellent connection to the UK's major road network, with its runway almost bordering the M1, and major arterial routes nearby. It is also close to many of the region's major players in advanced manufacturing, aeronautical, automotive, retail, pharmaceutical and logistics sectors. EMA's status as the port of the only inland Freeport further enhancing it as a catalyst for investment and economic growth on a regional, national and international scale. Its ability to operate 24 hours a day, 365 days a year, and status as the UK's largest dedicated air cargo hub, singles it out as an airport with the opportunity to grow its share of the global air cargo market.

The airport also serves the leisure travel needs of the region and beyond with flights to more than 70 destinations in Europe and northern Africa.

It prides itself on providing customers with an effortless travel experience, which often attracts passengers from further afield. As a major base for operators such as Ryanair, TUI and Jet2, EMA is an important part of the European low-cost airline network.

EMA has the capacity and capability to significantly grow its passenger and cargo operations from 4m passengers and 397,000 tonnes of cargo in 2025 to seven million passengers and up to 800,000 tonnes of cargo over the next 15–20 years. It plans to do so sustainably – for example by continuing to work towards its target of net zero operations by 2038 and within the commitments in its Noise Action Plan – and has set out how in this latest Sustainable Development Plan (SDP). This sets out EMA's ambition, opportunities and challenges and, building on its environmental and community strategy, sets a context for the airport's contribution to regional economic growth and development of transport networks.

Location

EMA is located between Nottingham, Leicester, and Derby in the East Midlands. The three cities and the three counties of Nottinghamshire, Leicestershire and Derbyshire provide the core passenger catchment for the airport. The area has direct connections to the strategic road network which gives the airport good accessibility.

EMA is also within the East Midlands Freeport, which is one of eight designated freeports in England and the only inland location.

397k

CARGO TONNES HANDLED

In 2025 WITH THE CAPACITY AND CAPABILITY TO GROW CARGO OPERATIONS TO 800,000 OVER THE NEXT 15–20 YEARS

4m

PASSENGERS IN 2025

WITH THE CAPACITY AND CAPABILITY TO GROW PASSENGER OPERATIONS TO SOME SIX MILLION OVER THE NEXT 15–20 YEARS

70+

DESTINATIONS

FLIGHTS TO MORE THAN 70 DESTINATIONS IN EUROPE AND NORTHERN AFRICA

185

MAJOR CITIES

EMA IS CONNECTED TO 185 MAJOR CITIES ACROSS THE GLOBE

Figure 1: Map showing the location of East Midlands Airport in the context of the UK.

STRATEGIC CONTEXT

East Midlands Airport

History

EMA's origins trace back to 1916 with RAF Castle Donington, which was repurposed for civilian use in 1965. After opening, EMA quickly grew, handling over 118,000 passengers in its first year. Since then, the airport has continuously expanded, adding key facilities such as new terminals, runway extensions, and cargo operations. EMA is now the UK's second busiest airport for air cargo and one of the busiest in Europe.

Regional Role

EMA is a major economic asset for the Midlands region and for the UK. It provided significant employment and supports regional growth and investment. It is at the heart of the Leicestershire International Gateway, a hub for high-tech logistics and advanced manufacturing. With the East Midlands Freeport fostering growth in logistics, zero-carbon energy, and other sectors, EMA will continue to be a catalyst for the region's economic development over the next decade.

EMA Operations

Operating 24/7, EMA facilitates a diverse range of flights, including passenger, freight, and mail services, along with general aviation. Over two-thirds of aircraft movements occur during the day, with the remainder at night. Night-time operations are particularly crucial for express air cargo, enabling next-day deliveries across the globe.

EMA Forecasts

EMA's central geographic location makes it very attractive for cargo operators to consolidate and distribute air cargo across the UK.

EMA provides the UK's most extensive dedicated cargo operation, handling some 397,000 tonnes of cargo each year. Cargo volumes grew significantly during the pandemic and in 2022, this growth resulted in EMA's market share growing from 13% in the 2018 peak to 17% in 2022. This was as a direct response to the operation of air cargo services during the COVID-19 pandemic. Air cargo activity and growth returned to more usual levels in 2023–2024 (Table 1).

DHL dominates EMA's cargo traffic, currently contributing over half of the airport's tonnage. While UPS, Royal Mail and FedEx also have major operations at EMA, their volumes are lower compared to DHL. The presence of these major integrators positions EMA as a key international hub for express freight, and its seamless trade emphasises the economic benefits of its air cargo operations.

Despite recent decreases in cargo demand, independent analysis by York Aviation suggest that 49% of companies expect to increase their use of express services in the future. Independent forecasts by MDS Transmodal and York Aviation suggest that there will be strong growth of express freight at EMA over the next 20 years, with EMA being very well placed to take advantage of the express freight market growth opportunity. More than 81% of all large-scale warehousing in England and Wales is within an approximate 4-hour drive time of EMA. By continuing to deliver seamless trade and working with our on-site integrators, we believe the growth potential for express air freight can be unlocked at EMA.

Overall cargo activity could reach some 800,000 tonnes in the period up to 2040. Cargo movements will continue to grow but at a rate slower than the growth in tonnage as the operators introduce new and larger cargo aircraft. This growth can be achieved within the airport's existing night noise controls.

We expect to maintain a steady growth in passenger numbers over the next five years, driven by our existing carriers and route network. However, over time, we hope to cater for more passengers and drive faster growth through maximising the utilisation of existing capacity in off-peak periods. As the airport grows, we will continue to keep our terminal expansion schemes under review.

EMA is the largest UK airport not served by a European hub carrier. There are therefore key opportunities to attract new airlines that can further connect the airport and our catchment to global airline networks and better serve the airport's core catchment. We will also work to reduce the seasonality of EMA's passenger traffic, extending the season length and diversifying the mix of airline routes to encourage growth outside the main summer season. This will provide more choice for passengers and will encourage the growth of new airlines and new routes. It will involve working closely with our existing airlines, as well as exploring opportunities to cater for more inbound airlines.

Overall, it is expected that there will be a sustained growth in passenger throughput at a combined annual growth rate of around 2% per year. This reflects the scale of the airport, the mix of carriers, and the level of competition from other airports. This gives a forecast annual passenger throughput of some 4.1 million passengers in 2025, 5.2 million in 2030 and 5.6 million in 2040. It is expected that passenger aircraft movements will remain at similar levels to that experienced before the COVID-19 pandemic, due to moderate increases in average aircraft size as carriers introduce new aircraft such as the Boeing 737 MAX series, and the Airbus A320/A321 neo.

AIRPORT/YEAR	2019	2020	2021	2022	2023	2024	2025
Heathrow	63%	57%	60%	61%	62%	60%	58%
East Midlands	13%	19%	18%	17%	16%	13%	14%
Stansted	9%	13%	11%	11%	11%	12%	11%
Manchester	4%	2%	2%	23	3%	3%	4%
Subtotal	89%	91%	92%	92%	92%	88%	87%
Others	11%	9%	8%	8%	8%	12%	13%

Table 1: Market share (tonnes) for air cargo from 2019 to 2025 (Source CAA Airport Statistics).

EMA's Connectivity

The future growth of EMA will unlock global, regional and local connectivity. Our goal is to provide effortless travel for passengers and seamless trade that supports the growth of the UK economy.

With the region's population projected to grow faster than the national average, with some of the highest disposable income levels outside London and the South, EMA has a significant potential for future growth. By strengthening EMA's connectivity with principal passenger and cargo networks, EMA has the ability to meet the demand for the region.

EMA's robust cargo network offers one-stop connectivity to approximately 180 of the world's largest city economies, enabling next-day, time critical global shipping. We will work with cargo partners to expand connections, focussing more on long-haul routes to the Middle East, and Asia.

Surface access is crucial for connecting passengers to the airport via fast, reliable road networks and quality public transport options. The regional and national road networks are also vital for efficient cargo movement to and from EMA.

8m PEOPLE

LIVE WITHIN AN HOUR'S DRIVE OF THE AIRPORT

Figure 2: The EMA catchment drive times map.

The EMA Opportunity

EMA is a leading cargo airport for express freight with a central location, strong catchment, capacity for growth and limited constraints. EMA is also a popular passenger airport delivering effortless travel for passengers across the East Midlands.

EMA provides the opportunity for passengers to travel on holiday, to meet friends and family and to do business, and the opportunity for the cargo operation to drive seamless international trade. The airport makes an important economic contribution to the East Midlands and the wider UK economy and is a major local employer.

EMA can substantially grow its passenger and cargo operations; an approach supported by National aviation policy which encourages the operators of airports outside the South East to make the best use of their existing runways. Within a one-hour drive time, EMA is currently accessible by around 8 million people and 30 million people within a two-hour drive. Drawing passengers from a wide catchment area (see Figure 2), 'EMA provides an opportunity with an easy-to-use airport in a central location.

EMA's Responsibility

While EMA has much growth potential, this must be done responsibly. We are committed to minimising our environmental impact, while driving positive regional change, supporting local communities, and building diverse, inclusive partnerships that share our values. Being a responsible neighbour means fostering strong relationships with surrounding communities and supporting regional prosperity.

We remain committed to reducing emissions, maintaining steady progress towards our goal of halving greenhouse gas emissions between 2019 and 2030. Despite this progress, significant work lies ahead to meet our net-zero target by 2038. Our asset replacement programme is central to achieving this goal. We are also advancing the adoption of Sustainable Aviation Fuels (SAF) and, through regional collaboration, exploring the use of hydrogen at the airport and supporting airlines in transitioning to greener fleets.

We continue to fund local bus networks to increase public transport use for airport access. The EMA Sustainable Transport Fund will further boost investment in public transport for both employees and passengers. Moreover, we are collaborating with our supply chain to evaluate embodied carbon in major construction projects, reporting supply chain carbon emissions, and targeting reductions in priority areas. Through the EMA Future Airspace Programme, we are redesigning flight paths to enhance operational efficiency, reduce emissions, and minimise aircraft noise impacts on local communities.

Through our airport academy, we deliver professional development to airport colleagues, jobseekers, and the local community. The EMA Youth Forum, launched in 2022, empowers individuals aged 16–25 to share ideas on airport-related topics and contribute to our Sustainability Strategy. In 2022/23, we facilitated over 2,260 job referrals and our interactive education centre, the Aerozone welcomed its 30,000th visitor. In 2023, more than 1,300 young people visited the Aerozone, with 59% from priority areas within a 15-mile radius of EMA, helping those most impacted by our operations.

Supporting communities through volunteering and our Community Fund is a top priority. We offer colleagues up to two days of paid volunteering annually, with a target of 100% leader participation and at least 30% of all colleagues. Since 2002, our Community Fund has awarded over £3m in grants to more than 3,019 local charities and community groups. We remain committed to investing in our communities and maintaining a trusting, mutually beneficial relationship with our neighbours.

We value feedback from local communities and actively engage with people living near our airport through our community outreach programme. This platform harnesses the creativity and fresh perspectives of young people, enabling them to help shape EMA's future.

THE POLICY FRAMEWORK

Aviation Policy

The growth of aviation in the UK is supported through a policy framework that seeks to balance the benefits and growth of air transport with global and local environmental impacts. The operation and future development of EMA is aligned with this, helping to deliver existing and emerging national aviation policy.

National Policy

The principal policy statements are:

- Aviation Policy Framework (2013)
- Beyond the horizon: The future of UK aviation – making best use of existing runways (2018)
- Aviation 2050: The future of UK aviation (2018)
- Flightpath to the Future (May 2022)

Aviation Policy Framework

In March 2013, the Government published an updated aviation policy in the form of the Aviation Policy Framework. This superseded the 2003 Air Transport White Paper. Although more than ten years old, it continues to form part of national aviation policy.

The Aviation Policy Framework (APF) makes clear that the Government's primary objective is to achieve long-term economic growth, and it recognises the major contribution that aviation makes to economic growth by providing global connectivity. It also states that the Government supports the growth of aviation within a framework that maintains a balance between the benefits that aviation brings and its costs, particularly the contribution to climate change and aircraft noise. It also emphasises the importance of striking the right balance to safeguard the UK's long-term economic prosperity. Other main aims are to:

- Ensure that the UK's air links continue to make it one of the best-connected countries in the world
- Ensure that the aviation industry makes a significant and cost-effective contribution towards reducing global emissions
- Limit and where possible reduce the number of people significantly affected by aircraft noise
- Encourage the aviation industry and local stakeholders to streamline the way that they work together.

The APF recognises the important role that airports across the UK play in providing domestic and international connectivity, and the vital contribution that they make to the growth of regional economies.

The APF recommends that airport operators continue to produce master plans and update these at least once every five years. An airport master plan does not have a statutory status, but the APF is clear that the future development of the airport should be transparently considered in the preparation of local plans and contribute to the plans of others. This SDP is the airport's updated masterplan, and looking forward, we intend to review and update the SDP at least every five years in line with the current Government advice.

Beyond the horizon: The future of UK aviation – making best use of existing runways (2018)

Beyond the horizon: The future of UK aviation, making best use of existing runways (MBU) was published in June 2018. It sets out the Government's response to a recommendation by the Airports Commission for airports other than London Heathrow to make more intensive utilisation of their existing infrastructure. It confirms (paragraph 1.29) that the Government is supportive of airports beyond London Heathrow making best use of their existing runways, including those in the South East, subject to local environmental issues being addressed.

In formulating MBU, the Government made clear that carbon emissions from airport expansion schemes to make best use of existing capacity, were a matter to be considered at a national level. The Government were satisfied (and confirmed in subsequent decisions) that growth under MBU would not compromise the UK's ability to meet its national carbon commitments. MBU still remains the latest policy statement on airport capacity for UK airports other than London Heathrow.

Aviation 2050: the future of UK Aviation

Following MBU, in December 2018 the Government published 'Aviation 2050: the future of UK aviation', which sought views on the long-term vision for aviation to 2050 and was intended to be the final consultation on the policy proposals ahead of a new Aviation Strategy. This emerging policy continued to recognise and highlight the importance of aviation to the UK, and that growth and development continues to be supported, provided growth takes place in a sustainable way, and includes actions to mitigate the environmental effects.

Due to the unprecedented challenges that aviation then faced because of the COVID-19 pandemic, the Government decided not to issue any further responses to the remaining parts of the Aviation 2050 consultation and instead published 'Flightpath to the Future' – a medium-term strategic framework to guide and deliver a sustainable aviation sector as it recovers from the pandemic.

Flightpath to the Future

In Flightpath to the Future (May 2022), the Government reaffirms that airports have a key role in boosting global connectivity and that the Government continues to be supportive of sustainable airport growth. Importantly, the strategy states (page 7) that the existing planning frameworks for airport growth (Beyond the Horizon: The future of UK aviation, making best use of existing runways, June 2018) and Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England (2018) are the most up-to-date policy on planning for airport development and that they provide a robust and balanced framework for airports to grow sustainably within strict environmental criteria. Flightpath to the future also confirmed that statements of national aviation policy continue to have full effect, as a material consideration in decision-taking on applications for planning permission for airport developments.

Jet Zero Strategy

The Jet Zero Strategy was published in July 2022. In the Strategy, the Government confirmed that sustainable airport growth will continue to be supported and that decarbonisation in aviation to meet the UK's net zero obligations will instead focus on "the rapid development of technologies" to deliver reductions in emissions.

In formulating the Jet Zero Strategy the Government also updated the forecasts of aviation's carbon emissions underpinning MBU to reflect updated airport capacity assumptions and the approach to net zero. In the light of this exercise, the Jet Zero Strategy advises (paragraph 3.57) that: "it is possible for the potential carbon emissions resulting from these expansion schemes to be accommodated within the planned trajectory for achieving net zero emissions by 2050, and consequently that our planning policy frameworks remain compatible with the UK's climate change obligations."

National Planning Policy Framework

The National Planning Policy Framework (NPPF) 2024 sets out the Government's planning policies for England and how these should be applied. The NPPF also provides a framework within which local development plans are produced. The NPPF is based on a presumption in favour of sustainable development. This means that local plans and strategic policies should promote sustainable patterns of development to meet the development needs of their areas and align growth and infrastructure. There are three overarching objectives for achieving sustainable development, which are economic, environmental, and social. These objectives are interdependent and should be pursued in mutually supportive ways.

National Infrastructure Strategy (2025)

The National Infrastructure Strategy outlines a long-term, joined-up plan to modernise the UK's economic and social infrastructure, boost productivity, accelerate clean energy transition, and improve regional connectivity. It emphasises stable long-term funding, stronger delivery institutions, and a major role for private investment. The strategy recognises that aviation links UK regions to global markets, supports trade, and underpins tourism and reflects that aviaition is one of the most challenging sectors to decarbonise.

Additional Policy Documents

There are a series of other relevant policy documents covering the UK's carbon agenda including the Transport Decarbonisation Plan (2021), Managing Carbon Emissions & Decarbonising Transport, Net Zero Strategy – Build Back Greener (2021) and Ten Point Plan for A Green Industrial Revolution (2020). Details of EMA's approach to reducing its carbon emissions and achieving net-zero are set out in the Environment chapter of this SDP.

Future Airspace Modernisation

UK airspace has largely remained unchanged since the 1960s, relying on ground-based navigation aids. To unlock the potential of modern aircraft technology, the Government has set up a national airspace change programme, which includes a shift to satellite-based navigation. This change aims to manage emissions, reduce noise, and alleviate airspace congestion, all while maintaining safety.

The Civil Aviation Authority (CAA) oversees airspace changes, guided by CAP1616. The EMA Future Airspace Programme was launched in 2019 and is currently progressing through the CAP1616 stages. Stage 2 was completed in November 2023, and the Stage 3 process will involve consultation with stakeholders, including local communities, to optimise flightpaths.

Details of the EMA Future Airspace Programme can be found at: https://www.eastmidlandsairport.com/community/future-airspace/

Local Policy

There is supportive local planning policy for development of the airport, along with measures to contain the environmental effects of growth, particularly aircraft noise, whilst encouraging the increased use of public transport and sustainable modes of access. EMA is in the District of North West Leicestershire, in the County of Leicestershire, but the airport is close to the boundary with Nottinghamshire (Rushcliffe District) and Derbyshire (South Derbyshire District). The airport's role is also recognised in local economic policy.

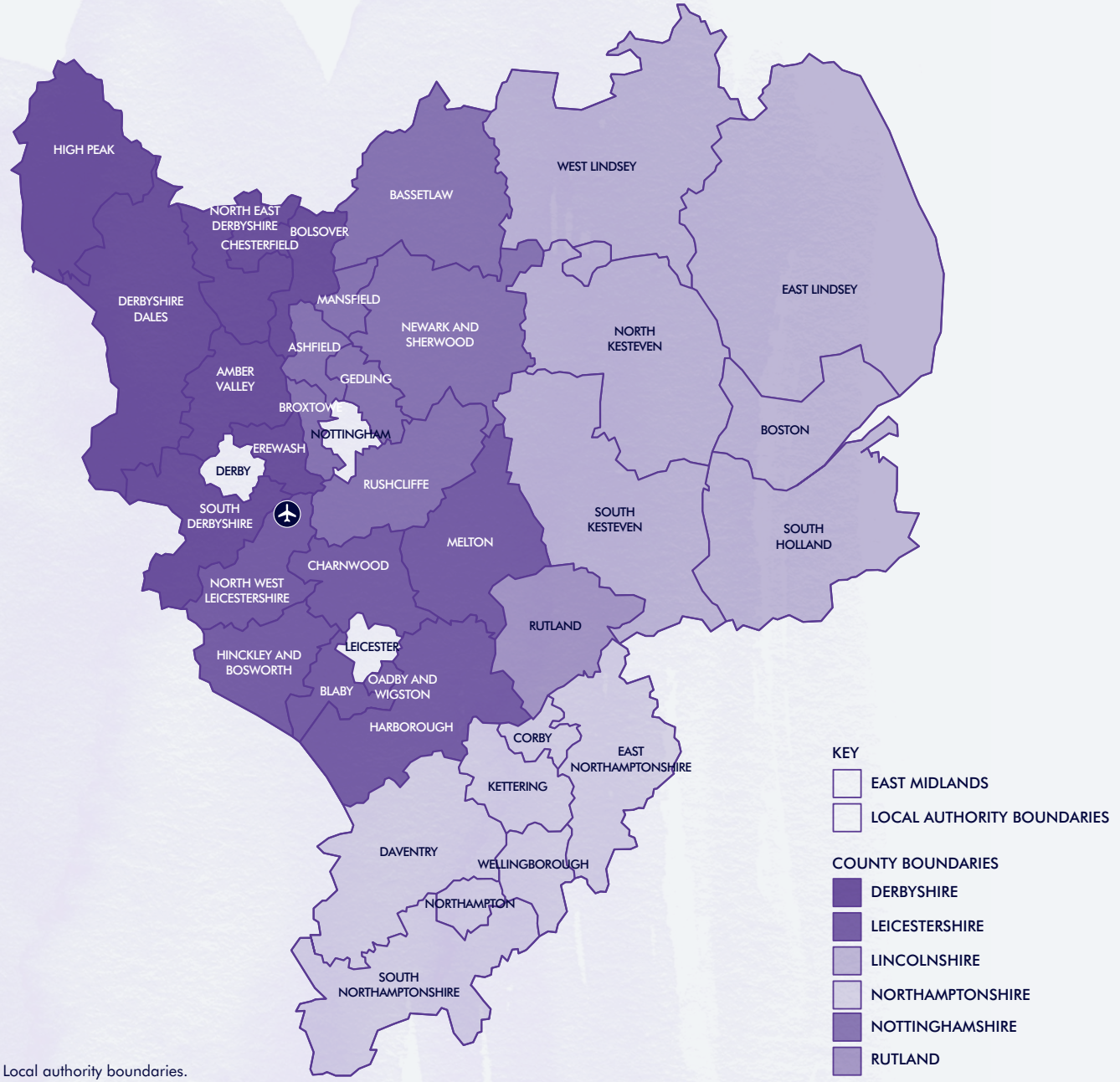


Figure 3: Local authority boundaries.

North West Leicestershire Local Plan

The North West Leicestershire Local Plan was adopted in November 2017 and covers the period up to 2032. EMA is in the north of the district and the airport is included in Policies EC4 'East Midlands Airport', EC5 'East Midlands Airport: Safeguarding' and EC6 'East Midlands Airport: Public Safety Zones'.

EMA is part of an overall vision for the district, particularly in relation to the wider East Midlands Enterprise Gateway (EMEG) which is focused on EMA, Donington Park, and the East Midlands Gateway. The Local Plan recognises that EMA is a nationally important asset providing domestic and international flight connections and that it is a vital contributor to the growth of the district's economy. Whilst the Council want to support the growth ambitions of the airport, there is an identified need to balance the economic benefits of growth against local impacts, particularly in relation to noise and transport.

The 2017 Local Plan was the subject of a partial review that was adopted in 2021. A full review is being carried out that will update the 2021 Plan and extend the plan period to 2042. There will be several rounds of consultation before the Local Plan review is completed and a new plan adopted. This is presently expected in 2027. We will continue to engage with the Council and other key stakeholders in their work to develop a new Local Plan that is supportive of EMA's growth, whilst recognising its transport and access needs, and the need for environmental management and mitigation.

Other Local Plans

EMA's location, close to Rushcliffe District and South Derbyshire District, means that we also take an interest in and engage in the local plan process of these authorities. We also contribute to plans in the wider area including Charnwood, Erewash, Broxtowe, and Melton.

We engage with local plans to help promote economic development and transport accessibility as well as providing guidance on specific airport issues such as aerodrome safeguarding and noise-sensitive developments.

Minerals Local Plans and Waste Local Plans

Local minerals and waste plans also recognise the need to protect and safeguard aircraft activity at and in the vicinity of EMA.

Bird strikes are a major hazard to aviation. In the area around an airport, certain types of mineral extraction and waste development can increase the level of bird activity and increase the risk of bird strikes to aircraft. Proposals that may increase bird activity include facilities for the handling, compaction, or disposal of household or commercial waste and proposals for the restoration or reuse of mineral sites that include landscaping or the creation of water bodies. We will continue to work with Derbyshire, Leicestershire, and Nottinghamshire County Councils as the mineral and waste authorities for the area around EMA, along with individual developers to provide guidance and input on EMA's aerodrome safeguarding requirements.

ECONOMY

Our Vision

To leverage EMA's globally connected location to maintain and enhance its position as the UK's leading airport for express air cargo. By playing a proactive role in the Midlands, we will collaborate with partners to boost regional economic activity, productivity, and support businesses.

The Economy chapter outlines our ambitions and opportunities for EMA and the East Midlands. It focuses on prospects for economic growth, enhancing EMA's global and regional connectivity, and strengthening the airport's economic and employment role. Our goal is to create sustainable, high-quality jobs, ensuring that as EMA thrives, so does the region and the communities we serve.

Principles

- We will work to strengthen EMA's network of routes and deliver effortless travel for passengers, deepening and expanding our catchment and encouraging inbound traffic.
- We will develop our global air cargo network to consolidate and strengthen our position as the UK's global gateway for express freight and maximising seamless trade.
- We are one of the East Midlands' major businesses, and we will develop and strengthen our local supply chain so that other businesses and suppliers in the region can work and grow with us.
- We are committed to creating quality employment, providing opportunities for all in a safe, inclusive, and diverse environment.

The Value of International Connectivity

As a small island nation, with a globally connected economy, the UK relies on air connectivity more than many other countries. National policies supporting sustainable aviation growth recognise its economic, social, and environmental contributions while addressing climate impacts and noise management.

Air connectivity drives economic growth and trade, particularly for high-value or time-sensitive goods. Air freight services contributed £7.2bn to the UK economy supporting 151,000 jobs. Across all sectors, £87.3bn of UK gross value added (GVA) depends on air freight exports.[1]

National policies to control the sustainable growth of aviation have been in place for many years. They recognise the economic, social, and environmental importance of the sector and its contribution to the UK economy. They also strike a balance between the benefits of aviation and the costs, particularly mitigating the impact on the climate and managing aircraft noise. Air connectivity is an important driver of economic growth and international trade.

While national policy highlights connectivity to emerging markets, regional air connectivity is equally vital for attracting investment, tourism, and enhancing business productivity.

EMA's Role in Regional Competitiveness

EMA's location offers both challenges and opportunities. Proximity to other airports means there is strong competition for international passenger flights, although EMA serves its core catchment area well. Expanding beyond this core for outbound leisure travel remains priority.

However, EMA's central UK location makes it a prime global cargo gateway, with 90% of England and Wales accessible within a 4-hour truck drive. Strong road and rail links enhance its strategic importance. Developing EMA's connectivity will bolster the East Midlands' competitive edge, attracting businesses, investors, and tourists while driving regional growth.

Economic Consequence of Covid-19

The COVID-19 pandemic severely impacted the global aviation industry, significantly reducing traffic at all major UK airports. At EMA, passenger numbers plummeted in 2020 and 2021 but rebounded strongly, reaching 98% of pre-pandemic levels in 2023.

EMA's cargo operations, however, saw growth during the pandemic due to the lack of long-haul passenger flights that also carry goods. In 2021, EMA handled 442,000 tonnes of cargo, up from 370,000 tonnes the previous year.

Though cargo volumes have since returned to pre-pandemic levels, currently around 397,000 tonnes per annum, short-term demand has weakened due to global economic pressures.

> *"The pandemic had a significant impact on the communities and the economy in East Midlands, along with the whole of the UK. Economic activity across the region is more concentrated in manufacturing and aviation, with both sectors being amongst the hardest hit during the COVID-19 pandemic. The East Midlands therefore continues to face slow levels of economic recovery and GVA growth and was the slowest-growing region in terms of GVA in 2022."*[2]

To drive recovery, the East Midlands must focus on high-growth sectors, including aerospace, automotive, pharmaceuticals, life sciences, advanced manufacturing, fashion retail, and logistics. Supporting these sectors and leveraging EMA's global connections will be crucial for future airport expansion.

£7.2bn

AIR FREIGHT SERVICES CONTRIBUTED £7.2BN TO THE UK ECONOMY SUPPORTING 151,000 JOBS. ACROSS ALL SECTORS.

397,000

IN 2025, EMA HANDLED 397,000 TONNES OF CARGO, UP FROM 357,000 TONNES THE PREVIOUS YEAR.

[1] Assessment of the value of air freight services to the UK economy – Steer (2018)

[2] EY (2023) UK Regional Economic Forecast

Economic Context

Economic Geography

The East Midlands, particularly the area around the airport, is one of the strongest locations in the UK to maximise the economic and development opportunities from full multi-modal connectivity. The East Midlands region has a population of 4.8 million (2021) and generated an annual GVA of some £130bn in 2019,[3] equating to 6% of the UK's total economic activity. Manufacturing is a major regional strength and accounts for nearly 17% of the East Midlands' economic output, ranking second out of the UK nations and the English regions, compared to a UK average of 10%.[4]

The region contains the logistics 'Golden Triangle,' which is bounded broadly by the M1, M6 and M42 motorways and has strategic rail freight links at the East Midlands Gateway (EMG) and global air freight connectivity through EMA. The 'Golden Triangle' sits at the heart of the UK logistics sector. It has a crucial role in attracting major international and domestic businesses to the region by enabling access to national and global markets and supporting multi-modal, high-tech supply chains. From the 'Golden Triangle', research by York Aviation suggests that companies can reach around 90% of the population of England and Wales within a 4-hour road journey. This is a key strength for the region's logistics sector.[5]

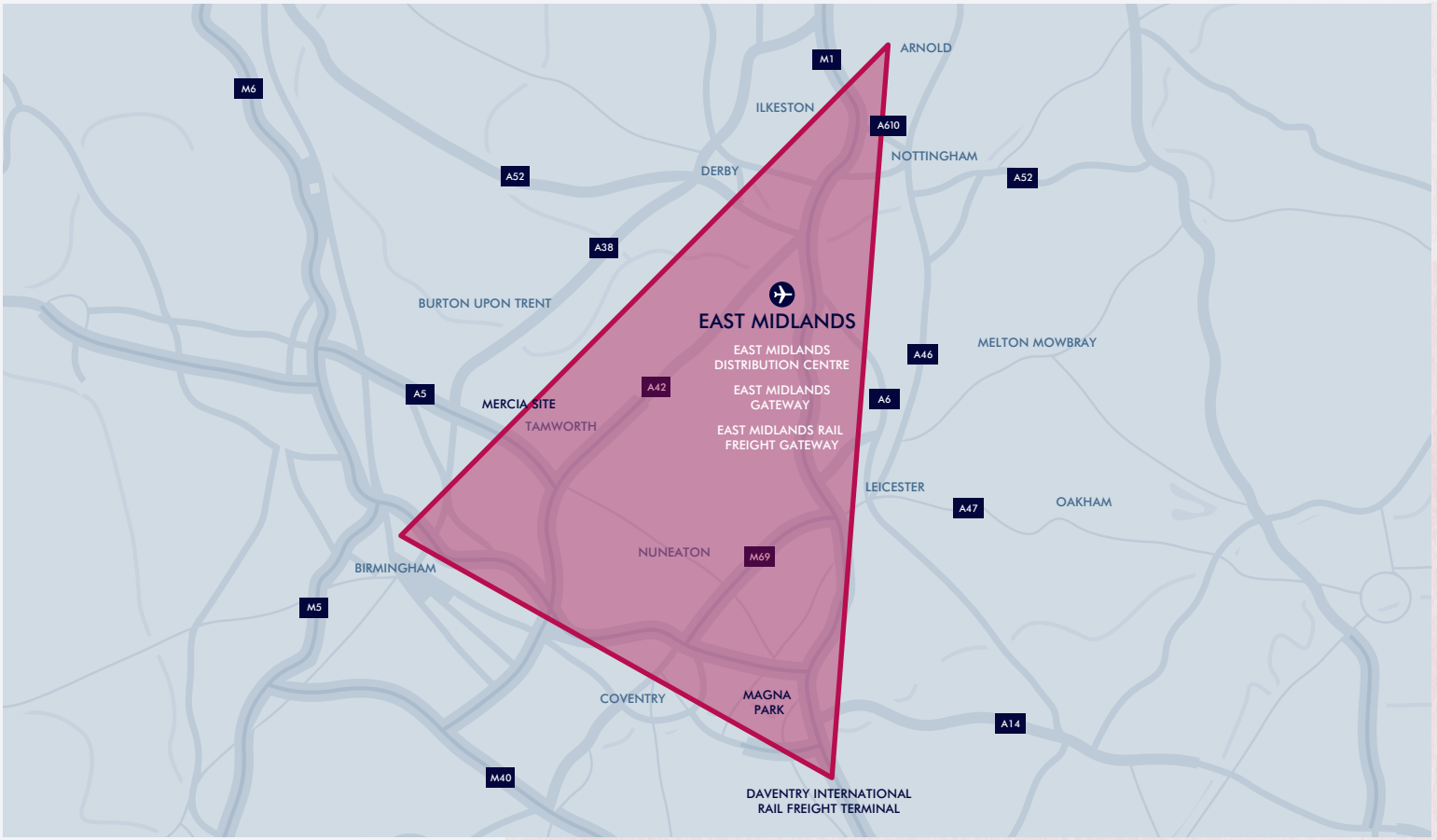


Figure 4: The 'Golden Triangle' sitting at the heart of the UK logistics sector.

[3] House of Commons (2021) 'Future of the East Midlands Economy' [4] ONS (2021) Regional gross value added (balanced) by industry: all ITL regions [5] York Aviation (2022) 'Regional Economic Effects of Air Cargo Operations at East Midlands Airport'

Specialist logistics and distribution services are a key part of the area's economic proposition, generating over £5.1bn in GVA.[6] However, the region's strengths and industrial sectors stretch beyond this and include aerospace; automotive; advanced manufacturing; pharmaceutical/ bio-medical; fashion retail; and financial and business services.

In Leicester and Leicestershire, manufacturing, agriculture, and food and drink production contribute £7bn in GVA. The region also hosts fast-growing sectors in science, technology, space engineering, sports science, life sciences, IT, cyber technologies, and automotive engineering, supported by three leading universities. Leicestershire's aerospace and satellite technology cluster, the fifth largest in the UK, was valued at £430m in 2019, while its life sciences and biotech industries were worth £900m and could reach £1bn by 2030.

The new combined counties authority area (Derby, Derbyshire, Nottingham, Nottinghamshire) has the UK's third-largest manufacturing sector outside London and the South East, generating £7.2bn in GVA. It is a global leader in transport equipment manufacturing, with major aerospace, automotive, and rail companies such as Toyota, Rolls Royce, and Alstom. It also boasts a renowned life sciences cluster, including the UK's third largest in Nottingham, alongside a fast-growing digital tech sector. These industries are supported by three universities, six science parks, and fifteen innovation centres.

The East Midlands economy is growing across key economic and industrial sectors, driven by major infrastructure projects and regional development sites. Key locations include the East Midlands Gateway (EMG), Ratcliffe-on-Soar Power Station, Infinity Park Derby, Magna Park Leicester, and developments at Toton & Chetwynd. A newly confirmed Investment Zone will focus on green industries and advanced manufacturing. EMA supports economic activity across a large swathe of central England. 50% of all exports flown through the airport are manufactured in the Midlands.

Figure 5: Map of East Midlands businesses, and employment clusters from York Aviation study.

[6] ONS, 2019 Regional GVA Balanced by Industry

East Midlands Gateway

The East Midlands Gateway (EMG) is a 280-hectare site offering 6 million square feet of advanced logistics space, including a rail freight terminal capable of handling up to sixteen 775-metre freight trains daily. Operated by Maritime, it connects directly to major UK seaports such as Felixstowe, London Gateway, Southampton, and Liverpool. When fully occupied, the site will employ 7,250 people.

East Midlands Freeport

The East Midlands Freeport aims to boost trade, innovation, and regeneration in the heart of the UK economy. The only inland, airport-centred Freeport in England, it combines three key sites: EMAGIC (EMA and EMG), Ratcliffe-on-Soar Power Station, and East Midlands Intermodal Park.

The East Midlands Freeport was announced by the UK Government in 2021, with key Tax Sites being developed over the period up to 2031. In November 2023, it was announced that the fiscal benefits of the Freeport will be extended until 2031. The Freeport is overseen by a Board that includes the County Councils: Derbyshire, Leicestershire and Nottinghamshire and District Councils: North West Leicestershire, Rushcliffe Borough Council and South Derbyshire District Council and the Tax Site landowners. EMA is represented on the Freeport Board as the owner and operator of the Freeport's Principal Port as well as one of several Tax Site landowners.

The Board is supported by a range of regional partners including universities, business groups, and local MPs. Further details of the East Midlands Freeport can be found at www.emfreeport.com

MAG entered into a partnership with global logistics developer Prologis in January 2025. MAG and Prologis are promoting an application, expected to be determined in 2026. If successful high-tech and logistics development would commence in early 2027. Also in 2025 SEGRO, the operator of East Midlands Gateway, applied for a Development Consent Order for the EMAGIC site south of the Airport. This will be considered during 2026 for determination in 2027.

The EM Freeport connects by rail to other English Freeports, including Liverpool, Humber, and Felixstowe, enabling multi-modal connectivity and international trade. EM Freeport is forecast to create around 61,000 jobs, stimulate innovation in advanced manufacturing, low-carbon energy, and high-tech logistics, and support skills growth in emerging technologies like zero-carbon energy. This development, along with other initiatives and transport investments, will accelerate growth in low-carbon energy sectors over the next decade.

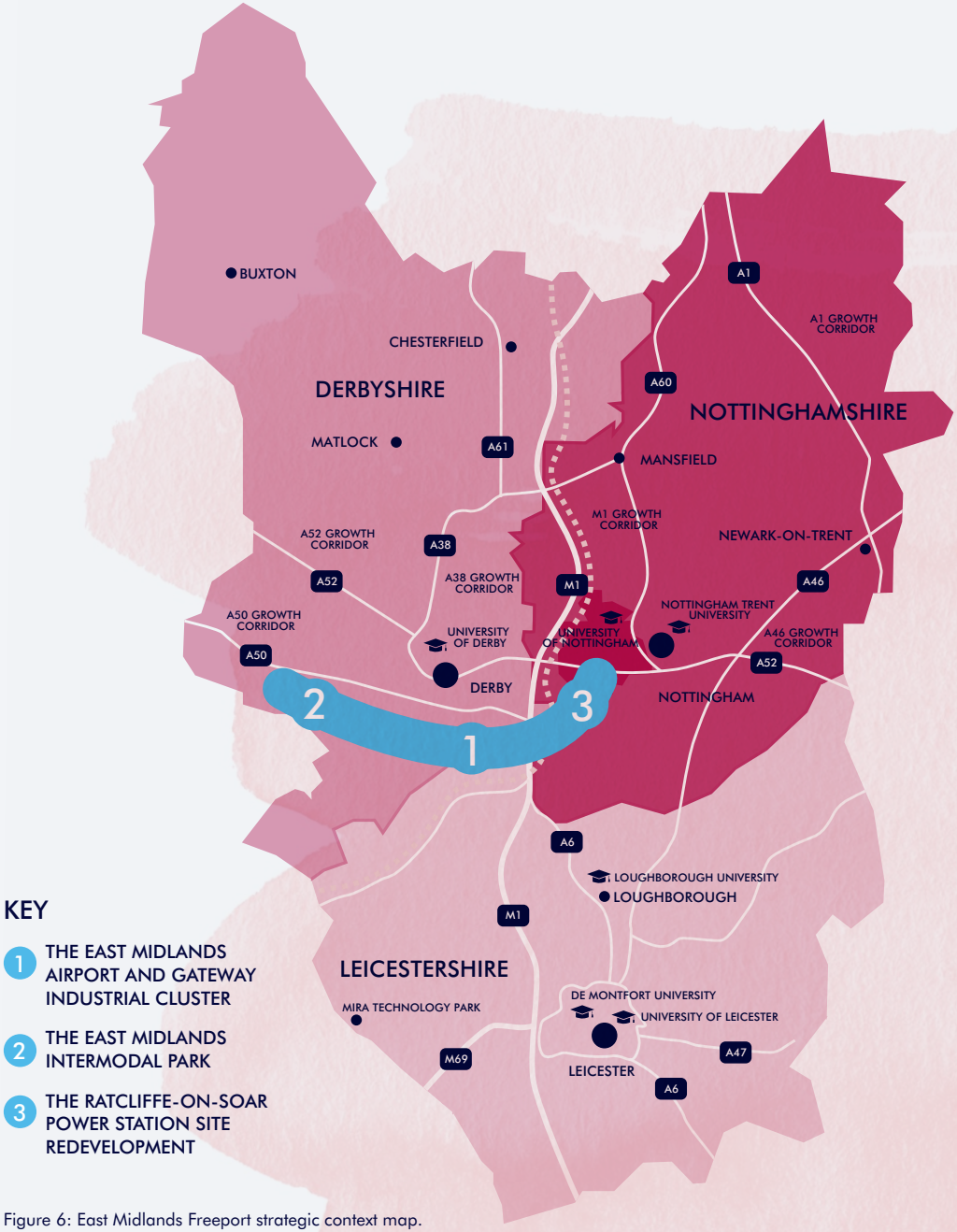


Figure 6: East Midlands Freeport strategic context map.

Strategic Recognition of the Airport's Role

East Midlands Airport has a crucial role to play in driving economic growth across the East Midlands and is recognised by a range of stakeholders, including local authorities and development agencies in various economic growth policy documents. There is strong policy support for driving growth in the Midlands supported by the Midlands Engine, the Midlands Connect strategy and economic plans that were developed and delivered by the then Local Enterprise Partnerships (D2N2 and LLEP) and the East Midlands Vision for Growth prepared by the Combined County Authority in 2025. Being part of the wider Manchester Airports Group, EMA also has the opportunity to highlight its national importance in national policy and other government programmes.

East Midlands Combined County Authority

The East Midlands Combined County Authority (EMCCA) is a new mayoral body that manages devolved powers and an investment fund to drive inclusive, sustainable economic growth across Derbyshire and Nottinghamshire, and the cities of Derby and Nottingham. EMCCA recognises East Midlands Airport as a key strategic asset for regional growth, emphasising its importance for boosting the economy through tourism, investment and cargo operations. It also highlights the airport's role within the East Midlands Freeport providing logistical advantages, connectivity and opportunities for innovation and trade.

Leicestershire Strategic Growth Plan

The 2018 Leicestershire Strategic Growth Plan highlights the region's central location and strong connectivity, identifying EMA and surrounding areas as key growth hubs. Strategic transport corridors and infrastructure improvements are key to realising economic, employment, and housing growth in the area.

North West Leicestershire Economic Growth Plan (2022–25)

This Economic Growth Plan focuses on post-pandemic recovery and building on the area's economic transformation. Key goals include creating jobs, improving living standards, and increasing tax revenues through a focus on sustainable growth and high-value sectors, like the low carbon environmental goods and services sector.

Economic Impact of the Airport

Economic Contribution

We continue to collaborate with regional and on-site partners to enhance EMA's economic impact and value. EMA plays a vital role in the East Midlands economy, providing international passenger and cargo connectivity and driving economic activity. The most recent survey of economic activity by York Aviation[7] found that in 2024, EMA was estimated to generate £510m of direct national GVA and £603 of national indirect GVA. The bulk of this activity is realised in the East Midlands.

Direct GVA

Direct GVA is the economic value of the activities that are wholly or largely related to the operation of the airport or its air services. The businesses that generate this value include the airport company, airlines, handling agents, cargo businesses, retail, and catering companies.

Indirect and Induced GVA

Indirect GVA is generated through the supply chain that supports the direct airport economic activity and employment. It is GVA and supporting jobs in a wide range of industrial sectors that supply the airport. The contribution from induced economic activity, or the value of the spending of wages and salaries in the economy is estimated to be worth a further £393 million a year.

Wider Economic Bene its

As the UK's largest airport operation for dedicated freighter aircraft, EMA provides substantial benefits, including increased productivity through international connectivity, supporting trade, investment, knowledge-sharing, and labour flow. In 2024, EMA's contribution to business productivity was valued at £2.6bn, particularly benefiting the manufacturing sector in the East and West Midlands.

[7] York Aviation (2023) 'The Socio-Economic Impact of the MAG Airports in 2022'

Employment

On-Site Employment

EMA is one of the largest single employment sites in the East Midlands with a wide range of jobs and occupations. We regularly carry out a survey of all the people who work on the airport site. It provides valuable information on the total number of people working on the site, the industrial sector, the company that they work for and where they live. This helps us understand the employment opportunities, how they have changed over time and the airport's overall employment catchment. We have carried out an updated on-site employment census in 2025.

The 2025 Workforce Survey showed that there are 70 organisations operating at EMA which employ a total of 8,702 individuals (the baseline). A further 1,278 staff are engaged during the summer peak period, with an additional 139 employed over the winter months. Of the baseline, cargo related employment is the largest sector with 41% of all employees, with 31% working in passenger activities. Passenger related employment does overtake in the seasonal headcount with 39% to 37% working in Cargo. The remainder work in other employment, including the Pegasus Business Park.

The majority of EMA employees reside in the surrounding counties of Derbyshire, Leicestershire and Nottinghamshire which collectively account for 63.9% of the workforce.

EMA offers a wide range of positions, from skilled roles such as pilots and engineers to customer service, security, and logistics jobs, including those in the Pegasus Business Park.

Indirect Employment

The airport generates indirect employment through suppliers of goods and services to on-site businesses, including construction, utilities, business services, and transport. With many employees living locally, the wages spent in these communities contribute significantly to the local economy.

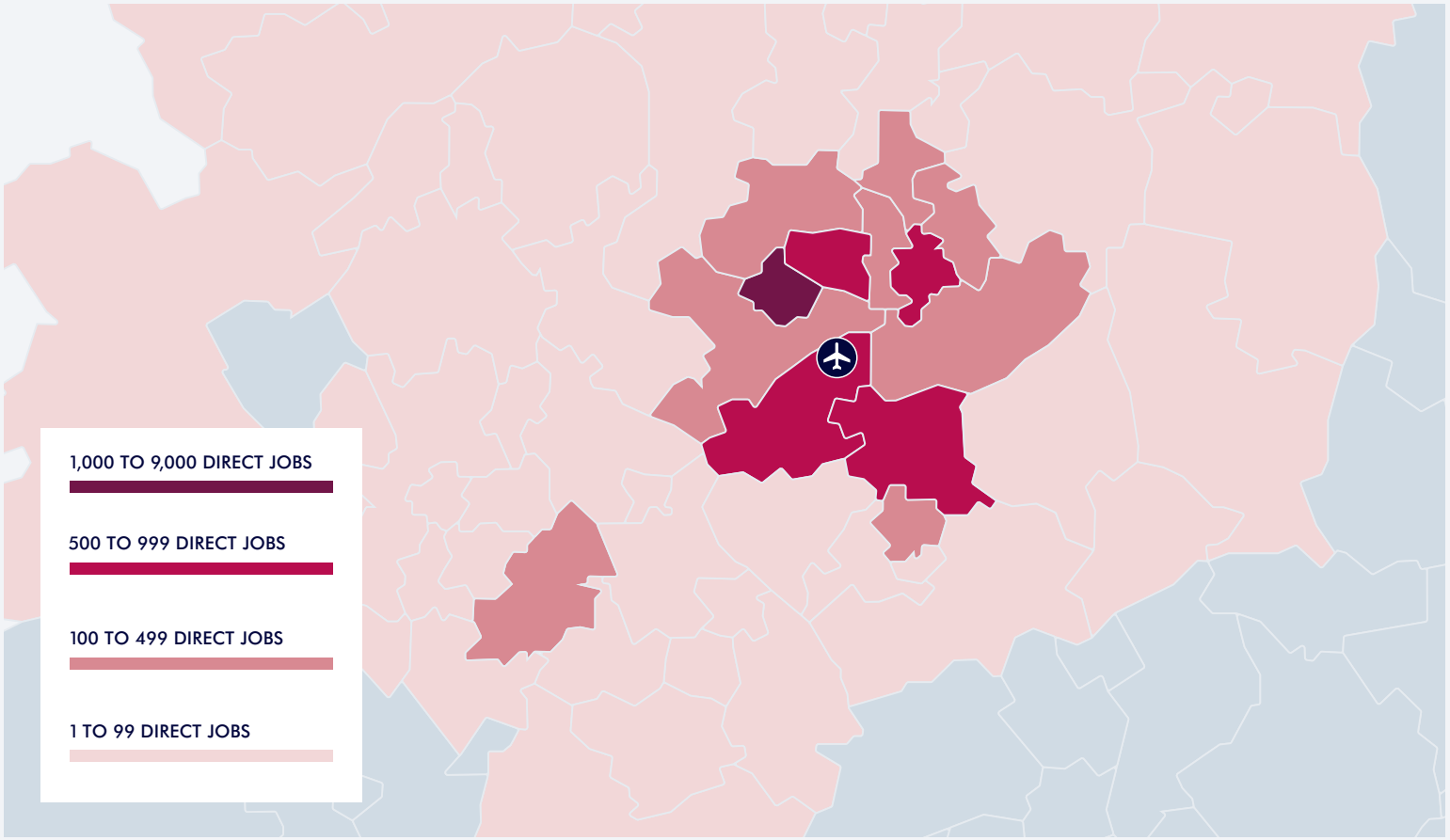


Figure 7: EMA direct job catchment.

Higher Educational Links

The East Midlands boasts a strong higher education sector, with seven universities across Derbyshire, Leicestershire, Lincolnshire, and Nottinghamshire. These universities support innovative industries and attract international students, relying on air travel for both students and researchers. In 2021/22, over 200,000 students studied at East Midlands HEIs. Air travel facilitates international collaboration and academic growth. The sector contributes £6.3bn to the regional economy and supports 53,800 full-time jobs. However, graduate retention remains a challenge, with only 38.3% of graduates staying in the region 15 months after graduation. Initiatives like the East Midlands Freeport aim to improve skills and graduate retention, fostering innovation for regional economic growth.

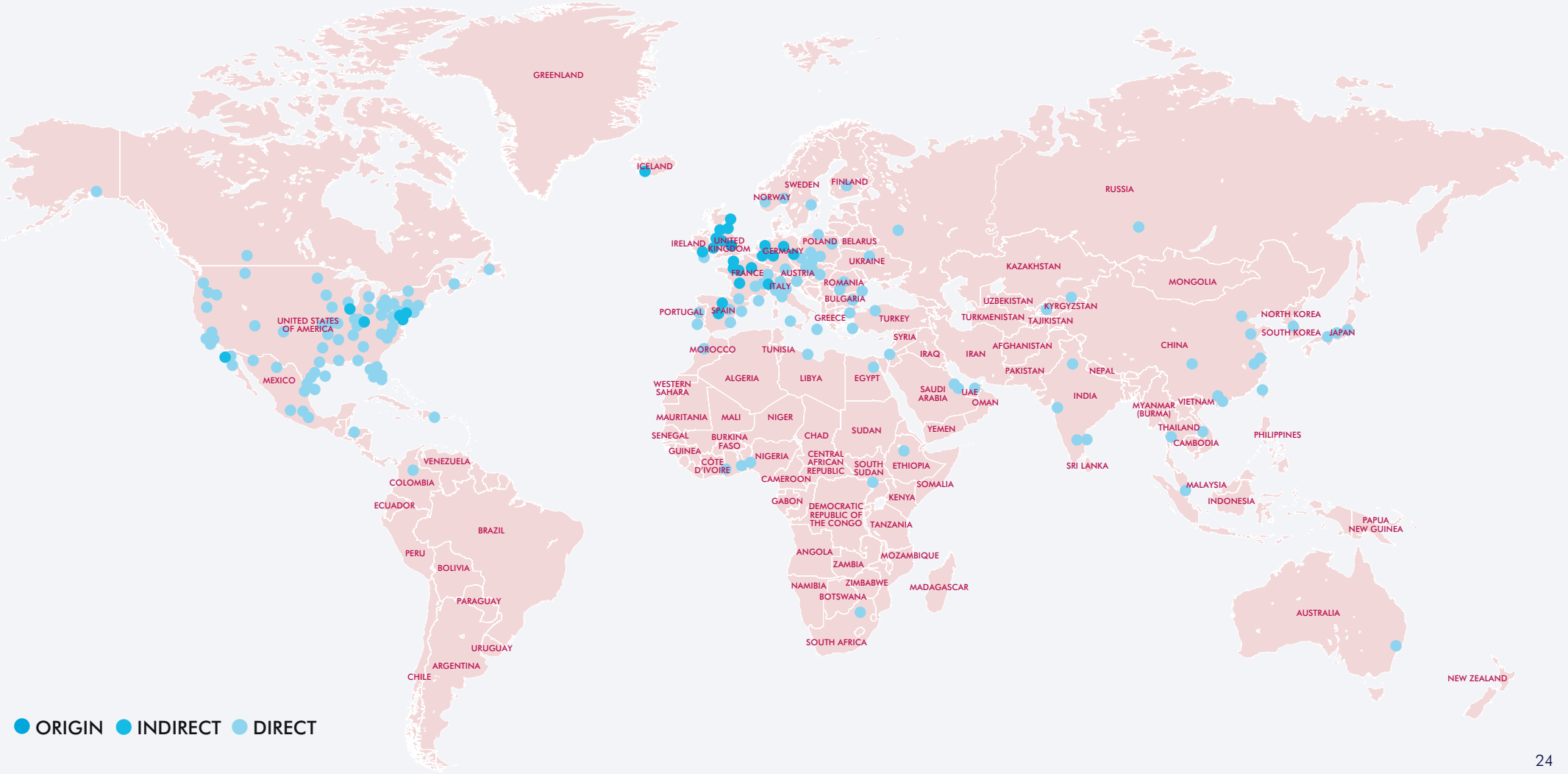
Cargo Benefits

International air cargo is vital to the UK economy, particularly for high-value, perishable, or time-sensitive goods. In 2023, EMA's freight productivity contributed £2.6bn in GVA to the UK economy. Global integrators such as DHL, UPS, and FedEx dominate EMA's cargo base, with Amazon's fulfilment centre also strengthening its position as a hub for logistics. EMA provides one-stop access to 76% of the world's top-ranked alpha cities and 51% of beta cities, enhancing global connectivity. Strategically located in the East Midlands logistics cluster, EMA supports major international organisations like Kuehne & Nagel, Amazon, DHL, and FedEx.

Goods shipped through EMA are important in supporting the advanced manufacturing sector in the East Midlands and the wider Midlands region. Advanced manufacturing is nationally important and plays a key role in the Government's Industrial Strategy.

£2.6bn

EMA'S FREIGHT PRODUCTIVITY CONTRIBUTED IN GVA TO THE UK ECONOMY IN 2023.



HMRC regional trade statistics show that on average, an export tonne of goods passing through EMA is worth around £335,000. This is nearly double the average for other UK airports and 168 times higher than the average for a tonne passing through other UK ports. This can be linked to the type of cargo processed by EMA: advanced manufacturing, fashion, pharmaceuticals, automotive and healthcare are all major sectors that use EMA to ship cargo. The focus on advanced manufacturing in the region, which has a high value per tonne, and aerospace especially is central to driving the pattern of higher-value items regularly passing through the airport.

Alongside the direct economic benefits of the air freight operation, the speed of delivery offered by EMA's cargo operation also provides indirect support to the regional economy. It is estimated that nearly 20% of businesses in 'The East Midlands Top 500 Companies' index have characteristics that suggest they are likely to be users of air cargo express freight services such as those offered by EMA. These include the time-critical, secure nature of their imports and exports and the need for a reliable, capable method of transporting such shipments. This is key to industries such as pharmaceuticals and life sciences, where shipments may require secure, temperature and humidity-controlled transport, to reach their end destination in the same high-quality condition as they left the warehouse. It is also crucial for the aerospace and advanced manufacturing industries, where goods may be high value or hazardous and therefore require additional security, or low value but critical parts are required in a timely manner as part of production processes and systems. The scale of the freight operation at EMA, combined with the airport's connectivity, is important to these industries.

The regional benefits of EMA's cargo operation are also significant. In 2020, 55,000 tonnes of cargo handled at the airport originated from the East Midlands region, this was some 28% of the overall export volume, which is proportionately more than other regions in the UK. EMA provides a vital base for local businesses and suppliers and the regional industrial sector to export products and materials to clients and supply chains. EMA has a crucial role in the development of the East Midlands as an internationally focussed region, giving local businesses a competitive edge in getting goods to a global market.

Importance of Connectivity to the Airport and the Wider Region

Enhanced connectivity to EMA will drive economic regeneration in the local areas of Derbyshire, Nottinghamshire, and Leicestershire. Employment opportunities at the airport are important for these communities.

Academic research consistently highlights a strong link between efficient transport systems and efficiency and economic growth. Well-connected transport networks provide access to markets, employment, and investment, fostering business productivity. This is crucial for both passengers and freight, boosts economic activity, particularly in logistics and international trade.

EMA's location is strategically positioned for multi-modal freight connectivity, benefiting from national road and rail links such as the M1, A50, A42, and A453, and rail freight access at the East Midlands Gateway. We aim to improve airport access for workers and job seekers, expanding the local labour pool and supporting economic regeneration.'

Regional policy supports infrastructure investment, recognising the importance of connectivity for local communities, transport hubs, and key developments. Collaborative efforts are essential, and we are committed to working with regional partners to drive economic growth, address regional skills gaps, and invest in infrastructure for industrial expansion.

Economies that have good connectivity and mobility – both domestically and internationally – are well placed to take advantage of economic opportunities.

The transport connectivity and the economic activity generated by the airport and the surrounding area is important in supporting the key industrial sectors in Derbyshire, Nottinghamshire, and Leicestershire. As with the wider UK economy, economic activity in the East Midlands fell substantially in 2020 and 2021. Although the regional economy has recovered strongly, the East Midlands is likely to continue to under-perform, particularly when compared to London and the South East. It is therefore important that the region capitalises on its economic strengths, its economic assets and economic growth programmes to accelerate growth and close the regional growth gap. This is where EMA and its global cargo network can play an important role. International and national links are essential to support and drive growth. Where the East Midlands region succeeds, the airport benefits; and where EMA is successful then the region benefits.

The area around EMA is one of the strongest locations in the UK that can capitalise on the economic and development opportunities for full multi-modal freight connectivity. Its strengths include national road and rail connectivity, with direct links to the M1/A50/A42/A453, with rail freight at the East Midlands Gateway and Ratcliffe-on-Soar Power Station.

We will aim to improve access to the airport for people working or looking for jobs on the site. This will have a combined benefit of a larger labour pool for job vacancies at the airport, but importantly will aid economic regeneration in the local communities surrounding across the region.

There is policy support for infrastructure investment from a wide range of regional bodies. Plans and strategies recognise that the connectivity to the airport to and from surrounding communities, transport hubs and key developments is a key issue and a significant opportunity.

Our experience shows that collaborative working is crucial. We will work with our regional partners to deliver the connectivity needed to drive economic growth, as well as the improvements in regional skills gaps and the investment in the infrastructure needed for local industrial sectors to grow and prosper.

AIMS

- We will collaborate with airline and cargo partners to expand EMA's network of services, enhancing global connectivity and facilitating seamless trade.
- We will engage with regional partners to support local businesses, supply chains, and job creation in the East Midlands.
- We will support the East Midlands Freeport initiative to promote international trade, advanced manufacturing, zero-carbon businesses, and education and training programs.
- We will partner with transport authorities and service operators to improve access to jobs at EMA, particularly in disadvantaged areas.
- We will conduct biennial employment censuses and work to expand job opportunities at the airport.
- We will collaborate with education and skills partners to develop the workforce, focusing on the EMA Airport Academy, as detailed in the Community chapter of the SDP.

LAND USE

Our Vision

To make the best and most efficient use of EMA's land and its airport facilities in a way that supports the airport's growth and its future development. To unlock growth, we will focus on maximising land efficiency and density within the current footprint.

The Land Use chapter sets out how we intend to use our land and facilities. It considers the various activities, and land uses across the airport site and identifies the long-term requirements and development opportunities. We will continue to provide the facilities that meet the needs of EMA's passengers, airlines, cargo operators and on-site businesses, whilst at the same time minimising the impact of our operation, growth and development on our neighbours, nature, and the environment. Covering 445 hectares, the EMA site is small relative to its operations.

Principles

- To unlock growth, we will focus on maximizing land efficiency and density within the current footprint by:
- Prioritising land use for airport-related activities and services, including Freeport functions.
- Continuing to provide parking for passengers and staff within the Operational Area.
- Pursuing environmentally sustainable development, emphasising low-carbon technologies and energy efficiency.

Land Use Proposals

The growth of EMA is supported through North West Leicestershire Local Policy Ec4 provided development that gives rise to a material increase in airport capacity or capability. Within the airport boundary development will be limited to:

- Operational facilities and infrastructure.
- Passenger and terminal facilities.
- Cargo facilities.
- Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship.
- Landscape works.
- Internal highways and infrastructure.
- Improvements to public transport and airport customer car parking.

The Airport's Assets

Our goal is to optimise the use of EMA's land and facilities to support growth and future development.

The plan anticipates a long-term capacity of 7 million passengers and 800,000 tonnes of cargo annually, with phased infrastructure development over the next 15-20 years. The airport site is divided into six key zones:

- **Airfield:** The runway is the principal feature of this zone. EMA's runway is 2,893m long and has the capability to handle all the types of aircraft that are in commercial service. The runway is orientated on an east-west axis, with a parallel taxiway system to the south. The runway and taxiways take up around half of the area of the EMA site.
- **Central Passenger Zone:** This is focussed on the passenger terminal, the main passenger aircraft apron, areas of car parking, the public transport interchange, access roads and other supporting activities. It is in the centre of the site between the Western Maintenance Area and Cargo East.
- **Cargo West:** This is the western part of the airport site. The DHL cargo hub and its associated aircraft parking apron is the principal activity in this zone. There are also two Jetparks long-stay passenger car parks in Cargo West providing 3,444 spaces.
- **Western Maintenance Area:** This is a large area located between the Central Passenger Zone and Cargo West. It contains several aircraft maintenance hangars of various sizes, along with aircraft apron. The airport's main fuel farm, some operational office accommodation, flight training and passenger parking are also located here. Many of the buildings are dated and are reaching the end of their operational life. This prevents the most efficient use of this land. The exceptions are the modern Rolls Royce aviation facility and the RVL hangar in the northern part of this area.
- **Cargo East:** In the eastern part of the airport site, Cargo East contains cargo facilities operated by UPS, FedEx, and Royal Mail, along with smaller cargo transit sheds and a range of cargo office and warehouse units.
- **Pegasus Business Park:** This is in the south east area of the site and was developed as an airport business park in the 1990s. It contains modern office buildings and several hotels.

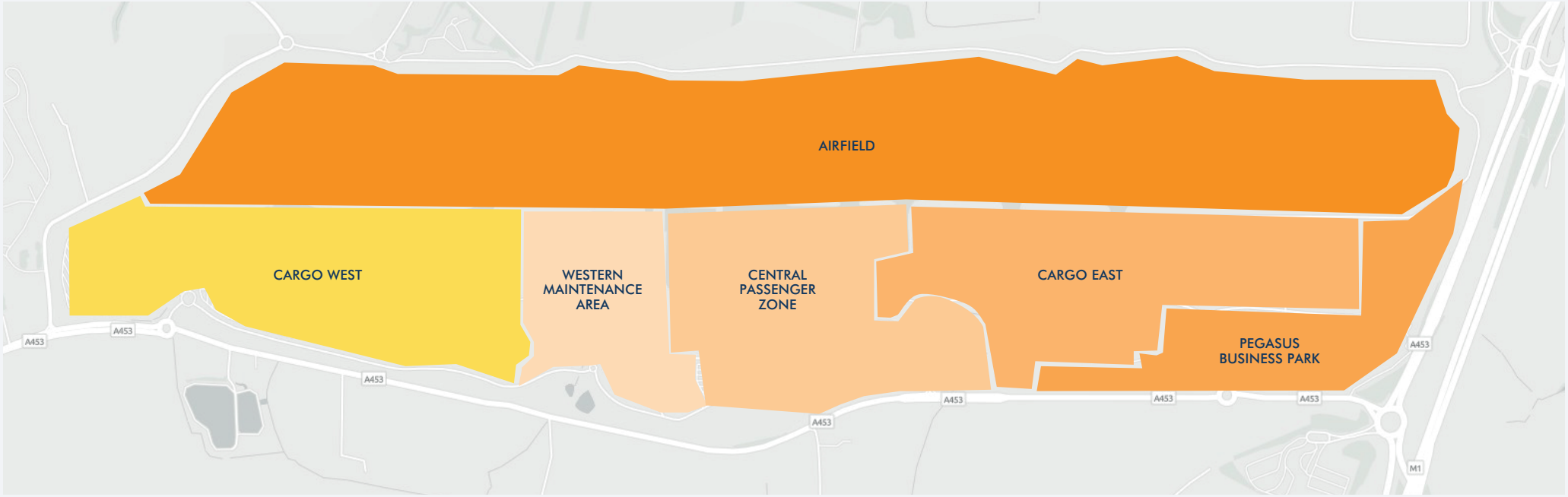


Figure 8: Plan of EMA's land and facilities.

Airport Capacity

The capability and capacity of an airport is usually described in million passengers per annum (mppa) or the annual cargo tonnage. But when considering the capacity of airport facilities, an annual figure can over-simplify what is a complex interaction of several different factors. Capacity can often be expressed on an hourly or a daily basis. This can be a better way of identifying future development needs and a better way of considering the requirements of transport and utility networks, as well as the environmental effects of an airport's operation and growth. The principal elements of airport capacity are:

- Local airspace.
- Runway capacity.
- Apron capacity.
- Terminal capacity.
- Surface access and car parking.

EMA has the capability for growth in its passenger and cargo operations. This can be achieved through the greater efficiency in the use of existing airport infrastructure, as well as the development of additional capacity on the airport site to deliver future growth.

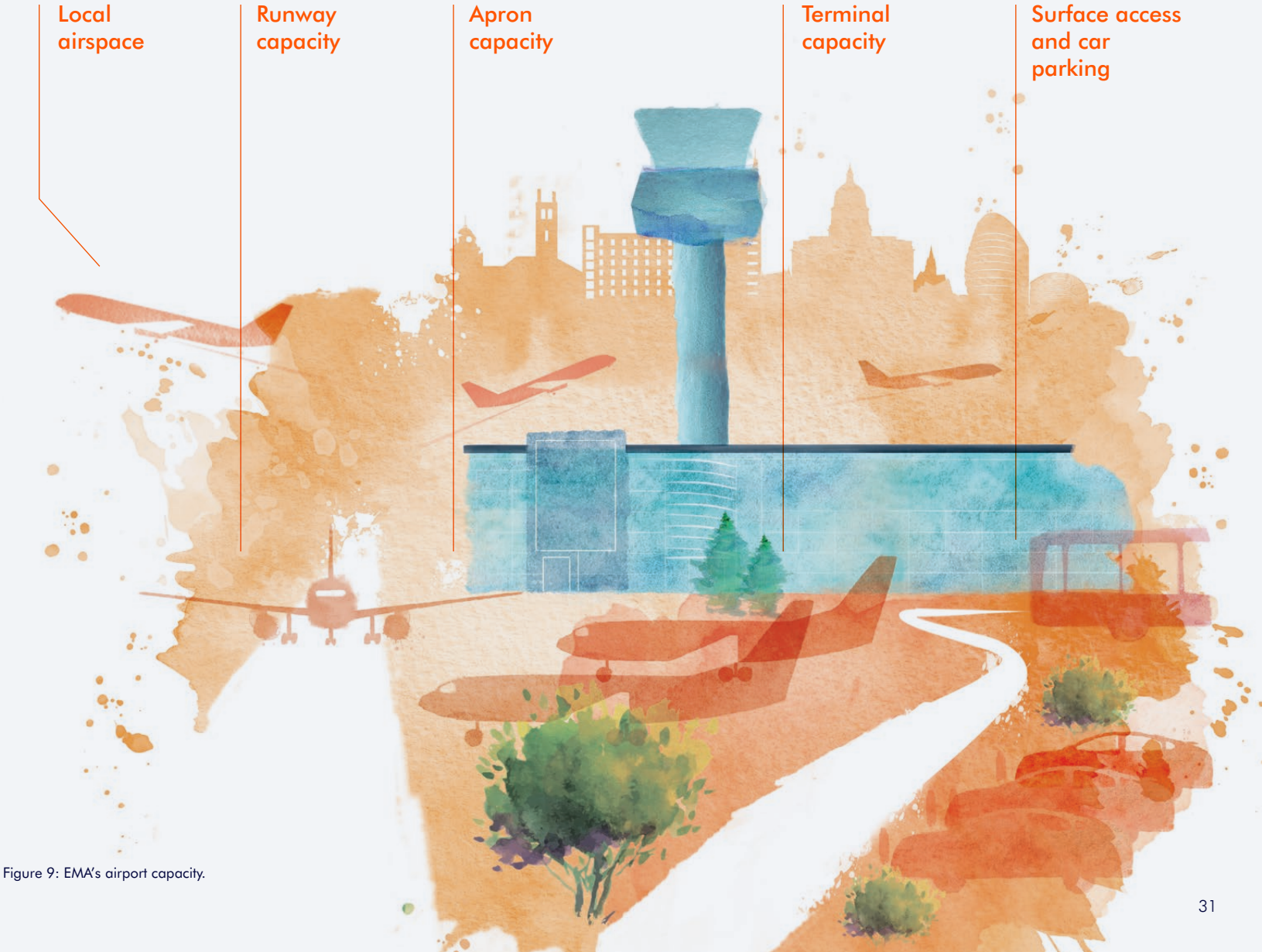


Figure 9: EMA's airport capacity.

Airport Infrastructure

We aim to meet the needs of passengers, airlines, cargo operators, and on-site businesses, while minimising impacts on neighbours and the environment.

Airfield

The airfield is the largest area of land within the EMA Operational Area, and it includes the runway and taxiways. EMA has a highly capable runway (09/27) and a full-length parallel taxiway network. The runway has a paved length of 2,893 metres, is 46 metres wide and can handle a range of wide-bodied aircraft including the largest civil aircraft. The runway is served by sophisticated airfield navigation and air traffic control systems, including a CAT III Instrument Landing System for aircraft arriving from the east and landing on Runway 27.

With the capability to handle long-haul passenger and cargo operations, the runway has a capacity of 34–36 aircraft movements per hour. This is more than sufficient for EMA's long-term growth and there are no plans for a second runway.

EMA has planning approval for a 190-metre runway extension, which, though not essential for growth, could improve performance for large long-haul aircraft. The extension would allow for westward displacement of the Runway 27 landing threshold, benefiting noise, air quality, and flight efficiency.

Regular runway maintenance is vital. Recent major works included resurfacing, lighting, and systems upgrades. We will continue to maintain and repair the airfield and plan for a major runway refurbishment within the next decade.

Taxiways

A network of taxiways that link the passenger and cargo terminals with the runway is crucial to the safe and efficient operation of the airport. The taxiway layout is governed by the geography of the site, airfield safety requirements and the need to comply with a range of international standards. An efficient taxiway network is an important factor in determining the overall capacity of the runway, and it helps limit the environmental impact of aircraft operations by reducing the need for aircraft to hold with engines running.

As part of a long-term programme of works to improve the efficiency and capability of the airfield, we will consider the need for additional rapid access and exit taxiways that will enable aircraft to enter or exit the runway more efficiently. We will also identify options for improved aircraft passing bays and holding areas at the eastern end of the airfield. These developments will be driven by the overall capacity requirements, operational demands and to enable a more efficient operation for departing and landing aircraft and for aircraft manoeuvring on the ground.

There is also a need to refurbish and upgrade some of the airfield's main taxiways. These works will include new taxiway links to the DHL West Apron part of the redeveloped Western Maintenance Area and upgraded links onto the East Apron and any future apron to the east of the UPS cargo hub.

Aircraft Apron and Stands

EMA's apron is divided into three zones: the Central Passenger Apron, Cargo West, and Cargo East, each providing various aircraft parking stands. The airport's layout makes it challenging for passenger and cargo aircraft to use the same apron due to the remote locations of cargo operations and the overlap in peak usage times.

To support the growth of both passenger and cargo services, additional apron capacity is being developed. This includes maximising the existing apron space and new development areas. The new cargo apron will accommodate larger aircraft and feature advanced ground equipment, such as automatic guidance systems and fixed electrical ground power.

Central Passenger Apron

EMA has up to 27 aircraft stands, with 14 directly served from the terminal and 13 remote stands requiring buses. Forecasts suggest a need for 10 additional stands, which can be added to the east of the current apron and on land currently used for car parking. In the long-term the airport may need up to 48 stands for passenger aircraft. This expansion will displace some existing facilities, such as car parks and the Fire Station, which will be relocated.

Cargo West

Currently, there are 15–17 multi-use stands. Expansion will add up to 5 Code F stands (capable of handling the largest commercial aircraft in operation) on the west side and 8 additional stands on the east. The redevelopment of the Western Maintenance Area could provide 7 more Code F stands. This will displace car parking areas, which will be relocated elsewhere on the airport site.

Cargo East

The existing 15–17 multi-use stands include four new positions added in 2019, with the capacity to handle Code F aircraft. Reconfiguring the apron and taxiways will improve flexibility and efficiency. An additional 8–10 stands will be developed on safeguarded land east of the UPS hub, displacing passenger car parking, which will be relocated.

Passenger Terminal

EMA's passenger terminal, dating back to the 1960s, is an eclectic mix of buildings developed incrementally to expand capacity and enhance the passenger experience. Key developments include extensions to the Departures area, Check-in Hall, Pier, Arrivals area, Baggage Reclaim Hall, and a new Security search area. The Immigration Hall was expanded in 2021 to improve passenger processing, and a Security Hall extension was completed in 2025 as part of the Future Aviation Security Solutions (FASS) programme.

EMA must continue evolving its facilities to meet passenger needs, improve journey efficiency, and comply with evolving security regulations. As an IATA Level 2 slot-coordinated airport, EMA optimises airline operations, particularly with early-morning departures and evening arrivals. Future consideration may be given to a formal Level 3 coordination process.

The terminal has an annual capacity of 6 million passengers per annum (mppa), with 52 check-in desks and self-service kiosks. It can process 1,800 departing passengers per hour, with 14 gates in the central departure lounge and five gates on the Western Pier. Arrivals capacity is 1,000 passengers per hour, equating to five mppa, with additional capacity provided by the Immigration Hall extension.

To handle more than six million passengers a year, further development and extensions to the existing buildings would be required. Short-term improvements (up to 2030) will focus on maximising existing facilities and enhancing the passenger experience, including upgrades to baggage reclaim, departure lounges, and gates. Medium-term plans (post-2030) will involve expanding terminal capacity, repurposing current buildings, and upgrading services and infrastructure.

Future terminal development will also improve passenger experience and environmental performance, exploring new technologies and processes. Proposals will be developed to improve vehicle circulation on the terminal forecourt and car parks for better traffic flow and safety.

Cargo Facilities

The development of EMA's air cargo facilities is driven by the growth plans of cargo operators, rather than forecasts. EMA's cargo buildings are designed for high throughput, incorporating sophisticated handling systems, with goods rarely stored for more than a few hours. These facilities operate overnight and are sized to handle the peak volume of packages.

Cargo buildings are operated by airlines or integrated carriers like DHL, UPS, FedEx, and Royal Mail. Third-party operators use large units or transit sheds in Cargo East. While their services are limited at EMA, they help attract non-integrated, mainly long-haul freight traffic, carrying items such as aircraft engines and machine parts.

Past developments include DHL's 2017 extension to its Cargo West hub and, more recently, UPS's 2022 Cargo East hub. These facilities provide the capability for the future growth in air cargo throughput at EMA. This growth can largely be achieved by optimising current facilities and expanding main cargo hubs. However, additional aircraft parking apron and cargo handling capacity will be required. Land in the Operational Area, including Cargo West and the Western Maintenance Area, will be safeguarded for further development, driven by operator demand.

- **Cargo West:** Land will be safeguarded within Cargo West for the development of additional cargo handling facilities, including cargo hub development, vehicle unloading and parking, and cargo support services. This will be on land that is presently used for the Jetparks passenger car parks and land to the east of the west apron. There are several uses that will be displaced and require relocation and reprovision, including passenger car parks and some business aviation facilities. Alterations and improvements to the internal road network will also be required.
- **Cargo East:** Land will be safeguarded for cargo development in Cargo East. This will include cargo hub development and additional apron to the east of the UPS hub. The facilities in this area will include cargo processing and transit buildings, vehicle manoeuvring and parking areas and cargo support services. The existing passenger car storage area to the east of UPS will be relocated elsewhere.
- **Western Maintenance Area:** This part of the airport site will be redeveloped for cargo and logistics uses as part of the East Midlands Freeport. The site is large enough to accommodate both aircraft apron and cargo facilities. It could house multiple operators if required. Redevelopment opportunities will be brought forward that optimise the layout and maximise the efficiency of the site. Part of the eastern side of the Western Maintenance Area could also be used as apron to support the passenger operation and in the longer term, the extension to the Western Pier. The redevelopment of the Western Maintenance Area will result in the displacement of existing uses, including aircraft maintenance, business and general aviation, and other support activities.

There is an opportunity for EMA to continue to grow its air cargo operation. The airport has the capacity and the capability to handle some 800,000 tonnes of air cargo. This can be achieved through making best use of the airport's facilities and capacity and through extensions to the main cargo hubs. This can also be achieved within EMA's existing Operational Area and within is established environmental limits.

Cargo Max

In May 2025, we set out our plans to support the airport's long-term development as a major UK air cargo hub. This is in response to cargo growth and operator interest and our forecasts of a 54% increase in cargo demand over the next 20 years. Four areas within the airport site have been identified for cargo growth and future development (see figure 10) – three with direct apron access and two with Freeport tax site status. This long-term programme, and development opportunity could deliver up to 122,000 sq. m of warehouse space along with aircraft and vehicle handling areas. The expansion of EMA's cargo operations could contribute to the wider economy, supporting up to 12,600 additional jobs and up to £1.8m in extra GVA.

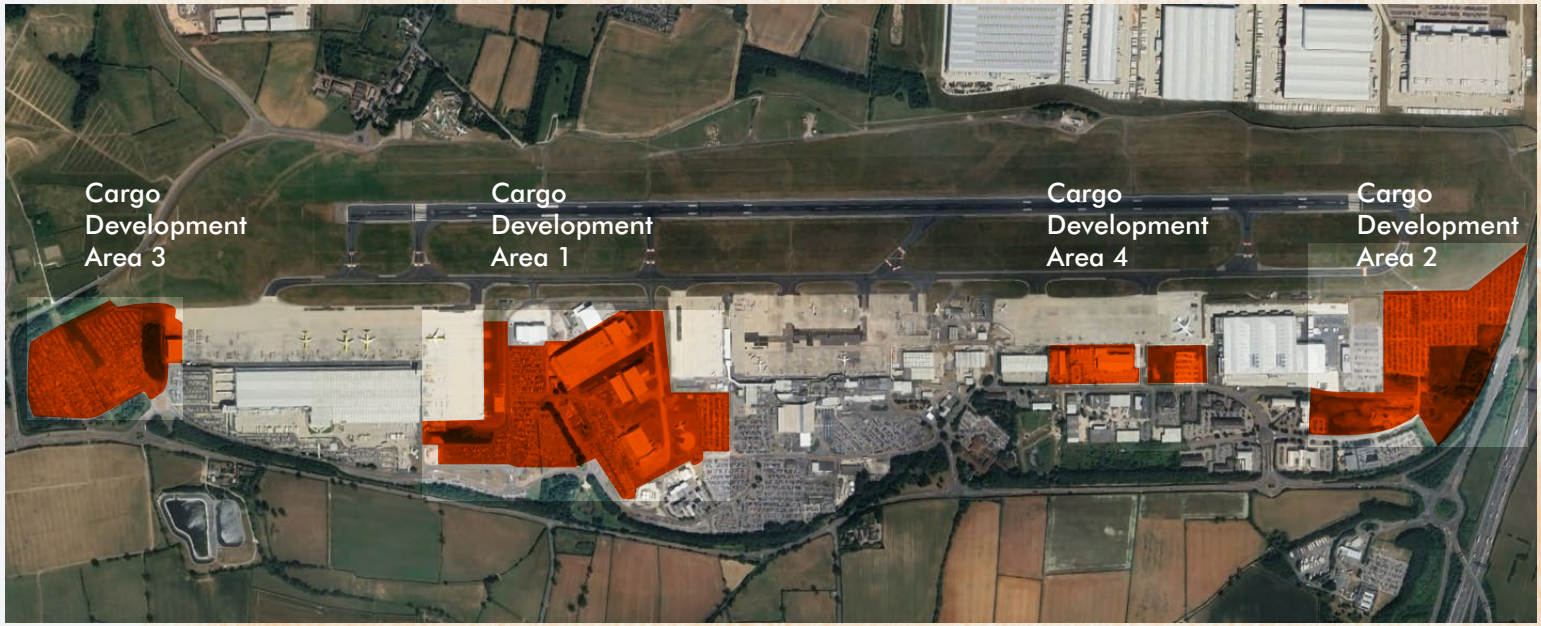


Figure 10: Multiple development sites with direct runway access.

Other Operational Facilities

The airport provides for a range operational and support facilities that are essential for safe and efficient operations. These uses often require a location with direct or convenient access to the airfield or the Central Passenger Zone. They include the Fire Station, Air Traffic Control, fuel storage, security and policing facilities, and other services such as flight catering, aircrew training and motor transport. These activities are not major users of land, but they are part of the range of facilities and services that are expected at a significant international airport.

Air Traffic Control and Navigation Aids

EMA's Air Traffic Control (ATC) facility is housed in the control tower that opened in 1999. It is a modern facility that will provide for the long-term operation and development of the airport.

The airport needs a range of radar, navigation, and communication facilities, most of which are located within the airfield. This includes the primary radar that is on the north side of the runway. There will be a need to replace this equipment within the next 5-years and it will be located on either the existing site or an alternative on the north side. There will also be a need to upgrade the surface movement radar, that will also be located on the north side of the airfield.

Runway 27 has a CAT III Instrument Landing System (ILS) that enables aircraft operations in low visibility conditions. In the medium to long-term it is expected that a similar CAT III (ILS) will be installed for aircraft landing from the west on Runway 09 in line with future operational demands. A range of other ATC system improvements and upgrades will be undertaken.

There are ongoing requirements to safeguard the airport's ATC equipment and navigation aids to ensure that their operation is not affected by any interference that may compromise aviation safety. This can be caused by developments such as wind turbines, solar photovoltaic panels, and tall buildings. This process is referred to as safeguarding and is described earlier.

Rescue and Fire Fighting Service

As required by the airport's operating licence, EMA provides fire and rescue services, with the Fire Station strategically placed for rapid response within two minutes. The station may be relocated for expansion or development. The Fire Training Ground on the north side of the airfield will be upgraded to meet CAA licensing and environmental standards.

Aircraft Fuel

EMA's principal fuel farm is in the Western Maintenance Area, operated by Valero (Texaco), with smaller facilities operated by Air BP and Donington Aviation. Fuel vehicles currently use landside access, but future redevelopment may provide airside access. EMA is committed to achieving net-zero carbon by 2038 and supports the transition to low and zero-carbon aircraft fuel, including sustainable aviation fuel, electricity infrastructure, and hydrogen storage.

Aircraft Maintenance Facilities

Many of the aircraft hangars at EMA are now past their operational and economic life. The facilities and the layout prevent the most efficient use of land within the Western Maintenance Area, and we will bring forward proposals for the redevelopment of this part of the EMA site.

The Western Maintenance Area is a Tax Site that is part of the East Midlands Freeport. This brings a range of financial advantages to businesses locating in this area. The Freeport provides an opportunity for the development of aviation, cargo and logistics uses at the heart of the operational airport. There are a range of development options to optimise the layout and the use of land whilst maintaining access to Rolls Royce and the RVL hangar. This redevelopment will result in the displacement of some existing uses including aircraft maintenance, general aviation, and car parking. Where appropriate and where land is available these uses will be re-provided elsewhere in the Operational Area.

Business and General Aviation

Business and General Aviation facilities are mainly provided within the Western Maintenance Area and to the west of the DHL Hub. Business Aviation at EMA consists of corporate aircraft operations, aerial surveying, and flight training. It is an important part of the airport's services to the region and several of the major local businesses. There is also a flying school in the Western Maintenance Area.

Flight Catering

The dnata flight catering facility is in the Central Passenger Zone. It is used for the assembly of on-board catering and for the storage of food and catering equipment. Although the in-flight catering market has changed significantly, driven by the reduced requirements of the low-cost carriers, land will continue to be provided for small-scale flight catering facilities that meet the needs of the airlines operating from EMA. The flight catering unit will require convenient access to the airfield to allow for quick and efficient access to aircraft.

Security, Policing and Border Control

Facilities for UK Border Force and Leicestershire Police will continue to meet regulatory requirements. Security facilities will be expanded to accommodate new equipment, enhancing security screening and passenger experience.

Other Operational Uses

A range of other functions and facilities are needed to keep the airport operational. These usually need direct or convenient access to the airfield and include:

- Accommodation for airport operations, airfield safety, airlines, and handling agents.
- Parking and storage for airfield equipment, including the EMA snow fleet.
- Aircraft cleaning and washing facilities.
- Vehicle and equipment maintenance and vehicle fuel.
- De-icing equipment and material storage.

Airfield operations have accommodation and equipment storage adjacent to the passenger terminal in an airside location and close to the airfield. Vehicle maintenance facilities are provided in the Central Passenger Zone. This is used by a range of operational vehicles a number of which are not licensed for use on public roads, and so an on-site location is required. The airport's snow fleet is also accommodated in this area. The Motor Transport unit is outdated and increasingly unfit for purpose. An alternative and more suitable location will be considered.

Major airports require facilities for handling agents and airlines to wash aircraft. Because of the need for stringent controls on the quality of water run-off from the airfield, dedicated areas are needed with a separate drainage system that can capture any contaminated water. Aircraft washing takes place in the Western Maintenance Area and because of future development, an alternative aircraft washing area with appropriate drainage infrastructure will be required.

Commercial Uses and Office Accommodation

EMA requires a range of office, commercial, and other support facilities on the site to support the airport's operation, to meet the needs of airport companies and service partners, and to provide for companies and businesses that require or can benefit from an airport location. The range of commercial uses on the site also enhances the wider economic opportunities and benefits that the airport brings to the area.

Pegasus Business Park

The Pegasus Business Park is in the south east corner of the EMA site. Development started in the 1990s and it is now a high-specification business park that includes offices and three airport hotels. The Pegasus site covers some 26 hectares, and some land remains available for development. The further development should provide for activities and uses that require or derive a benefit from an airport location, and commercial development proposals associated with airport activity will be brought forward. The future development proposals will be in line with Policy Ec4 in the North West Leicestershire Local Plan. These include offices, logistics, warehouses, and hotels.

Hotels

There are four hotels on the EMA site, Leonardo (164 bedrooms) at the main airport entrance and close to the passenger terminal. The Radisson Blu (218 bedrooms), Holiday Inn Express (90 bedrooms) and Premier Inn (80 bedrooms) are within the Pegasus Business Park. The on-site hotels provide accommodation for airport passengers, airline crews and visitors to airport businesses. The on-site hotels and others in the local area also provide valuable conference and meeting facilities.

East Midlands Freeport

The East Midlands Freeport is part of the national Freeport programme, that are intended to drive and incentivise development, investment, and drive international trade, economic growth, and employment. The East Midlands Airport Gateway Industrial Cluster (EMAGIC) is focussed on the airport and includes land within the East Midlands Gateway, in the Operational Area (Western Maintenance Area and Jetparks) and a larger area of land to the south of the airport to the north of Diseworth.

The Freeport site south of A453 is outside the Airport Operational Area. It has a frontage and access from Ashby Road. This part of the EMAGIC site has been identified for commercial logistic, advanced manufacturing and business uses. The development of this site is the subject of a planning application to North West Leicestershire District Council and a separate application for a Development Consent Order.

The land promoted by MAG/EMA is to the north of Hyam's Lane (a path that bisects the site) and covers an area of 38 ha. An outline planning application was submitted to North West Leicestershire District Council in May 2024. This application for commercial (logistics, advanced manufacturing office, and business) uses of some 1.4 million sq. feet, is for development that is part of the East Midlands Freeport rather than activities that are directly related to the operation of the airport that are contained within the Airport's Operational Area.

In bringing forward the application for planning permission, there are a range of important considerations including environmental matters such as landscaping, biodiversity net gain, noise, and lighting, mitigating the effects on local residents including the Diseworth Conservation Area, and the effects of road traffic accessing the site from Ashby Road and the A453. All of these matters are addressed in planning application material (including an Environmental Impact Assessment) to North West Leicestershire District Council. A development partnership with specialist logistics developer Prologis was announced in January 2025, who will be taking forward the application for planning permission.

Other Commercial Uses

EMA supports various other commercial activities, including retail and catering within the terminal, and a petrol station near the passenger terminal. As the Central Passenger Zone evolves, the location of the petrol station will be reassessed.

We also aim to advance low-carbon fuel facilities, including electric vehicle charging stations and hydrogen fuel options, in partnership with stakeholders across the Freeport. Car rental services, which serve around 2% of EMA's passengers, are located at the Mid Stay Car Park. These services will continue, with ongoing reviews to enhance customer experience and land use efficiency.

Education and Spectator Facilities

The MAG Connect Aerozone, EMA's on-site education centre in Cargo East's Building 100, serves as the hub of the airport's education program. It offers diverse, engaging opportunities for school and community groups to explore aviation and learn about behind-the-scenes airport operations. Equipped with interactive facilities, the Aerozone includes East Minilands, a mini airport replicating the passenger journey, from check-in to boarding, and features an Air Traffic Control simulator.

The MAG Airport Academy, established in 2013 and operated in partnership with Nottingham College and Jobcentre Plus, provides employability training for local residents seeking airport jobs. It also offers tailored recruitment services for airport employers, alongside accredited pre-employment training.

Spectator facilities are available at the Aeropark. Run by the Aeropark Volunteers Association, it serves as both an aviation museum and a viewing area, with aircraft exhibits and other visitor facilities.

Environment and Mitigation

We prioritise sustainable, responsible operations, that are set out in our Environment Plan. Key initiatives requiring land include carbon reduction, renewable energy, water management, waste handling, biodiversity enhancement, and landscaping.

Utilities and Energy

Carbon neutral since 2012, EMA uses renewable electricity, and we prioritise energy efficiency in buildings, vehicles, and equipment. We are transitioning towards low or zero-carbon power including renewables, solar and biofuels, alongside power network upgrades to meet increasing demand.

We are transitioning to low-emission vehicles and supporting partners in adopting electric and hydrogen alternatives. EV charging stations for operational vehicles are being installed across the site.

Water Management

EMA's water management system includes three large ponds for drainage and containment. Recent upgrades improve water storage, transfer, and contamination prevention. Further details are outlined in the Environment Plan.

Strategic Landscaping and On-Site Habitats

Strategic landscaping is an important element of the airport's external boundary. Its primary purpose is to effectively screen the development from the adjacent countryside. The EMA Airport Trail forms a key part of our perimeter landscaping. It is a 10km long nature and art footpath that runs all the way around the airport. We are committed to enhancing the trail to improve local biodiversity. Our approach to landscape, nature and biodiversity net gain is included in the Environmental Plan.

Waste Management

EMA generates and manages large quantities of waste from our own operations and from the activities of passengers and business partners. There is an on-site waste handling facility that is an important part of our waste reuse and recycling activity. As the airport grows, there are opportunities to develop and expand the on-site waste handling and waste transfer facilities to achieve higher levels of reuse and recycling, and to minimise waste transfer distances.

Surface Access

Due to its location, direct road links, and the nature of airport operations, access to EMA will remain primarily road-based for passengers and employees. Consequently, adequate on-site parking for both groups is essential. Cargo operators also provide parking and manoeuvring areas for vans and HGVs. We will continue promoting public transport use while improving on-site facilities for bus and coach operators. More details are in the Surface Access section.

Car Parking

Since EMA relies heavily on car travel, it is crucial to maintain sufficient on-site parking. Currently, there are 14,733 passenger parking spaces in the Operational Area.

Passenger parking options include:

- Short Stay and Mid Stay: Within walking distance of the terminal.
- Long Stay: Located at Cargo West (Jetparks 1 & 2) and the Western Maintenance Area (Long Stay 1 & 2).
- Meet & Greet storage: Situated near Cargo East.

Staff parking is available in passenger car parks, staff-specific car parks, and major cargo hubs operated by DHL, UPS, and Royal Mail.

As passenger and staff numbers grow, parking demand will rise. Factors influencing demand include customer convenience, travel time, public transport availability, and journey length. To manage this, we plan to increase parking capacity while optimising land use. Offering varied parking options and implementing efficient booking systems are priorities. We are also exploring automated parking technologies for smarter car parks.

To accommodate passenger growth, a substantial increase in parking spaces will be required. However, we aim to ensure parking growth does not match passenger growth rates to encourage sustainable travel. Some existing parking areas will need to be relocated within the airport boundary due to future apron and cargo developments in Cargo West, Cargo East, and the Western Maintenance Area. To make the best use of land we will explore decked or multi-storey parking options, especially in the Central Passenger Zone, enhancing capacity and the passenger experience.

Car parking will be encouraged over passenger drop-offs or pickups, as these generate twice the number of road trips. We will maintain pick-up/drop-off areas, applying charges on the terminal forecourt while offering free one-hour parking in a long-stay car park with bus transfers. To deter off-site parking, we will continue to collaborate with local authorities and police.

The EMA Sustainable Transport Fund will promote public transport and active travel options like cycling and walking.

14,733

IT IS CRUCIAL TO MAINTAIN SUFFICIENT ON-SITE PARKING. CURRENTLY, THERE ARE 14,733 PASSENGER PARKING SPACES IN THE OPERATIONAL AREA.

Public Transport Facilities

EMA's main public transport facility is the Transport Interchange that is part of the passenger terminal next to the arrivals area. It provides an indoor waiting lounge, bus service information and four bus bays that are used by the bus and coach operators that serve EMA. As part of our ambitions to increase the attractiveness and use of public transport services and to support the airport's growth, there will be a need to provide additional bus bays and in the longer term, extend or relocate the Transport Interchange. Further details of the public transport network are included in Surface Access Plan.

Development Management

Aerodrome Safeguarding

Major UK civil aerodromes, including EMA, are safeguarded through the planning system to protect aviation safety and airport operations. Local planning authorities are required to consult the airport on proposed developments that could potentially affect the safety of aircraft and airport operations. These can include the construction of tall structures close to the airport, developments within 13km that can attract or increase the levels of bird activity (including new ponds or waterbodies, major landscaping schemes and sand and gravel developments, wind turbines and wind farms within 30km and large-scale solar PV arrays.

The aerodrome safeguarding process is set out in ODPM Circular 1/2003 (and subsequent revisions) and it details the statutory consultation process with the airport that should be followed by local planning authorities when considering applications for planning permission. Safeguarding is an important part of the CAA's aerodrome licensing process and in undertaking this duty, EMA will continue to ensure that all planning consultations are carefully considered and assessed so that the safety of aircraft, airport, and air traffic operations, as well as overall public safety, is not compromised. Aerodrome safeguarding is the subject of a policy in the North West Leicestershire Local Plan and we will work with the Council on an updated policy as part of the Plan's review process. Further guidance on the safeguarding process for local authorities and developers and the airport's requirements is available at safeguarding@eastmidlandsairport.com.

Public Safety Zones

Public Safety Zones (PSZs) are areas of land at the ends of the runways at major UK airports where development is restricted for reasons of public safety in the event of an aircraft accident. Public Safety Zone Policy is set out in a DfT Circular 01/2010 and it is intended to control any increases in the number of people living, working, or congregating in the area, and that over time, that number should reduce.

The PSZs at EMA previously extended over part of Donington Park and the southern edge of Kegworth. However, following a review of PSZs at UK airports in 2021 , the area of the PSZs at the end of EMA's runways has been substantially reduced. This reflects improvements in aircraft technology and a review of the accident risks. The new EMA PSZs are largely within the airfield, but extend into the easterly part of Donington Park and across the M1 into open land to the west of Kegworth.

We will continue to work with North West Leicestershire District Council to develop an updated PSZ policy in the Local Plan. PSZ policy is also used to inform decisions on applications for planning permission.

Noise Sensitive Development

Local planning authorities are required (by the NPPF) to consider a range of issues when setting planning policy and determining planning applications for noise sensitive developments. The overall aim is to avoid noise giving rise to significant adverse impacts on health and quality of life. This includes taking account of locations that are overflown by aircraft, and the imposition of planning conditions requiring sound insulation and protection. It is also recognised in national policy that development and activities can create noise and that existing businesses should not have unreasonable restrictions placed on them because of land use changes that have taken place since they were established.

We work with the planning authorities in the areas around the airport when they are preparing local plans to provide information and material on aircraft flight paths, airport operations and local noise levels. We also respond to planning applications providing information on aircraft noise to assist in the formulation of appropriate planning conditions. Where we can, we help inform development decisions in areas that are affected by current and future aircraft noise from operations at EMA.

We will continue to provide details of the areas affected by aircraft noise and will respond to local planning applications to ensure that adequate noise protection is provided in new developments.

SURFACE ACCESS

Our Vision

To be a highly connected location serving the needs of the East Midlands region, EMA's air passengers and staff across the site, whilst offering internationally competitive seamless global air freight connectivity that supports EMA as the UK's major express air freight airport.

This section forms East Midlands Airport's Surface Access Strategy which sets out our objective led vision for sustainable access. It is intended to identify how we can support the sustainable growth of the airport in terms of surface access and how we can maximise EMA's connectivity, ensuring that the airport is fully accessible for the catchment we serve.

Good surface access influences airlines' decisions to operate from EMA and plays a key role in passengers' choice of departure airport. It's also vital for cargo operators, who rely on efficient road links and consistent journey times. Convenient and reliable public transport is crucial for staff commuting to the airport. As part of the broader East Midlands transport network, EMA's connectivity strengthens the region's economic development.

Our strategy prioritises managing road traffic growth by promoting public transport, discouraging passenger pick-up/drop-off, and supporting the transition to zero-carbon vehicles. This aligns with our goal of achieving net-zero carbon emissions by 2038, while reducing car dependency, congestion, and enhancing public transport links.

EMA benefits from strong road and rail connections, with Skylink buses linking the airport to key national rail hubs like Derby, Long Eaton, and Nottingham. We collaborate with regional partners to enhance these networks, leveraging EMA's central location for better connectivity.

The immediate area around EMA, including the East Midlands Gateway, is an important driver of economic growth and employment for the East Midlands. Including the airport, it already provides over 16,000 jobs and this is expected to double over the next decade. The existing and future workforce is drawn from nearby towns and cities, so the ability to provide good, affordable, and sustainable transport links is vital to support and sustain the area's future growth and the ability for local people to access these employment opportunities.

Principles

- **Predictable, Affordable and Reliable Accessibility:** We recognise that good access to EMA, especially by public transport, is important for our success. We will work with our partners to help deliver good quality and reliable transport networks that provide effortless travel for EMA's passengers and seamless trade for our cargo operations, whilst delivering connectivity across the East Midlands and the surrounding area. The links to the airport are also important in attracting and retaining our workforce, making EMA an attractive and desirable place to work.
- **Sustainable Accessibility:** We prefer and will work to support and encourage a greater proportion of journeys to and from EMA to be made by public transport or other sustainable modes. We will work to reduce the number of single occupancy car journeys that are made to EMA, especially by airport employees, whilst seeking to discourage air passengers from using a car for pick-up and drop-off journeys. This is a key part of our strategy to reduce the number of airport car journeys on the local road network and our aim to be a good neighbour.
- **Reduce Carbon, Congestion, and Improve Air Quality:** We aim to encourage greater use of public transport and reduce the dominance of private car trips to help reduce our carbon footprint, reduce local road congestion and further improve the air quality in the local area.
- **Funding Commitments:** We will establish an EMA Sustainable Transport Fund and use this fund to contribute towards the development and improvement of the airport's public transport services. The Sustainable Transport Fund will also be used to promote and support active travel modes such as cycling and walking, as we recognise the benefits of active travel in boosting the health and well-being of people working at EMA.
- **Working with Partners:** We will work with our partners, including the airlines, public transport bodies, local authorities including the County Councils and transport operators to help deliver our objectives and plans for EMA's connectivity. We will also work with partners across the East Midlands to encourage the development of alternative travel modes, new vehicle technologies and the use of zero-carbon fuels.

Context

EMA is a 24-hour, 7 days-a-week, 365-days-a-year operation that has its own access needs and travel patterns. These are different for airport passengers, staff working in the passenger operation, the on-site cargo businesses and their staff and visitors, and the other businesses on the airport site such as hotels and offices.

Passenger activity at EMA peaks in summer and varies throughout the day. Most passenger aircraft are based at EMA and depart between 06:00 and 09:00, requiring passengers and colleagues to arrive as early as 03:00. Although these times fall outside peak traffic hours, limited public transport options and low road traffic volumes make cars the preferred travel mode. Similarly, passenger aircraft arrivals typically occur in the early afternoon or late evening, when the road network is typically less congested and makes travel by car a more attractive option.

Cargo operations, however, are mostly at night, with aircraft arriving and departing and trucks accessing the airport from early evening to early morning. Cargo staff generally work overnight shifts, starting between 20:00 and 22:00. This activity also avoids peak traffic but may be disrupted by overnight roadworks.

The airport is Leicestershire's largest employment hub, and among the biggest in the East Midlands, with many employees living within 12 miles. The highest concentrations are in Derbyshire, including Derby, Long Eaton, and nearby towns like Ilkeston and Swadlincote as well as Loughborough, and Coalville in Leicestershire.

Most employees work shifts due to the 24-hour operation, creating complex public transport challenges. With about 100 businesses on-site and various shift patterns, coordinating public transport can be difficult.

Given EMA's location between Derby, Leicester, and Nottingham, and its direct links to the strategic road network, private cars remain the primary access mode. Consequently, public transport and active travel usage, such as cycling and walking, are low for an airport of EMA's size. The airport relies mainly on Skylink buses connecting to Derby, Leicester, Nottingham, and nearby towns like Loughborough, Long Eaton, Ilkeston, and Coalville.

Our approach is to develop and implement EMA's Surface Access Plan to reduce the overall levels of airport road traffic (per passenger and per tonne of cargo). We will continue to invest and work with our partners to encourage a greater use of public transport, and to improve the overall accessibility of the airport and the surrounding area.

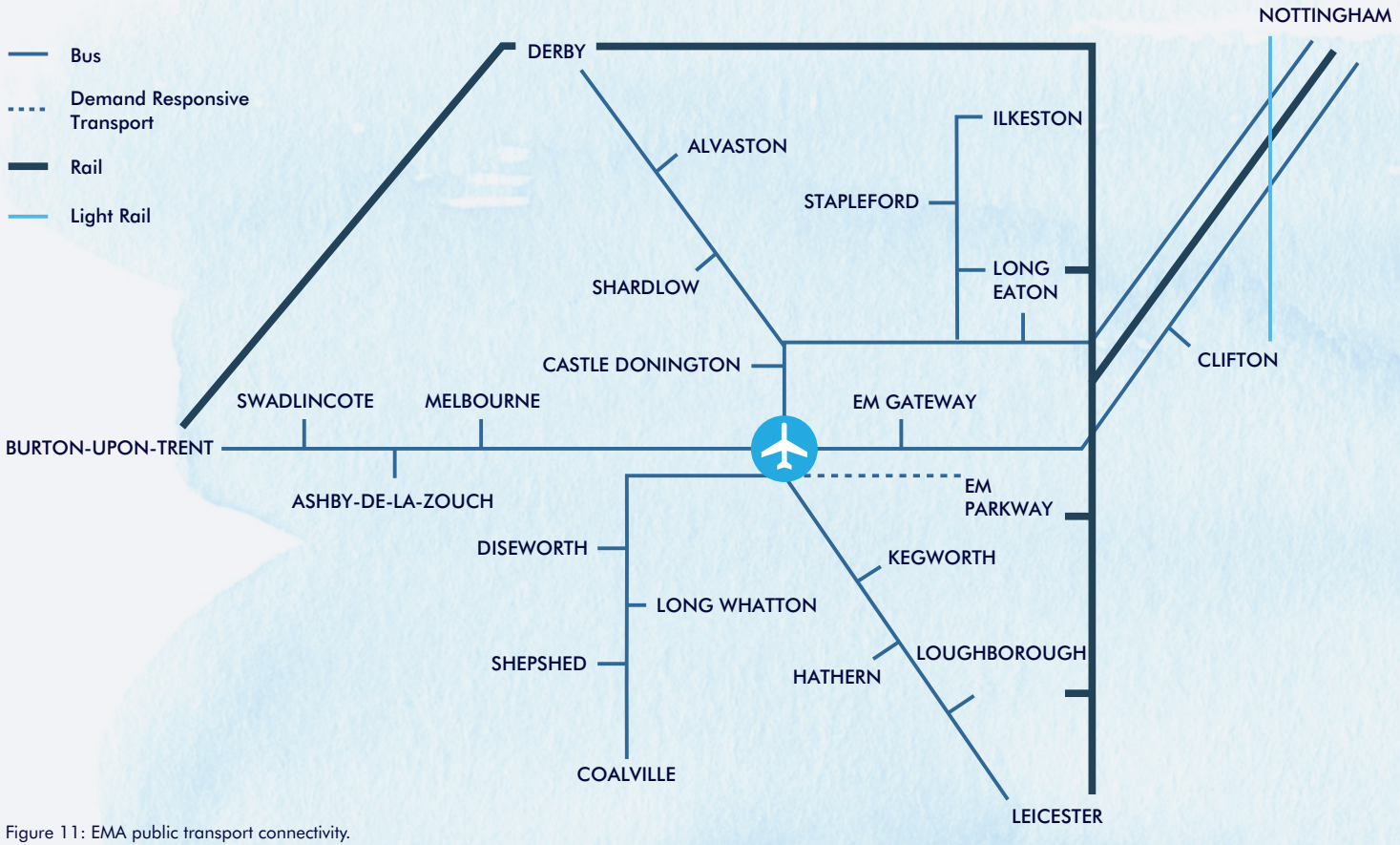


Figure 11: EMA public transport connectivity.

Surface Access Policy

Our Surface Access strategy aligns with national, regional, and local transport policies, incorporating guidelines from national aviation policy, planning frameworks, and best practice from the Department for Transport and other professional bodies.

National Policy

The 2013 Aviation Policy Framework is the current statement of national aviation policy. It recognises the UK's aviation sector as a major contributor to the economy and supports growth balancing aviation's benefits and its costs. A priority is to make better use of airport capacity, to encourage new routes and services, and ensure that airports are better integrated into the UK's wider transport network.

Aviation policy recognises the importance of high quality, efficient and reliable surface access to airports that contribute to the passenger experience, the movement of air freight, and journeys by airport staff and visitors. Airports are encouraged to work with Government, national and regional transport bodies, including National Highways and Network Rail, and transport operators to improve access, particularly focussing on public transport.

National policy also encourages airports to work closely and collaboratively with local stakeholders, particularly those that have an interest in transport and accessibility. Airports are encouraged to establish and maintain air transport forums that work collectively to increase the proportion of public transport journeys, setting targets and overseeing the progress that is made.

Airports are also encouraged to prepare surface access strategies that focus on public transport access, low-carbon journeys, and improvements to local air quality. EMA's Transport Forum has been in place since 1999 and our Surface Access Plan continues to be an important part of our Sustainable Development Plan (SDP).

The National Planning Policy Framework (NPPF) promotes the active management of transport networks to encourage the development of more accessible and sustainable locations. This includes developing the opportunities from existing and proposed transport infrastructure to encourage and promote public transport and active modes such as walking and cycling. The NPPF seeks to:

- Facilitate access to high quality public transport services, maximise public transport catchment areas and encourage the development of public transport facilities.
- Address the needs of people with disabilities and reduced mobility.
- Create places that are safe, secure, and attractive, minimising the scope for conflicts between pedestrians, cyclists, and vehicles, whilst responding to local character and regulatory design standards.
- Allow for the efficient delivery of goods and access by service and emergency vehicles.
- Enable electric and other low-emission vehicles in safe, accessible, and convenient locations.

The Government published guidance on Travel Plans in 2014 to set out how they can contribute to the national transport objectives of:

- Encouraging sustainable travel.
- Reducing the need to travel.
- Reducing carbon emissions and climate impacts.
- Creating accessible, connected, inclusive communities.
- Improving health outcomes and quality of life.
- Improving road safety.
- Reducing the need for new development to increase existing road capacity or to provide new roads.

National aviation and transport policy has been used to shape our Surface Access Plan and our plans for improving EMA's access, especially the use of public transport and low-carbon and sustainable modes.

Regional Policy

Midlands Connect is the Sub-National Transport Body for the Midlands. It has played an important role researching, developing, and progressing strategic transport projects in the region. The Midlands Connect Strategic Transport Plan was published in 2022. It is based around three key pillars:

- **Fairer:** Improving access to jobs, education, and opportunities to level-up social mobility and quality of life outcomes across the Midlands.
- **Greener:** Making investments that encourage behavioural change, promote public transport use, and encourage the take-up of new transport technologies such as electric vehicles and alternative fuels.
- **Stronger:** Increasing productivity and economic output by making it easier for businesses to trade, access suppliers and employees, and empowering local people to access job, education, and healthcare services.

The Midlands Connect Strategic Transport Plan sets out a range of transport priorities that are grouped into three areas:

- **Rail:** Encouraging the greater use of the rail network across the Midlands, as an essential step in reducing transport-related carbon emissions. The rail priorities include proposals for the Midlands Rail Hub, which in the East Midlands includes rail services from Coventry to Nottingham, improvements between Nottingham and Lincoln, between Birmingham and Leicester, and improving connections between the Midlands and the North.
- **Road:** The regional road network is of strategic importance to the Midlands, especially for transporting goods and supporting key sectors in the regional economy. However, investment in the road network must be made in a sustainable way, seeking to reduce the number of journeys, to reduce congestion and improve the infrastructure for users, particularly for public transport and alternatively fuelled vehicles.
- **Technology:** Midlands Connect are working to secure future technologies that makes transport networks more efficient, whilst supporting and growing the numbers of alternatively fuelled vehicles. This includes a programme to support the roll-out of public electric vehicle chargers across the region, encouraging the development of technologies for hydrogen fuelled vehicles and supporting region-wide smart-tickets on the public transport networks.

Transport for the East Midlands (TfEM) brings together the nine local transport authorities in the East Midlands. TfEM provides collective leadership on strategic transport issues, agrees the major investment priorities, and provides a collective input into the work of Midlands Connect, the Department for Transport and other bodies such as Network Rail and National Highways. TfEM's key transport priorities are:

- A Midland Mainline fit for the 21st Century.
- Improving access to East Midlands Airport.
- A46 Growth Corridor and Newark.
- A5 Growth Corridor.
- Transforming East-West Connectivity.

Transport is one of the powers devolved to the East Midlands Combined County Authority who have a long-term vision for the region's transport network and an ambitious investment programme across Derbyshire and Nottinghamshire. The Mayor's Transport Plan sets out the plans for transport services and investment to promote positive change. It will inform and shape decisions for the future of travel in the Combined County Authority area.

Local Policy

Leicestershire County Council is the local transport authority for the EMA area and is responsible for the local road network as well as shaping the local transport plan for Leicestershire. The County Council is also one of the local authority partners who prepared the Leicester and Leicestershire Strategic Growth Plan. This focused on the delivery of new housing, supporting the economy, protecting the environment, built heritage, and identifying the essential infrastructure that the County needs.

It recognises that investments in road and rail schemes in Leicester and Leicestershire can help reduce congestion on other parts of the regional and national transport network.

North West Leicestershire's Local Plan recognises that economic growth relies on an effective and efficient transport system to move goods and people, and that land use and transport must be planned together to give a choice of travel mode and enable a reduction in the number of private car journeys.

The Local Plan recognises that improving EMA's public transport accessibility remains a key priority, but that access to the strategic highway network is also important for cargo and freight distribution. The Council also seeks to encourage a wider use of public transport through the development of the network of bus routes and services serving the airport and is working with EMA and other partners to help achieve this.

The North West Leicestershire Growth Plan supports local economic growth and seeks to provide the necessary environment to enable businesses in the district to thrive. This includes support for transport infrastructure, for local education, skills, and training programmes. Access to public transport services is identified as a critical feature in providing accessible employment opportunities for the district's residents. The County Council are responsible for the preparation of the Local Transport Plan that sets out how integrated transport can be delivered at a county level. It helps promote transport as an enabler for economic, social, and environmental objectives and setting out the area's transport needs. The updated Local Transport Plan for Leicestershire is expected to be published in 2026.

Working with Partners

Over two decades, EMA has built strong partnerships with authorities, transport bodies, and businesses to enhance its transport network. The EMA Transport Forum meets annually, and includes stakeholders like Midlands Connect, National Highways, and Network Rail. EMA also partners with regional developers, contributing to public transport improvements and regional economic initiatives, including the East Midlands Freeport.

Sustainable Transport Fund

In 2025, we established an EMA Sustainable Transport Fund that will be used to support the development of public transport services. It will also be used to promote and support active travel modes such as cycling and walking, as we recognise their benefits in boosting health and well-being. The Fund will have a minimum annual contribution of £100,000 per year.

EMA's Performance

Passenger Mode Share

Passenger access to EMA is largely by road because of the airport's rural location and its good connections to the national road network. At the same time, there is relatively poor access to regional rail and local light rail networks. As a result, other UK airports of a similar scale of passenger operation to EMA have higher levels of passenger access by public transport.

Our long-term target has been to achieve and then maintain a 10% public transport share of airport passenger journeys. This was first set out in our 2007 Masterplan and since then, public transport use has increased, both in absolute numbers and as a proportion of all air passenger journeys. In recent years, the proportion of air passenger journeys using public transport has remained relatively stable. In 2017, the public transport share was 7.9%, growing to 9.1% in 2019. Although EMA's public transport connections were reduced during the COVID-19 pandemic, with a drop in overall public transport use, we have seen a recovery in the use of the EMA services back to pre-pandemic levels.

PASSENGER ACCESS MODE	%
Private Car (including Kiss & Fly)	66.2
Taxi/Minicab/Uber	23.3
Bus & Coach	9.4
Hire Car	0.8
Other	0.3

Table 2: EMA mode share for 2025 (CAA Departing Passenger survey).

We remain committed to increasing the proportion of airport passenger journeys that are made by public transport, and our focus is on developing and improving EMA's bus and rail connections.

We expect that the overall passenger public transport mode-share will remain at around 10% until there is a significant step-change in the range of public transport links to EMA. We will continue to work with the bus operators to improve the network, including the frequency of services, whilst working to reduce the proportion of road journeys to EMA by reducing the demand for passenger 'pick-up and drop-off' journeys. At the same time, we will promote a major shift towards encouraging the use of alternatively fuelled zero-emission vehicles that are accessing the airport.

Staff Mode Share

A Travel to Work survey was carried out in 2025 to help understand commuting behaviours from employees operating within the East Midlands Airport boundary, capturing key metrics on how and why employees travel between their homes and the airport area, as well as their openness to adopting more sustainable modes of transport.

Single Occupancy Vehicles (SoV) use remains high at 80.9%, similarly car sharing has remained at 6%, matching the data collected in 2018. Bus use is recorded at 11.1%, slightly lower than the 2016 peak (13.0%) but still above regional and national averages reported in Transport Statistics Great Britain (5.0% for East Midlands, 7.0% for England).

Although SoV remains high, 58.3% of current solo drivers are receptive to changing habits, particularly if alternatives offer similar convenience, cost and reliability.

Car-sharing has declined in recent years, and it represents 6% of the travel-to-work mode share, with walking and cycling the remaining 1%. We will continue to work to encourage access to EMA using active travel modes such as walking and cycling. We will work to reverse the decline in car sharing as a mode of airport access and will re-launch and promote the site-wide car-share scheme to our colleagues and other businesses and staff across the EMA site.

Following the Covid-19 pandemic, weekly working patterns changed to allow for more flexible working. However due to the nature of the operation at EMA, 36.2% of respondents reported to working a five-day on-site working week followed by 30.1% working a four-day on-site working week. Part-time and flexible working arrangements were also evident with 31.7% working on-site for 3 or less days a week.

EMA's Travel to Work Review will be updated every two years.

Our approach is to encourage an increased proportion of work journeys that are made by sustainable modes, such as public transport; by active modes, including walking and cycling; and by car-sharing.

The challenge lies in increasing the use of sustainable transport and active travel. Expanding the bus network at EMA is crucial, but bus routes and timings must align with where staff live and their working hours. In 2025, 58.3% of respondents indicated that more frequent services and routes closer to home would encourage bus use.

Staff fares must remain affordable. We will collaborate with bus operators to introduce subsidies and discounts, especially in the initial months of new services. For active travel, facilities like secure bike parking, changing rooms, lockers, and drying rooms are necessary. These will be tailored to the number of staff in each area, working with other businesses to establish a common standard.

11%

OF STAFF TRAVEL VIA BUS TO THE AIRPORT

MODE OF TRAVEL	2012	2014	2016	2018	2025
SoV	71.0%	72.0%	80.0%	81.0%	80.9%
Bus	9.0%	10.0%	13.0%	12.0%	11.1%
Car Share	14.0%	15.0%	5.0%	6.0%	6.0%
Active Travel	1.6%	1.3%	0.6%	0.4%	1.0%
Other	4.4%	1.7%	1.4%	0.6%	1.0%

Table 3: Comparison of EMA staff travel patterns over time and geographically.

AIMS

- Our target up to 2030 is for a minimum of 10% of EMA's passengers to access the airport using public transport.
- Our target beyond 2030 is for 15% of EMA's passengers to access the airport using public transport.
- Our staff travel target is for a minimum of 30% of people working on the EMA site to access the airport by means other than as a single occupancy car driver.
- We will continue to report the use of public transport to access EMA to the Airport Transport Forum and the EMA Consultative Committee (EMACC).
- We will update the EMA on-site Employment Census and the airport's Travel to Work Survey in 2027 and carry out updated surveys at least every two years.
- The EMA Employment Census and Travel to Work Survey will be reported to the Airport Transport Forum and the EMACC.
- We will relaunch the EMA car-share scheme in 2026.

Bus and Coach

Bus services, especially the trentbarton/Kinchbus Skylink network, are vital for EMA's connectivity. Skylink routes to Derby, Nottingham, Long Eaton, Loughborough, Coalville and Leicester, have grown from 200,000 to 3.56 million annual passengers since 2004. The Skylink network was first introduced to meet the needs of airport passengers and staff, but these services have become heavily used by local people for commuting, journeys to school and college and wider leisure trips.

Around 30% of passengers on the Skylink network are airport passengers, with the remainder being local users. This is key to the commercial success of the service as it is not dependent on a single market, and it provides high quality bus services operating at a high frequency 24-hours a day. Together the different users of Skylink support the commercial viability of the service and help stimulate future growth. trentbarton also operate the my15 bus, a local service running every 30 minutes between EMA and Ilkeston via Long Eaton and Castle Donington. Diamond East Midlands operate the Airway 9 service that links Burton upon Trent, Swadlincote, Ashby de-la Zouch, Melbourne and EMA. This service is supported by Derbyshire County Council and EMA and the priority is to sustain the operation and to then increase the service earlier and later in the day to appeal to employees at EMA and East Midlands Gateway.

Long-distance coach services at EMA were suspended during the pandemic with no current plans for a reinstatement. We continue to see the value and the opportunity for coach links to EMA and will work with operators to look at opportunities to develop new coach links to EMA, focusing on services from Birmingham and the West Midlands.

Bus and Coach Strategy

The strategy for EMA's bus services is to develop the existing services, particularly the core Skylink network to Nottingham, Derby and Leicester, and the Airway 9 to Burton upon Trent. This is to continue to provide passenger and staff access to EMA, as well as public transport connectivity for residents living and travelling in the local area. In the longer term we will work with partners including the bus operators to identify new routes and connections. The target areas for development include routes to the east of EMA including Keyworth, East Leake and Gotham, and links to the south of Derby including Chelleston, Willington, Hilton and Etwall, as well as better penetration of the southern parts of Derby and the northern parts of Nottingham.

There are three elements to our approach to sustain and grow the bus network that serves EMA.

The first is to work with the bus operators including trentbarton and Diamond East Midlands to develop a promotion and marketing campaigns to raise the profile of the range of bus services to EMA. This will include the Airway 9, as well as the more established routes in the network. The EMA Sustainable Transport Fund will be used to fund this activity. We will also work with regional partners to promote the development of local bus services at the airport.

To improve accessibility of services to staff, we will work with our partner bus operators to develop a new scheme of travel subsidies and discounts, especially in the early months of establishing new services.

The second element will be to identify opportunities to expand the EMA bus network. This will include working with partners and operators to support feasibility studies for connections between EMA and areas such as:

- East Midlands Parkway
- Clifton NET Park and Ride
- Communities to the east of EMA
- Links to the A50 corridor south of Derby.
- Links to the north Nottingham including Hucknall and Mansfield.
- Links to the south of EMA including Tamworth.

Thirdly, we will enhance our links and work with local partners, including the EMEG Travel to Work Group and other local businesses, particularly at the East Midlands Gateway. We will establish a local bus forum to allow improved links with service operators as staff numbers increase and as demand for local bus services returns. The forum will be able to develop further as the East Midlands Freeport evolves to ensure that new services are coordinated to the benefit of all. The overall intention is to improve partnership working with public transport operators and local authorities and to grow the extent and patronage of the bus network.

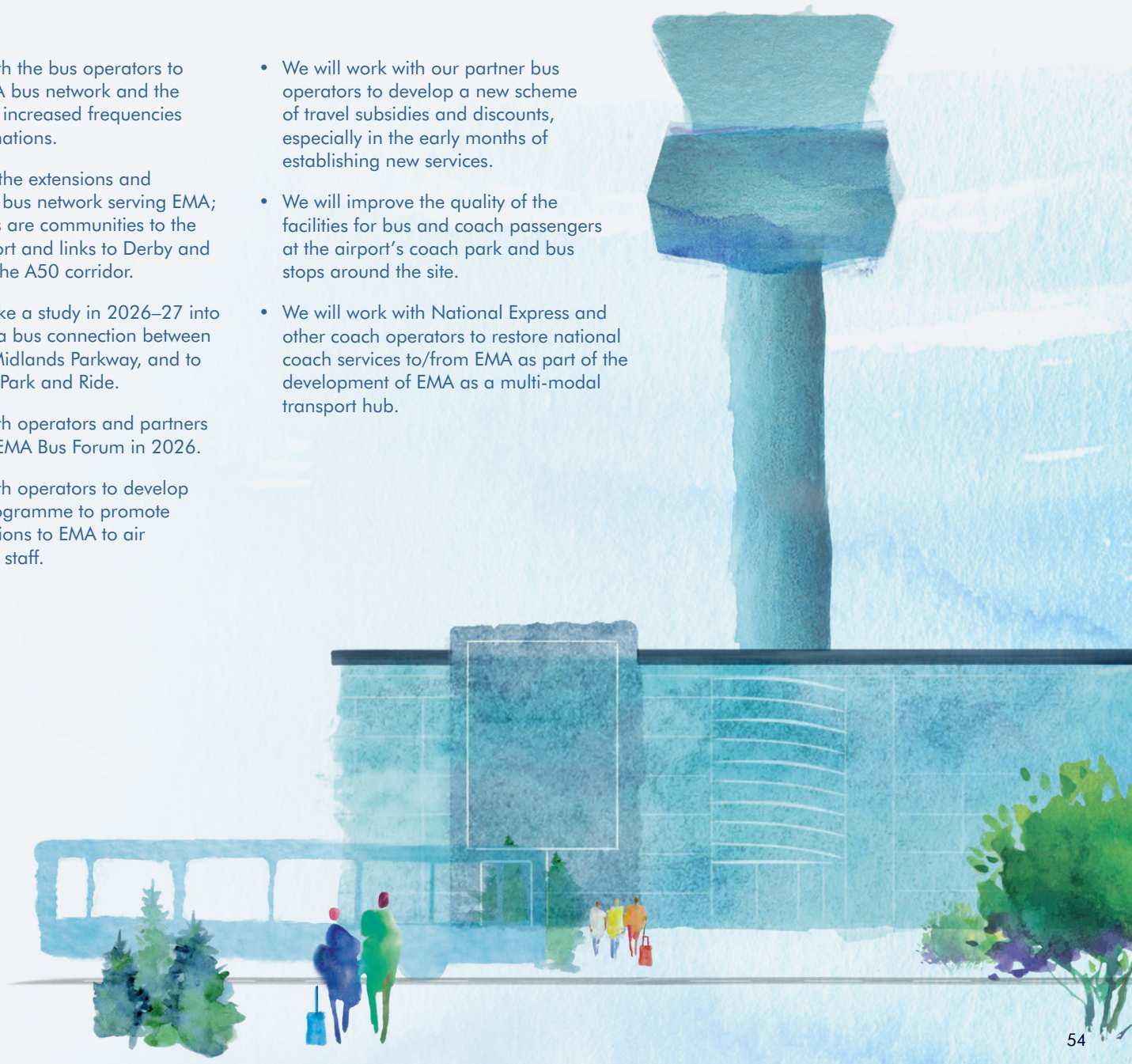
Bus and Coach Facilities

The airport's main public transport facility is at the passenger terminal next to Arrivals. This area provides four main bus and coach bays along with passenger waiting areas and links to the retail and catering facilities in the terminal. There is also a real-time passenger information system that provides information on the airport's bus services.

Due to the airport's security requirements, direct access to the front of the terminal building is restricted with public transport services, and the taxi concessionaires located within the passenger arrivals area. As the passenger terminal is developed in the future, there is an opportunity to upgrade and improve the public transport facilities to provide increased capacity and an effortless travel experience. The quality of the facilities for bus and coach passengers is important to encourage a greater use of public transport as a means of access to the airport. The bus network also serves other areas on the EMA site including Cargo West and Cargo East, and upgrades and improvements to the waiting areas and the information systems will be introduced to improve the passenger experience and encourage a greater use of airport bus services.

AIMS

- We will work with the bus operators to support the EMA bus network and the development of increased frequencies to the key destinations.
- We will identify the extensions and additions to the bus network serving EMA; our target areas are communities to the east of the airport and links to Derby and the west along the A50 corridor.
- We will undertake a study in 2026–27 into re-establishing a bus connection between EMA and East Midlands Parkway, and to the Clifton NET Park and Ride.
- We will work with operators and partners to establish an EMA Bus Forum in 2026.
- We will work with operators to develop a marketing programme to promote the bus connections to EMA to air passengers and staff.
- We will work with our partner bus operators to develop a new scheme of travel subsidies and discounts, especially in the early months of establishing new services.
- We will improve the quality of the facilities for bus and coach passengers at the airport's coach park and bus stops around the site.
- We will work with National Express and other coach operators to restore national coach services to/from EMA as part of the development of EMA as a multi-modal transport hub.



Rail

Current Operations

EMA has access to national and regional rail services through the Skylink bus connections to Derby, Long Eaton, and Nottingham rail stations, although East Midlands Parkway is the closest rail station to the airport. Derby provides rail connectivity to EMA and based on the number of passengers; it is the airport's main rail station. The airport link is provided by the Derby Skylink and combined rail – bus tickets can be purchased that include the bus link to EMA. Derby station provides good rail connections to Sheffield (45 mins), Chesterfield (35 mins), Stoke (50 mins) and Birmingham (40–45 mins). Although currently only a small proportion of journeys to EMA are made by rail, there is an opportunity to improve the airport's rail connectivity, including better links to services at East Midlands Parkway.

East Midlands Parkway provides connections to London and links to the major cities in the region. Historically, services at East Midlands Parkway were limited by the timetable that provided two south-bound services and two northbound services every hour, but all operating within ten minutes of each other. This limited the attractiveness of the station and the ability to offer viable bus connections to the station, including from EMA. The 2021 timetable change allowed East Midlands Railway the opportunity to adjust the timings of trains to provide a more even spread of services and added some earlier and later trains.

There are several key EMA passenger catchment areas and major regional centres that are accessible from East Midlands Parkway with only a short rail journey. These include Derby (12–15 mins), Loughborough (6 mins) and Leicester (18–20 mins). In the longer term, there is a potential opportunity to develop a regional rail hub at East Midlands Parkway that builds on the existing services to Derby, Nottingham, Leicester, and Lincoln. By also adding East Midlands Parkway to the calling pattern of the West Midlands to East Midlands services, then Birmingham and Coventry also become easily accessible. New services to and from Crewe via Stoke-on-Trent and Derby would further enhance the rail connections to EMA.

As rail travel grows, it is hoped that the number of passengers using East Midlands Parkway will increase. We will work with East Midlands Railway and other local partners to promote the station for access to EMA and support the reintroduction of a scheduled shuttle bus service to provide connections to the airport. We will also explore opportunities to improve rail services for passengers and staff arriving early in the morning for the first departures of the day, as we recognise that this is a significant catchment that is currently under-served by rail. Having a suitable link between the station and EMA would help encourage more passengers and staff to travel by rail.

Rail Strategy

The Government published its Integrated Rail Plan (IRP) in the autumn of 2021. The key elements for the East Midlands region were:

- **Midland Mainline Electrification:** The full electrification of the Midland Mainline is a long-standing regional priority. It will complete the electrification from Market Harborough to Leicester, Nottingham, and Sheffield via Derby. This will bring forward the decarbonisation of the existing diesel services with higher speed and more reliable services to towns and cities in the East Midlands including, Leicester, Loughborough, and Long Eaton.
- **Midlands Rail Hub:** This is a package of regional rail improvements including service improvements between Birmingham and Leicester and Birmingham and Nottingham.
- **Regional connectivity at Toton:** The IRP includes plans for a new regional rail station and a wider package of regional rail improvements including the Robin Hood and Maid Marion lines in Nottinghamshire.

In October 2023 the Government announced the cancellation of the high-speed railway (HS2) north of Birmingham; this included the eastern leg of the railway that could have run to East Midlands Parkway and then onwards to Derby and Nottingham.

We will continue to work with the rail operators, Network Rail, and with Great British Railways to encourage and then to support investment and rail improvements in the East Midlands. We will support the work of the Combined County Authority, Transport for the East Midlands and the local transport authorities in promoting and developing improved rail services across the region. The future capacity of the rail freight infrastructure is also important for the region's connectivity. There are rail freight connections at East Midlands Gateway, Ratcliffe-on-Soar, and the East Midlands Intermodal Park, and it is important for regional development that this capacity is protected and improved where necessary.

It is unlikely that a direct rail connection to EMA would be feasible or deliverable. Several studies have been undertaken to consider whether a rail link could be developed. Given the distance from the existing rail network, the local geography and the level of air passenger traffic, a direct rail connection will not be pursued. The most effective way of linking EMA to the national rail network is establishing a frequent, fast, and high-quality connection to East Midlands Parkway as well as faster links to Derby, Nottingham, and Long Eaton.

Working with Rail Partners

We will continue to work with East Midlands Railway, Network Rail, Transport for the East Midlands, the East Midlands Combined County Authority and the local transport authorities to encourage the increased use of rail both for journeys to and from EMA and to improve the overall connectivity of the region. We will also look to work with the new national body, Great British Railways, to help to encourage more and better rail journeys using a faster and more reliable railway.

We will explore the opportunity to work with East Midlands Railway, local transport operators and local authorities on a new promotional strategy to encourage more airport journeys to be made by train. This would help grow passenger numbers, particularly at East Midlands Parkway, and there would be other benefits to the local area in having access to a wider network of rail services. It would also support the local economy including the Freeport and it would help reduce traffic congestion on the roads around the airport.

We will also look to work with the airlines operating from EMA to encourage them to promote sustainable travel options for their passengers. In the longer term this could lead to the development of interlining tickets whereby the rail and the air journey (including the air rail connection) is covered by a single ticket. It is already possible to buy a rail ticket to EMA for services via Derby. This ticket includes the Skylink bus fare, and several rail ticketing websites show both the rail and the bus timetable as well as service information. We will look to extend the options for rail and bus connections for services that operate to East Midlands Parkway once the bus connection is in place and established.

AIMS

- We will continue to work with local partners, including East Midlands Railway, Cross Country and trentbarton to promote access to EMA by rail via Derby, Long Eaton, Nottingham, and East Midlands Parkway.
- We will work to develop and implement a marketing and promotional campaign to highlight the benefits of using rail to access EMA. This will include extending rail ticketing to EMA using the Skylink bus network.

Road

Although EMA is a large site with a substantial passenger and cargo operation, airport traffic is a relatively small proportion of the overall road traffic in the local area, particularly at peak times. This is because EMA's traffic is outside the main highway morning and evening "rush hours." This is particularly the case with the cargo road traffic that accesses the airport during the evening and through the night, but also a large proportion of passenger flights depart from EMA in the morning requiring staff and passengers to be at the airport before 06:00.

Strategic Road Network

EMA is in a central location at the heart of the UK with direct access to the Strategic Road Network, particularly the M1, A453, A42 and A50. This is one of the airport's key strengths. There have been road improvement schemes in the area over recent years. These have included the upgrade of the A453 from the M1 to the Crusader roundabout in Nottingham; the introduction of a Smart-Motorway on the M1; improvements to M1 Junction 24; the Kegworth By-Pass; and the Castle Donington Relief Road.

Figure 12: EMA Strategic Road Network.

The Strategic Road Network close to EMA suffers from congestion in the peak hours, although localised improvements have been carried out. There can also be local congestion on the A453 Ashby Road because of high volumes of traffic using the M1 Junction 23a where the A42 connects with the A453 at the roundabout at Moto Castle Donington Services. As part of the future development of the airport and the East Midlands Freeport, we will work with our partners including Leicestershire County Council and National Highways to protect and enhance EMA's accessibility, particularly from the A453 and M1 Junction 23a.

The local road network has the capability to support the growth of EMA's passenger and cargo operation. It is essential that the effect of the growth of the airport and future developments in the surrounding area is fully considered in future road investment and improvement plans prepared by National Highways and by the County Highway Authorities, as well as regional strategies developed by Midlands Connect, the East Midlands Freeport, and the East Midlands County Combined Authority.

The success of EMA's cargo operation rests on the reliability of road journeys and journey times to and from the airport. We work closely with National Highways, contractors, and the local highway authorities to help plan highway works and any road closures to minimise disruption and at times that have the least effect on road access to EMA.

Internal Road Network

The airport's internal road network must be intuitive and simple to use by passengers, cargo operators and other visitors. It also needs to be safe and capable for use by a wide range of vehicle types and sizes. We will review EMA's internal road network, particularly the forecourt and the short-stay car park in the Central Passenger Zone. This is to make sure that it continues to meet the operational and development needs of the airport and the vehicles that use it.

A large proportion of passengers flying from EMA are dropped off or picked up, either in private cars, taxis, or private hire vehicles. An area on the passenger terminal forecourt is provided for pick up and drop offs, and a charge is applied for vehicles using this area. One hour's free parking for pick up and drop off is also provided in one of the long-stay car parks with a transfer bus connection to the terminal.

The pick-up and drop-off of passengers outside the dedicated areas and on the internal road network can cause congestion and can be dangerous. In 2018 we introduced a Red Line – no stopping policy – along with active enforcement to deter the activity. This significantly reduced waiting on the internal road network, and circulation and traffic flows were considerably improved. The no-stopping policy will be maintained and extended to any alterations that are made to the EMA road network. Facilities for drop-off will continue to be provided on the forecourt along with a free 1-hour pick-up/drop-off facility elsewhere on the airport site.

Developing the Road Network

The development of the road network and future highway schemes are important to EMA. We need to be able to assess the potential benefits, or pitfalls, of proposals and to be able to have our voice heard.

National Highways prepare a series of regional route-based strategies (RIS) that inform their investment programme. They provide a strategic and evidence-based approach to highway investment and a rolling programme of plans for the Strategic Road Network. National Highways are updating the route strategies for RIS3 that covers the period between 2026 and 2031. It is important that they take account of the current performance of the network as well as the challenges and opportunities of the future. This includes the operation and development of EMA and the surrounding area including the East Midlands Freeport. We will work with National Highways and other partners to help inform their work.

Midlands Connect's Strategic Transport Plan recognises the essential role that the road network plays in people's daily lives and in the regional economy. Logistics, manufacturing, energy, and construction are the industries that are most reliant on the strategic road network. The Strategic Transport Plan includes a series of road priorities that include improvements to the east-west corridors including A46, A5 and A50/500 and enhancing access at the main motorway junctions. The highway schemes in the EMA area are the A511 corridor, M1 improvements north of Leicester and the A50/A500, including a potential long-term connection to the A42. We will continue to work with National Highways, Leicestershire County Council and other partners to provide evidence and support for strategic business cases for future road investment.

It is important that there is a high-quality, safe, and well signposted road network on the site. A review of the internal road network will be carried out as part of future development projects in the Central Passenger Terminal area, to make it more efficient and providing effective access for all users.

We will undertake a traffic study of the vehicles accessing and using the EMA road network. This will identify the volumes of traffic, the types of vehicles and the profile of movements across the day and across the year, and their requirements. This will help us better understand the needs of the road users and to ensure the future airport road network meets their needs. This will also help to make sure that the EMA network meets the needs of the operators of the airport's bus services and their passengers.

In the longer-term, we will develop measures that can encourage the use of alternatively fuelled or zero-carbon vehicles. This could include the development of charging mechanisms including forecourt and car parking charges that incentivises the use of qualifying vehicles. The airport's car parking charges will be reviewed to support and encourage the use of next generation vehicles.

We will work with external agencies and research establishments to explore new transport technologies and their possible application at EMA. This could include the use of autonomous vehicles to transit within the EMA site, for example between car parks and the passenger terminal, or between the cargo areas and the transport interchange.

AIMS

- We will work with National Highways and the County Highway Authorities in the development of future highway schemes and investment priorities
- We will work closely with National Highways, contractors, and the local highway authorities to help plan highway works and road closures are minimised and undertaken at times that have the least effect on road access to EMA.
- We will work with our partners to develop local highway improvement schemes including upgrades to Ashby Road (A453) and the M1 Junction 23a roundabout.
- We will continue to provide a 1-hour free car parking facility for vehicles that are picking up or dropping off passengers.
- We will undertake surveys of vehicles using the EMA road network to inform the future highway design so that it remains simple, intuitive, and easy to use by all the vehicles that access it.

Demand Responsive Transport

Demand Responsive Transport (DRT) is a form of shared public transport, usually for individuals or small groups, where vehicles can alter their routes based on passenger demand rather than following a fixed route or a set timetable. DRT vehicles typically pick-up and drop-off passengers in locations according to their needs and can use taxis, minibuses, or smaller buses. DRT services can provide a public transport service in areas of low passenger demand where a regular bus service may not be viable.

There are areas around EMA that may be suitable for DRT services. We will commission a feasibility study to review the suitability of introducing a DRT scheme for airport staff. We will consider the opportunities to work with local partners through the EMA Transport Forum, the newly formed EMA Bus Forum, the EMEG Travel to Work Group and potential DRT operators.

In May 2023, NottsBus on Demand launched DRT services in West Rushcliffe, connecting communities in the surrounding area to East Midlands Parkway and to EMA. The DRT service operates daily between 7am and midnight, offering flexible public transport links. NottsBus on Demand is supported by Nottinghamshire County Council and its introduction provides an alternative to traditional timetabled routes that are deemed not to be commercially viable by operators, such as those to small and remote communities. The early use is encouraging, and we will continue to support the operation and the further development of DRT services.

AIMS

- We will promote the NottsBus on Demand DRT bus services and undertake a study to consider the opportunity for the introduction of further DRT services at EMA.

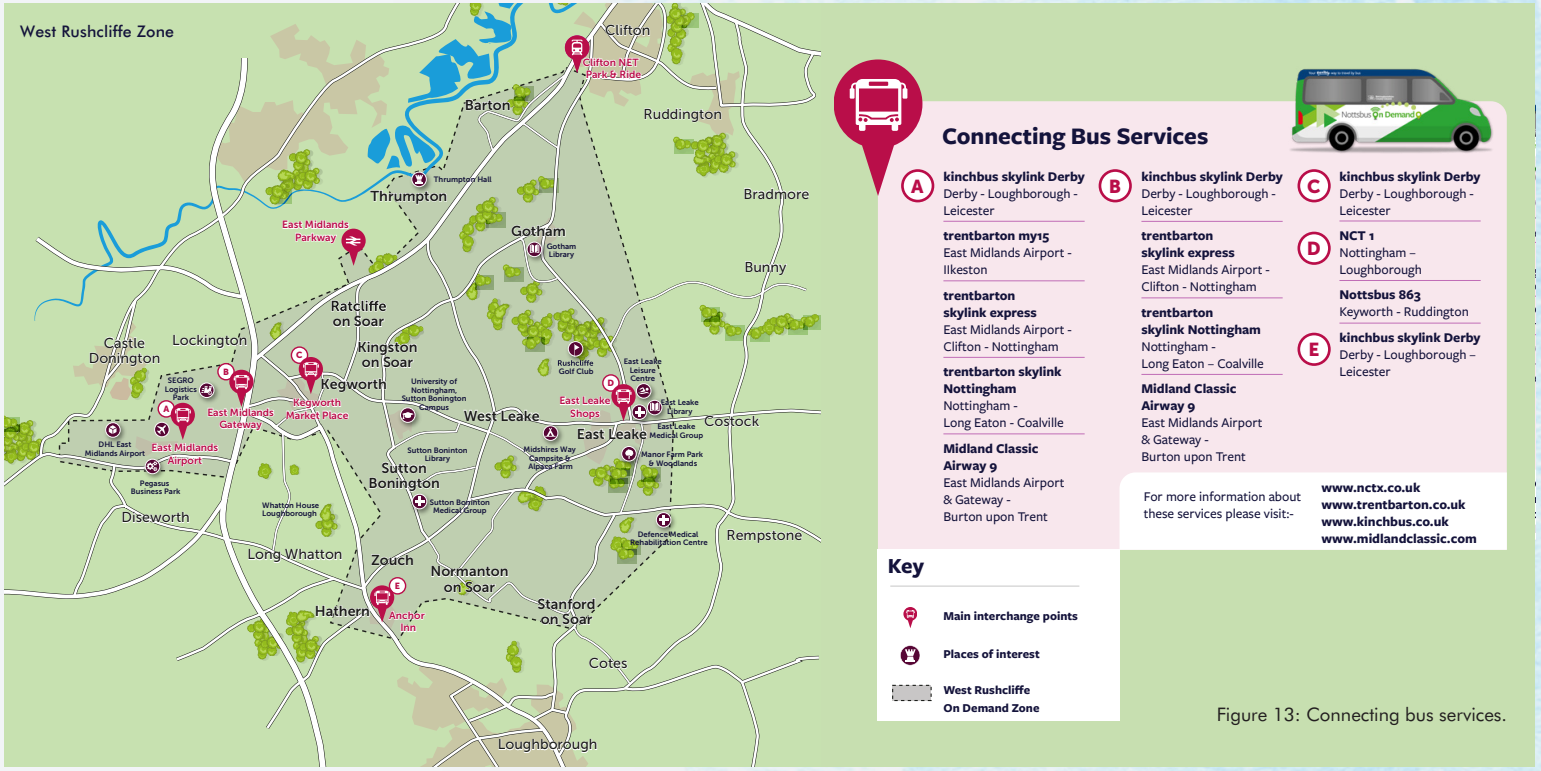


Figure 13: Connecting bus services.

Light Rail

Nottingham benefits from a high-quality urban tram network, Nottingham Express Transport (NET). It is a 32km system, the first phase opened in 2004, and it was further extended in 2015. The network consists of two lines, Line 1 runs between Toton Lane and Hucknall, and Line 2 connects Clifton and Phoenix Park. Clifton is to the south of Nottingham in Rushcliffe Borough, and the NET station includes a large 1,000 space park-and-ride side that is accessed from the A453. Clifton is the closest NET station to EMA and is served by a Skylink bus connection. This provides an opportunity for connections into the Nottingham urban area, and we will work to promote the NET and Skylink as a link to EMA. In the longer term there may be opportunities to further extend the NET south from Clifton towards East Midlands Parkway.

AIMS

- We will work with the operator of the NET and other transport partners to promote the Skylink connection between EMA and the NET services at Clifton.
- We will work with regional partners on proposals to extend the NET network to East Midlands Parkway and potential long-term links to EMA.

Taxis

Taxis are used by passengers and visitors travelling to and from EMA. The airport has an onsite private hire taxi partner (Arrow Cars) that operates a pick-up and drop-off service from the front of the terminal. It is important to provide this service as a concession because it means that taxis are available for passenger use 24-hours a day. The concession also means that there are service standards in place that cover taxi availability, quality of vehicles and maximum waiting times.

Other taxi operators serve EMA on a pre-booked basis and have access to the Rapid Drop-Off area, along with the 1-hour free parking for taxis and others picking up and dropping off passengers in the long stay car park, with a shuttle service. This is provided because we appreciate that this is more convenient for some of our passengers, and we also want to help prevent taxis and pick-up vehicles waiting outside the airport site where they can be an annoyance and a disturbance to residents in some local villages.

AIMS

- We will continue to operate a concession agreement that provides a private hire taxi service for airport passengers.
- We will support and work with local communities, Parish Councils, and Leicestershire County Council to deter taxi and other fly-parking in areas outside the airport.

Car Parking

Current Provision

EMA will continue to depend on the car as the principal mode of access for passengers, staff, and visitors. It is therefore important that we continue to provide sufficient car parking on the airport site. There are some 14,000 passenger parking spaces within the Operational Area. Staff car parking is provided in the passenger car parks and some dedicated staff car parks, as well as the major cargo hubs including DHL, UPS, and Royal Mail. It is important that we continue to provide appropriate levels of car parking to meet the needs of passengers and to help reduce the levels of passenger pick-up and drop-off.

Parking Strategy

We will continue to discourage passengers from being picked up or dropped off, including journeys by private hire vehicles. Although pick up and drop off activities generate twice the number of road trips compared to a passenger journey that uses an airport car park, we will continue to provide pick up and drop off areas on the airport site.

It is also important that we use our car parking spaces as efficiently as possible. We have a range of car park products to meet the needs of our passengers, such as our Meet and Greet parking. These help us to manage the demand for the spaces that we have on site. We will work to develop smarter car parks that incorporate automated parking techniques, and we will also look to offer more efficient systems. Where appropriate, decked car parks may be created. Further details of our car park and internal road infrastructure plans are included in the Land Use Plan that is part of the SDP.

As more staff transport options are put in place, there will be a need to incentivise people to use them and introduce measures as an alternative to private car use. Initially this will be by promoting and developing alternative attractive bus services, including subsidised travel, but this could be widened into charges for staff car parking on the airport site.

We recognise that the pattern of car ownership is changing. Research has shown that younger urban dwellers are less likely to own a car or even hold a driving licence. This means that in the future, EMA will need to be served by an enhanced public transport network if we are to attract new (young) employees from the nearby towns and cities. This could mean that staff car parking demand will not rise in line with increasing passenger and staff numbers.

Off-Airport and Fly-Parking

Although EMA has large areas of car parking on the airport site, it is important that there continues to be a sufficient supply of car park spaces as an alternative for passengers using taxis or being picked up or dropped off. We know that cars waiting to pick up airport passengers sometimes park on local roads and in surrounding villages. Whilst this is not illegal, it is frustrating for residents and can be a nuisance. We have been working with Leicestershire County Council, the Police, and local Parish Councils to develop ways to dissuade this activity. A local taxi reporting scheme has been established, and further measures could by introduced by local parish councils including no-stopping zones and local parking schemes.

AIMS

- We will continue to provide a range of car parking products that meet the needs of EMA's passengers, staff, and visitors.
- We will continue to discourage passengers from being dropped off or picked up. We will continue to provide pick-up and drop-off facilities on the terminal forecourt, together with a free facility on the airport site.
- We will work with Local Parish Councils and Leicestershire County Council to dissuade airport-related car parking on local roads and in local villages.

Active Travel

EMA is in a relatively rural location; some distance from the cities and the large towns in the East Midlands. This means that cycling and walking as a mode of access to work is only viable for those who live relatively close to the airport site. However, EMA is part of a network of local footpaths and bridleways that provide connectivity and a recreational resource for local people.

There are several cycle paths in the local area. EMA is on the National Cycle Network Route 15 that is planned to connect Route 6 at Belton near Shepshed with Route 1 in Lincolnshire via Nottingham, Grantham, and Sleaford. Route 15 in the EMA area provides a link between EMA, Diseworth and Long Whatton. EMA is also accessible using local roads from National Cycle Route 6, which is a long-distance national route running north to south through England. In the local area, Route 6 runs through Breedon-on-the-Hill, to the east of Melbourne, to Swarkestone, Chellaston and Derby.

The local cycle network is restricted because of the major roads in the area, especially the A453 and the M1. The development of the East Midlands Gateway and the Kegworth By-Pass have resolved the historic severance created by the M1 by providing a cycle route across the M1 into Kegworth. There are potential opportunities to develop this link and to run into the airport.

We will continue to advocate and support a local road network, including the roads within the EMA site, that is friendly for cyclists. We will also improve the cycle parking and changing facilities in our buildings and will work with other businesses on the EMA site to encourage cycling as a mode of staff and visitor access. We will also work to promote cycling at EMA and in the local area, that could include Bike Breakfasts, cycle buddies (to show new starters the best routes), cycle maintenance services, cycle hire and cycle loan schemes. MAG also supports the national cycle to work scheme which allows staff to obtain a new bicycle and essential accessories.

Because of EMA's location, walking to the airport is impractical for most staff and passengers. However, there is a valuable network of local footpaths that are used by residents and visitors to the area. We recognise the recreational, health and wellbeing benefits of walking and access to the countryside, and we will continue to maintain and where appropriate upgrade the Airport Trail to encourage and promote walking around the airport.

AIMS

- We will work with local partners to provide improved cycle connections to EMA.
- When roads within the EMA site are upgraded or developed, they will be designed with the needs of cyclists in mind.
- We will continue to promote the cycle to work salary sacrifice scheme and encourage more businesses to offer it to their staff.
- We will continue to maintain and where appropriate, upgrade the Airport Trail to encourage and promote walking around the airport.
- We will maintain the EMA Sustainable Transport Fund to support sustainable access and sustainable commuting, including discounted travel for colleagues, facilities for cycling and walking, and car share schemes.
- We will promote cycling as a mode of staff access to EMA and provide cycle facilities in our buildings and we will use the EMA Sustainable Transport Fund to support this work.

ENVIRONMENT

Our Vision

If EMA is to make its full contribution to the growth and development of the region as an attractive place to live and work, it is important that we work hard and responsibly to minimise the airport's environmental impacts, make the best use of natural resources, and continue to adopt the best environmental management practices and processes.

We understand that EMA impacts on the environment and its local community in various ways. Whilst the airport brings jobs, economic benefits, international connectivity, and prosperity to the East Midlands, we recognise that our operation and development has an environmental impact and that it can cause disturbance to local communities. We are ambitious to minimise our environmental impact and seek environmental improvement where we can. Responsible growth and strong environmental management will continue to be a clear focus of our Sustainable Development Plan (SDP). Environmental management is integrated into our business to ensure that we adopt the best environmental practice, to improve our environmental performance, and to minimise environmental impacts.

Principles

- Develop and grow responsibly, aligning with our commitment to minimise environmental impacts.
- Engage openly with stakeholders, including airlines, businesses, regulators, and local communities.
- Implement an independently audited environmental and energy management system focused on key environmental issues.
- Retain environmental specialists and continuously develop our people and resources.
- Promote innovation, awareness, and best environmental practices across the site.
- Ensure compliance with all environmental laws and prevent pollution.

East Midlands Airport and the Environment

Our operations impact the environment in several ways, including:

- The daily operations of the airport, including runways, aircraft movements, passenger and cargo operations.
- The development of the airport, including construction, water management, and environmental mitigation.
- Aircraft support services like catering, fuelling, de-icing, and cleaning.
- Aircraft maintenance and air cargo operations.
- Passenger terminal activities such as retail, catering, and cleaning.
- Facilities management and estate upkeep, including airside and landside maintenance.
- Access management for passengers, staff, and visitors.

Some of these impacts are in our direct control, but there are many that are the result of or the responsibility of other businesses and landowners on the EMA site. As the operator of the airport, we promote environmental best practice across the site, where it is reasonable and practical for us to do so. We work in partnership with the airlines and the other airport businesses to collectively understand, control and manage our impacts and to achieve our overall environmental vision, objectives, and targets.

Environmental Compliance and Management

We recognise the importance of our responsibilities in managing and minimising the environmental impact of the airport's operation. We are committed to maintaining the highest environmental and energy standards, working openly and collaboratively with regulators, local communities, and other stakeholders to responsibly manage the airport's environmental impact.

We continue to maintain our certification to the international environmental management standard ISO 14001, and this certification is subject to regular independent audit and certification. In 2023, we also achieved certification to the international energy management standard ISO 50001. This demonstrates our commitment to continually improving our energy impact and performance. We will continue to maintain this certification. EMA was also the first UK airport to achieve carbon neutrality for its operations.

Our Environmental Management System is designed to ensure that we have the measures in place to manage the environmental impacts of the airport's operation and growth, whilst continually improving environmental performance. These include:

- Processes and procedures to manage our own activities, where we have wide-ranging working practices and guidance to support our operational teams. These are regularly reviewed and updated.
- Objectives, targets, and detailed plans for each environmental topic area. These include net zero carbon, energy efficiency, recycling, water management and the measures included in the airport's Noise Action Plan.
- Contracts, licences, and other operational requirements that ensure that our business partners and contractors adhere to our environmental policies and local requirements. These include ground-handling licences that cover environmental protection requirements, third-party audits that are used to encourage collaboration and joint working, as well as continued improvements in our overall environmental performance.
- Asset and development standards to ensure that environmental impacts and opportunities are considered and managed in airport developments and refurbishment programmes.
- Including environmental specifications and our expectations and requirements into the way that we procure goods and services.
- Implementing the 'polluter pays' principle by passing on the full costs of any environmental clean-up to those failing our standards whilst financially incentivising initiatives such as recycling and waste reduction.
- Providing training and awareness programmes to our staff and our partners so that they understand the impact that their role has on the environment, the measures that they need to take to minimise impact and ensure compliance with environmental legislation.
- Engaging in regular open and constructive dialogue with key stakeholders, local communities, and others with an interest in the airport. This includes with the East Midlands Airport Consultative Committee (EMACC), the Environment Agency (EA) and other regulators, as well as our neighbouring local authorities and community stakeholders.

Climate Change and Energy

Rising emissions from human activity are having a significant impact on the global climate and immediate action is necessary to control rising global temperatures and the irrevocable effects of climate change. We are clear that this requires action at international, national, local and at an individual level and that we have a responsibility to make major changes to our business and to the operation of EMA.

Aviation is one of the most challenging industries to decarbonise, with zero emission flight, especially long-haul aircraft, still some way off. The UK aviation industry has a plan to reach net zero carbon by 2050. A target that will be achieved through operational improvements, airspace modernisation, new technology, sustainable aviation fuels and large-scale carbon removal projects.

EMA has a long-standing commitment to tackling its contribution to climate change.

Our own operations have been carbon neutral since 2012, and since 2016 we have been independently certified as carbon neutral through the ACI Airport Carbon Accreditation scheme. Whilst we will maintain our carbon neutral operations, we are also determined to remove our remaining use of fossil fuels, reduce our waste and energy consumption, and optimise the use of our land and resources to protect the natural environment. We have also been working with regional partners on a 'Green Futures' study led by LLEP and Midlands Connect, exploring opportunities for decarbonisation at EMA and the surrounding area.

In line with the wider MAG target, EMA will achieve net zero carbon by the end of 2038 at the latest. As set out in the MAG Sustainability Strategy under 'Decarbonising Aviation' we will work to further cut the airport's remaining emissions.

Legislation and Policy

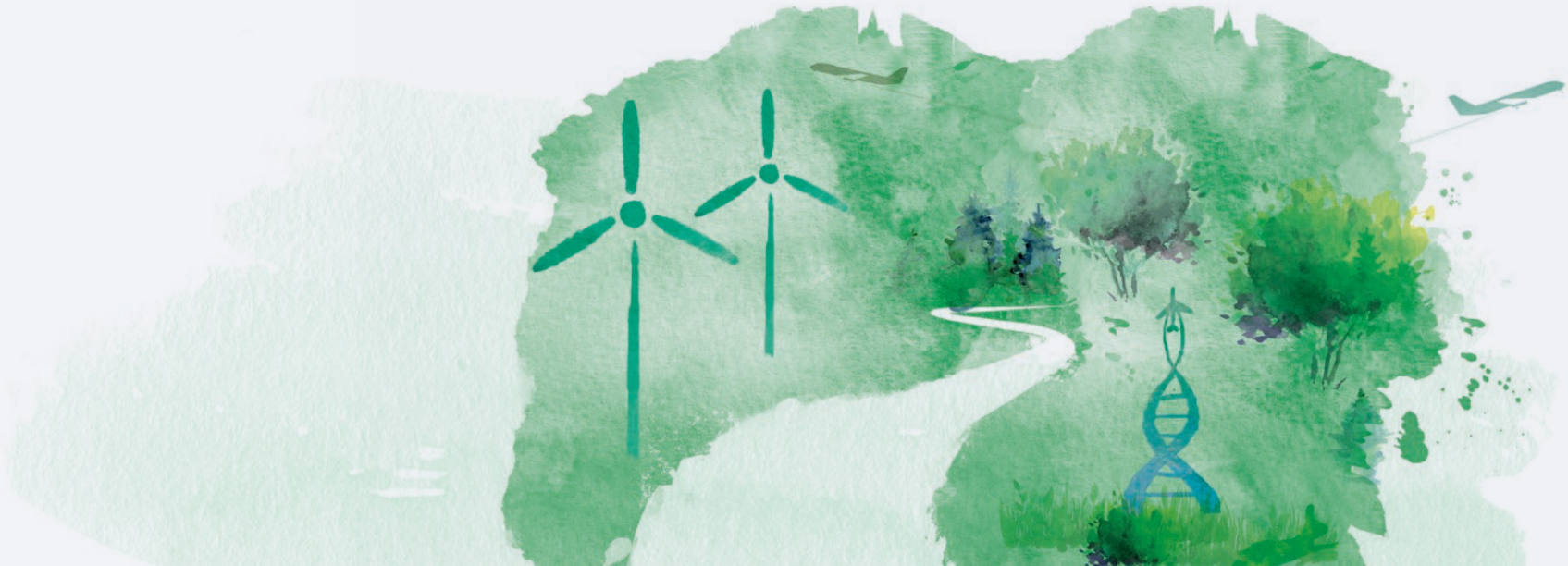
Our approach to net zero at EMA is framed within the wider international and national legislative and policy context. The current international approach was set out in the Kyoto Protocol that committed industrialised nations and economies to transition to limit and to then reduce global greenhouse gas emissions in accordance with agreed targets. Subsequent international agreements and national policies have significantly tightened the approach taken and the reductions that are to be achieved.

At a UK level, the 2008 Climate Change Act provides the UK's framework for setting targets and then reducing national carbon emissions. The Act established a target that the UK should achieve an 80% reduction in emissions by 2050 (from a 1990 base).

Reflecting the greater international ambition in the 2016 Paris Agreement, the UK's target was strengthened in 2019 to 100% or net zero by 2050. There were also a series of interim targets that set the overall direction of travel and the actions to be taken.

Aviation clearly has a significant role to play, and at EMA we have a responsibility to make sure that our operation, growth, and development supports the wider decarbonisation of the sector.

The Government's long-term objective set out in the 2013 Aviation Policy Framework, is to ensure that the UK's aviation sector is making a significant and a meaningful contribution to reducing emissions. Alongside this, in 2021 the Government prepared its Net Zero strategy and set some of the most ambitious climate change targets of any nation in the world.



Jet Zero

The UK aviation industry must take major steps and introduce significant changes to reduce emissions. The Jet Zero Council was established in 2020 (renamed to Jet Zero Taskforce in late 2024), and it is a partnership between industry and the UK Government to drive the delivery of new technologies to cut aviation's carbon emissions and deliver net-zero aviation in the UK by 2050. The 2022 Jet Zero Strategy sets an overall approach in line with this target. MAG is one of the two airport operators who are members of the Jet Zero Taskforce, whose work is focused on the delivery of net zero and then zero emission aviation technologies by:

- Developing and industrialising zero emission aviation and aerospace technologies.
- Establishing UK production facilities for sustainable aviation fuels.
- Commercialising the aviation fuel industry by driving down costs and developing a co-ordinated approach to policy and regulation needed to deliver net zero aviation.

Achieving net zero will require all parts of the sector to work together, to fully understand aviation's contribution to greenhouse gas emissions, and to then develop, implement and invest in the solutions that are needed and bring the largest benefits. Research and work are well underway, and in 2021 the Government and the aviation industry announced a £84.6m partnership to develop zero emission flight using alternative energy sources such as electricity or hydrogen.

The Government is now developing the detailed policy to deliver the Jet Zero Strategy. This includes the introduction of a SAF mandate (10% by 2030), the provision of consumer information about flight emissions and the approach that is being taken to achieve zero carbon aviation and zero carbon airports.

We welcome the launch of the new strategy and in 2025 MAG produced it's new Sustainability Strategy which sets out a series of goals to support aviation in reaching net zero by 2050. This includes the development of new educational materials for use in our education programmes to improve understanding of how aviation plans to reach net zero, funding research on air travel decarbonisation, incentivising uptake of lower and zero emission aircraft and delivering airspace modernisation.

Sustainable Aviation

International aviation brings considerable benefits to our global society, but future operations and growth must be sustainable, especially in environmental terms. The sustainability issues faced by international aviation cannot fall to just airports. In 2005 MAG was a founding member of Sustainable Aviation, a world-first coalition of airports, airlines, manufacturers, and air traffic control providers with a long-term strategy that sets out the collective approach of UK aviation to tackling the challenge of delivering a cleaner, quieter, smarter future for our industry. Sustainable Aviation's work and expertise has helped shape our environmental policy and the approach that we take.

Sustainable Aviation have set out a range of goals and commitments covering climate change, aircraft noise and air quality that is intended to deliver a sustainable future for UK aviation.

The Sustainable Aviation Carbon Road-Map sets out aviation's path towards net zero carbon. It shows how the UK can accommodate a 70% growth in passengers by 2050 whilst reducing the industry's net carbon emissions from just over 30 million tonnes of CO_2 per year in 2022 to net zero carbon in 2050. This is in line with the UK's national carbon budgets, and it can be achieved through a package of measures which include smarter flight operations, new aircraft and engine technology, modernised airspace, the use of sustainable aviation fuels (SAF) and investment in carbon reductions through market-based policy measures. Through this work, aviation will be able to meet the UK's overall target of net-zero by 2050.

Minimising Emissions

Direct Emissions

EMA's direct emissions are those that are generated directly from vehicles and infrastructure that we own or lease. These emissions are referred to as Scope 1 emissions when following the system of 'scopes' defined in the World Resources Institute Greenhouse Gas Protocol. Our direct emissions are directly controlled by us and the decisions we make directly influence the contribution our operations make to climate change. As part of our journey towards net zero carbon, we have developed a more detailed net zero roadmap that clearly sets out the actions that we need to take to reduce emissions. MAG published its roadmap to zero carbon in Summer 2024.

The main sources of EMA's direct emissions are our boilers, which are used to provide heat and hot water in the passenger terminal, our other buildings, and our vehicle fleet. Other direct emissions originate from fire training activities, from back-up electricity generators and gases that can sometimes leak from air conditioning systems.

We are taking a balanced approach towards decarbonising our heating systems. This combines market-based renewable fuel purchases and the phased replacement of traditional gas boilers. We recognise the urgent need to address carbon emissions and as a result the MAG airports, including EMA, have committed to sourcing renewable fuels from the market, harnessing cleaner alternatives to traditional fossil fuels. This approach not only aligns with MAG's sustainability goals but also helps stimulate the renewable energy market. Additionally, MAG is actively replacing gas boilers with more energy-efficient and environmentally friendly alternatives. By investing in modern heating technologies, we aim to significantly reduce the airport's carbon footprint, contributing to the global efforts to combat climate change. This dual approach underscores our commitment to sustainability, ensuring a transition towards a greener and more eco-friendly infrastructure for the benefit of both the community and the environment.

Our vehicle fleet consists of a diverse range of vehicle types supporting a broad range of tasks including safety, security, passenger transport, snow clearance and emergency response. The transition to a low/zero carbon vehicle fleet has been initiated on a priority basis, starting where a proven ultra-low emission vehicle (ULEV) option exists in the current market and that it meets the specific needs of the airport operation. Through a rolling programme of fleet renewals, our vehicles will continue to be replaced at the optimal point, transitioning from traditional diesel and petrol models to ULEV. In line with the MAG Sustainability Strategy, the EMA fleet replacement programme has set a strategic priority to transition to a fleet of ultra-low emission vehicles by 2030, where there are suitable vehicles available to meet the operational requirements.

Indirect Emissions

We are confident that with innovation and investment from airports, airlines and aircraft manufacturers, the UK aviation sector can achieve net zero by 2050. There are four ways in which aviation can work to reduce emissions, which in turn will reduce EMA's Scope 3 emissions. These are:

- Future Airspace: Over the next decade we expect that 20% of the carbon savings will come from updating the way that the airspace around the airport is organised and managed. EMA is underway with an airspace change programme, part of a national programme that started in 2019.
- Sustainable Aviation Fuels (SAF): Aviation fuel can be produced from several sources, including non-recyclable domestic waste, waste cooking oil, crop residues and forestry waste. The fuel that is made this way can be mixed with kerosene and used in existing aircraft without the need for any engine modification. In November 2021 DHL announced that it would be introducing the use of SAF into its fleet, including its operations at EMA, and the airline set a target to achieve 30% SAF use by 2030. DHL also announced an investment of more than €60m in SAF with a potential to reduce CO_2 emissions by around 70,000 tonnes. It is expected that the other airlines operating at EMA will follow DHL's lead, and this will ultimately reduce the EMA site's Scope 3 emissions. As part of our Jet Zero agenda, we will create a financial incentive as part of our charges to encourage airlines to go further than the UK SAF mandate on flights from our airport.
- Zero Emission Flights: Aircraft entering service today are typically 15–20% more fuel-efficient than the aircraft that they are replacing. The benefits of these new aircraft are clear, because since 2005, UK aviation emissions have stabilised, with only a 1% increase despite a 30% growth in air passengers. This has been achieved mainly by the replacement of older aircraft with more efficient ones. Looking to the future, aircraft and engine manufacturers are investing and developing new technologies to deliver lower and zero emission flights. As part of our Jet Zero agenda, in 2020, we launched a competition offering five years of free landing fees to the first zero-emission aircraft operating transatlantic flights from MAG's airports. MAG has also committed to fund three PhD projects on air travel decarbonisation to support the work of the Jet Zero Taskforce and accelerate research into new technologies to deliver lower and zero emission flights.
- Carbon Markets and Carbon Removals: The combination of more efficient aircraft and the use of new technologies can dramatically reduce carbon emissions. However, it is unlikely that aviation emissions can be reduced to absolute zero. To be net zero, aviation will need to compensate for the remaining emissions by paying for the permanent removal of carbon from the atmosphere. This will require airlines to pay for natural carbon-capture solutions such as tree planting or more likely, engineered methods of removing carbon from the air. These technologies already exist, although at a small scale, but in the coming decades they will grow to create a global carbon market.

Climate Change Adaption and Resilience

Over the past 10 years MAG has prepared adaptation risk assessments and reports that identify the risks to its airports from the physical impacts of climate change. These reports include comprehensive coverage of how we expect the climate to alter at EMA, and the impacts that this may have on our business and our future operations. The adaptation reports also identify the actions that we need to take to minimise the risks and to unlock any opportunities that may arise because of climate change. MAG has confirmed to Defra that as part of the Government's climate change risk assessments, it will be submitting a fourth-round adaptation report that will include updated climate change risks and measures at EMA.

Monitoring and Reporting

Our reporting is at MAG Group level but includes detailed information for East Midlands Airport. We will continue to publicly report our net Scope 1 and Scope 2 emissions as well as the Scope 3 emissions for the wider operation of EMA. Our Sustainability reports will continue to be externally audited and verified against international reporting standards such as the Global Reporting Initiative (GRI). Our climate change adaptation reports will continue to be prepared to meet Defra requirements.

AIMS

- EMA will achieve net zero for its carbon emissions by the end of 2038 at the latest, and net zero carbon will be maintained thereafter.
- We will publish an EMA net-zero carbon road map that sets out the milestones and the activities to reach net-zero carbon by 2038.
- We will maintain EMA's carbon accreditation with independent auditing and certification.
- We will continue to review our climate change adaptation risk assessments and to report the progress that we have made in managing and minimising the physical risks presented by a changing climate. Our assessments will be submitted to Government to inform national climate change adaptation planning.
- We will ensure that our new developments incorporate measures and capacity to ensure a long-term resilience to the effects of a changing climate.
- We will continue to work collaboratively with our business partners and others in the East Midlands region to support decarbonisation across the EMA site including the transition to alternative fuels, supporting infrastructure, energy efficiency and the transition to renewable power.
- As part of the wider MAG targets, we will maintain ISO 50001 accreditation for our energy management processes.
- We will develop our partnerships with aviation fuel refiners and suppliers to encourage the early introduction of Sustainable Aviation Fuel at EMA, and we will continue to develop our support and collaboration in national aviation decarbonisation programmes including the UK Jet Zero Taskforce and Sustainable Aviation.
- As part of our net zero carbon programme, we will set targets to ensure a continual improvement in energy efficiency, these will include our overall use of energy and the efficiency of the use of energy on the airport site.
- We will incentivise the use of zero-emission aircraft at EMA as part of the MAG-wide programme that includes five years free landing fees for the first aircraft operating at the airport, and for the first transatlantic operation by a zero-emission aircraft.
- We will incentivise the use of alternative zero-emission vehicles on the EMA site, including the development of the charging facilities, infrastructure, and the networks to support the use of electric vehicles and hydrogen power. We will transition to a fleet of ultra-low emission vehicles by 2030, where there are suitable vehicles available to meet the operational requirements

Air Quality

Air quality has always been an important issue for the communities around EMA. Local air quality can be affected by several different pollutants, that in high concentrations can be harmful to human health. The pollutants of concern are principally those that are produced through combustion. They include oxides of nitrogen (NO_x), particulate matter ($PM_{10,}$ $PM_{2.5}$), oxides of carbon (CO and CO_2) and ozone (O_3).

At EMA we have monitored, reported on, and managed local air quality for many years, and we have a permanent monitoring site to the north of the airfield within the Aeropark. Our long-term monitoring has shown that the levels of airborne pollutants have been consistently well below the national limit values, and well within national standards. We will continue to work to minimise emissions arising from the operation and development of the airport.

The main sources of airport emissions are:

- Passenger and staff journeys.
- Cargo vehicles.
- Aircraft engines, auxiliary power units (APUs) and aircraft engine testing.
- Emissions from airport operational vehicles.
- Power generation including boilers and diesel generators.
- Evaporation of aircraft and vehicle fuel.
- Other airport activities including aircraft fire training.

The International Civil Aviation Organisation (ICAO) has identified that emissions from aircraft above 1,000 metres do not contribute to air quality on the ground. Because of this, we monitor air quality on and immediately around the airport site. Local Authorities have responsibilities to assess air quality more generally.

Road traffic is the greatest single contributor to emissions that affect local air quality in the area around EMA. This is mainly because of the airport's location close to the M1, M42 and the A453. Whilst vehicle standards have improved in recent years, it is important that as a responsible business, we continue to play our part in making and driving further improvements. We have encouraged our passengers, our on-site partners, and colleagues to switch to low-emission alternatives where possible. We have also financially supported the development of the Skylink bus network to encourage public transport access. We are now encouraging the introduction and the use of alternatively fuelled vehicles that use electricity. For our own operations we are introducing low-emission vehicles to our fleet, and we encourage our partners to do the same.

We will continue to closely monitor local air quality on the airport site and seek ways to reduce the emissions from our and our partners' operations. This is an important part of our work to introduce alternative fuels for vehicles operating and at and accessing the airport.

Legislation and Policy

The UK has air quality standards that have been put in place to protect human health and the natural environment. In England, the Government sets air quality objectives with limit values that are drawn from European Union Directives. The objectives are values that are to be achieved by a target date, and local authorities are required to review air quality and emissions in their area.

The 2013 Aviation Policy Framework states that Government policy is to *'seek improved international standards to reduce emissions from aircraft and vehicles and to work with airports and local authorities as appropriate to improve air quality, including encouraging HV, bus and taxi operators to replace or retrofit with pollution-reducing technology older, more polluting vehicles.'*[8]

Defra's Clean Air Strategy (January 2019) aims to address the issue of air pollution, to protect nature and boost the economy.

Local authorities undertake air quality assessments and identify any areas where air quality objective are not being met. In these areas, a local authority is required to declare an Air Quality Management Area (AQMA) and to then develop an action plan to improve air quality and achieve compliance with national standards. There are two AQMAs in North West Leicestershire, both for NO_2. The closest is the High Street/Bondgate in Castle Donington, with another at Copt Oak, close to the M1. Both AQMAs are related to road traffic in the villages and are unrelated to operations and activities at EMA. There was previously an AQMA around Kegworth and the M1 for NO_2, but this was revoked in 2020 due to improvements in air quality.

MEASURED AS	CONCENTRATION
Nitrogen Dioxide (NO_2)	
Annual mean (long term)	40 μgm^{-3}
1 hour mean (short-term)	200 μgm^{-3} (18 exceedances per year permitted)
Particulate Matter (PM_{10})	
Annual mean (long term)	40 μgm^{-3}
24-hour mean (short term)	50 μgm^{-3} (35 exceedances per year permitted)
Fine Particulate Matter ($PM_{2.5}$)	
Annual mean	20 μgm^{-3}

Table 4: Air Quality Limit Values (Air Quality Standards Regulations (2010)).

[8] Department for Transport (2013), Aviation Policy Framework paragraph 3.48

Managing Air Quality and Minimising Emissions

Our approach is to minimise emissions that are directly related to the airport's activity and to improve air quality where we can. To achieve this, we will:

- Encourage a greater use of low or zero-emission vehicles that operate on the EMA site, and work with our airport and regional partners to develop alternative fuel and energy networks that serve the airport and the local area.
- Continually review and adapt our operational practices to minimise polluting emissions.
- Work with airline partners to encourage the use of the most efficient aircraft and to develop operational practices that encourage and support the reduction in emissions.
- Introduce new low or zero-emission technologies across the airport site including in our vehicle fleet.
- Continue to develop our Surface Access Plan to promote and encourage the increased use of public transport and other sustainable modes of transport and use of low and zero emission vehicles.
- Continue our monitoring of the key pollutants at the airport to make sure that EMA's operation and development does not affect local air quality.

We will minimise our emissions and manage air quality across three priority areas:

Surface Access: Road transport emissions contribute significantly to air quality across the UK. Further details of our work on surface access are included in our Surface Access Plan.

EMA Vehicle Fleet: A range of low and ultra-low emission vehicles are now on the market and manufacturers are working on further developments on electric and hydrogen powered vehicles. We will introduce alternatively fuelled vehicles within our fleet, and we will work to persuade third parties who operate vehicle fleets on the airport to do the same.

Aircraft: Within the airfield, aircraft exhaust emissions are an important source of emissions. The use of electrical power units minimises the use of aircraft auxiliary power units (APUs), which can be an important source of pollutants. In the longer term, technological advances are the key to reducing aircraft emissions. ICAO set emission standards for aircraft and engine manufacturers.

Monitoring and Reporting

Air quality is continually monitored at EMA and has focussed on the three main pollutants that are of the greatest interest and importance.

- Oxides of nitrogen (nitric oxide (NO) and nitrogen dioxide (NO_2).
- Particulate matter (PM_{10}).
- Particulate matter ($PM_{2.5}$ and PM_1)

Ambient air quality is monitored at a site to the north of the runway within the Aeropark and close to some of the nearest residential properties.

A network of diffusion tube monitors across the airport site also measures levels of NO_2. The air quality monitoring results show that the concentrations of the monitored pollutants are well within the national limits and no exceedances were recorded in 2024 or 2025. When compared to other monitoring sites in the East Midlands, the concentrations recorded at EMA were comparable to those recorded in rural areas and substantially lower than local urban sites.

The further growth of operations and activities at EMA has the potential to increase emissions. However, modern vehicles and the newer aircraft engines are considerably cleaner and produce lower emissions. Because of this, air quality at and around the airport will continue to be well within Government guidelines and national limit values. We will however continue to work to reduce the effects that our emissions have on local communities and the environment. We will also use our airline charges to encourage the operation of the most modern aircraft at EMA.

AIMS

- We will continue to monitor air quality in the vicinity of the airport in the form of:
  - Continuous monitoring of NO_2, PM_{10}, $PM_{2.5}$ and PM_1 at a fixed site within the Aeropark.
  - Diffusion tube monitoring of NO_2 within the airfield and across the EMA site.
- New aircraft apron will provide for parking stands that enable the future installation of Fixed Electrical Ground Power units.
- We will use our published aeronautical fees and charges to encourage and incentivise the operation of modern and low emission aircraft at the airport.
- We will transition to a fleet of ultra-low emission vehicles, and subject to available vehicle technology, our target is that 100% of our fleet of vehicles operating at the airport will be ultra-low emission by 2030.
- We will deploy a network of electric vehicle charging points in both airside and landside locations.
- We will work with the airlines and our business partners to further develop our operational controls and procedures to minimise emissions from aircraft on the ground and support equipment.

Noise

For communities that are close to the airport, the noise from arriving and departing aircraft can be intrusive and disruptive, particularly at night. Noise is primarily generated by aircraft in the air and on the ground. Other sources of noise arise from activities involved in getting passengers and cargo to and from aircraft, aircraft maintenance and engine tests, construction activities and vehicle movements.

Our long-term aim continues to be to limit and reduce where possible the number of people affected by noise as a result of the airport's operation and development. Our noise management and mitigation schemes are detailed in our latest Noise Action Plan.

Legislation and Policy

International

The International Civil Aviation Organisation (ICAO), a UN body, is responsible for establishing the technical standards for aviation at a global level ensuring there are common practices relating to the certification and operation of aircraft and airports across the world. After a standard has been agreed by ICAO, it is put into national standards and policy by each ICAO member state. In the UK this process is overseen by the CAA. ICAO has also set an approach to managing noise which has been adopted world-wide. This 'balanced approach' has four key components.

- Reduction of noise at source.
- Land use planning and management.
- Noise abatement and operational procedures.
- Operating restrictions.

National

The 2013 Aviation Policy Framework (APF) reinforces the Government's commitment to the ICAO 'balanced approach'. It has an overarching objective that is *'to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise'*. Aviation 2050 – the future of UK aviation (2018) included an updated aircraft noise objective that was *'to reduce total adverse effects on heath and quality of life from aviation noise'*.

In March 2023, the Government published a revised noise policy statement *'The government's overall policy on aircraft noise is to balance the economic and customer benefits of aviation against their social and health implications in line with the International Civil Aviation Organisation's Balanced Approach to Aircraft Noise Management. This should take into account the local and national context of both passenger and freight operations and recognise the additional health impacts of night flights.'* The policy statement went on to add *'The impact of aviation noise must be mitigated as much as practicable and realistic to do so, limiting, and where possible reducing, the total adverse impacts on health and quality of life from aviation noise.'* The EMA Noise Action Plan (2024) has been developed within the context of the latest Government policy statement on aircraft noise.

Local

The 2017 North West Leicestershire Local Plan is supportive of the growth of EMA but recognises the need for measures that will reduce the number of residents affected by noise because of the airport's operation, as well as the impact of noise on the wider landscape. Several of the local planning authorities in the area around EMA, including North West Leicestershire, are in the process of updating their Local Plans. We will engage positively in the plan-making process to set out our long-term plans and the approach that we are taking in managing aircraft noise in local areas.

EMA is subject to a planning condition that the area of the 55db L_{Aeq} summer night noise contour shall not exceed 16 square kilometres in the area around the airport. We continue to operate within this limit and provide annual reports to the Local Planning Authority and the EMA Consultative Committee (EMACC). EMA also has a legally binding agreement with North West Leicestershire District Council that formalises the requirement and the operation of the airport's Sound Insulation Grant Scheme.

Our Approach to Noise Management

OUR LONG-TERM NOISE OBJECTIVE REMAINS TO LIMIT AND REDUCE WHERE POSSIBLE THE NUMBER OF PEOPLE AFFECTED BY NOISE AS A RESULT OF THE AIRPORT'S OPERATION AND DEVELOPMENT.

Noise Action Plan

The UK's major airports are required by the Environmental Noise (England) Regulations 2006 to prepare a Noise Action Plan (NAP) that sets out the approach and the measures to be taken at that airport to manage and control aircraft noise and community disturbance. The NAP includes details of our noise targets and commitments, and it reports on the progress that we have made. We prepared our fourth NAP in the summer of 2023, that included consultation with our key stakeholders around the airport. This draft was submitted to Defra in September 2023 and approved in November 2024.

Noise Contours

We have produced aircraft noise contours for many years. In the same way that geographical maps use contours to distinguish between high and low ground, noise contour maps show those areas that experience higher or lower levels of aircraft noise.

The noise contours are produced by specialists in aviation acoustics using data from fixed noise monitors located around EMA. They take account of the number and the types of aircraft, where they are flying, the time of day or night and show the levels of aircraft noise around the airport. Our noise contours cover a summer period, daytime (07:00–23:00) and night (23:00–07:00).

The noise contour maps help estimate the number of homes and size of population exposed to different levels of noise. Further details of our noise mapping can be found in our 2024–2028 Noise Action Plan. The 2021 noise mapping results show that the number of people within the L_{day}, $L_{evening}$ and L_{Aeq} noise contours reduced between 2016 and 2021 when airport activity during these years was significantly reduced, particularly for passenger operations. However, the number of people within the Lnight and Lden noise contours, which include night-time activity, increased.

In 2021, 14,400 people were living in the 55 dB Lden contour, and 18,200 people resided in the 48 dB Lnight contour. This increase can be linked to the use of older aircraft models such as QC4 aircraft (such as Boeing 747-400s) to cater for the increased demand of express cargo during the pandemic due to the reduction in belly hold freight that is transported in regular passenger operations at other airports. To address the increase in the number of people within the night contour areas, our 2024–2028 Noise Action Plan introduced new measures to minimise night noise. This included an operational ban on QC4 aircraft at night (23:00–07:00). The airport has a limit of 16 sq. km on the area of the 55dB L_{Aeq} night noise contour. In 2024 this was 12.5 sq. km. The growth of passenger and cargo air traffic movements will continue to be contained within the limits on the area of the airport's night noise contour.

Arriving Aircraft

Arrival noise is mainly generated by air flowing over the structure of the aircraft. This is because the engines are normally operating at low thrust settings in this stage of flight. To reduce noise generated from arriving aircraft, we promote the use of Continuous Descent Approaches (CDA). CDAs minimise periods of level flight which can increase engine thrust and noise, creating a smoother arrival profile. Pilots plan the most efficient rate of descent, which can reduce arrival noise by some 5dB as the aircraft remain as high as possible for longer, with reduced periods of engine thrust. We monitor and report the use of continuous decent approaches and have an annual compliance target of 95% for arriving aircraft. We will increase the target to 98% upon implementation of a modernised airspace which enables air traffic controllers and airlines to further optimise the descent profile of arriving aircraft.

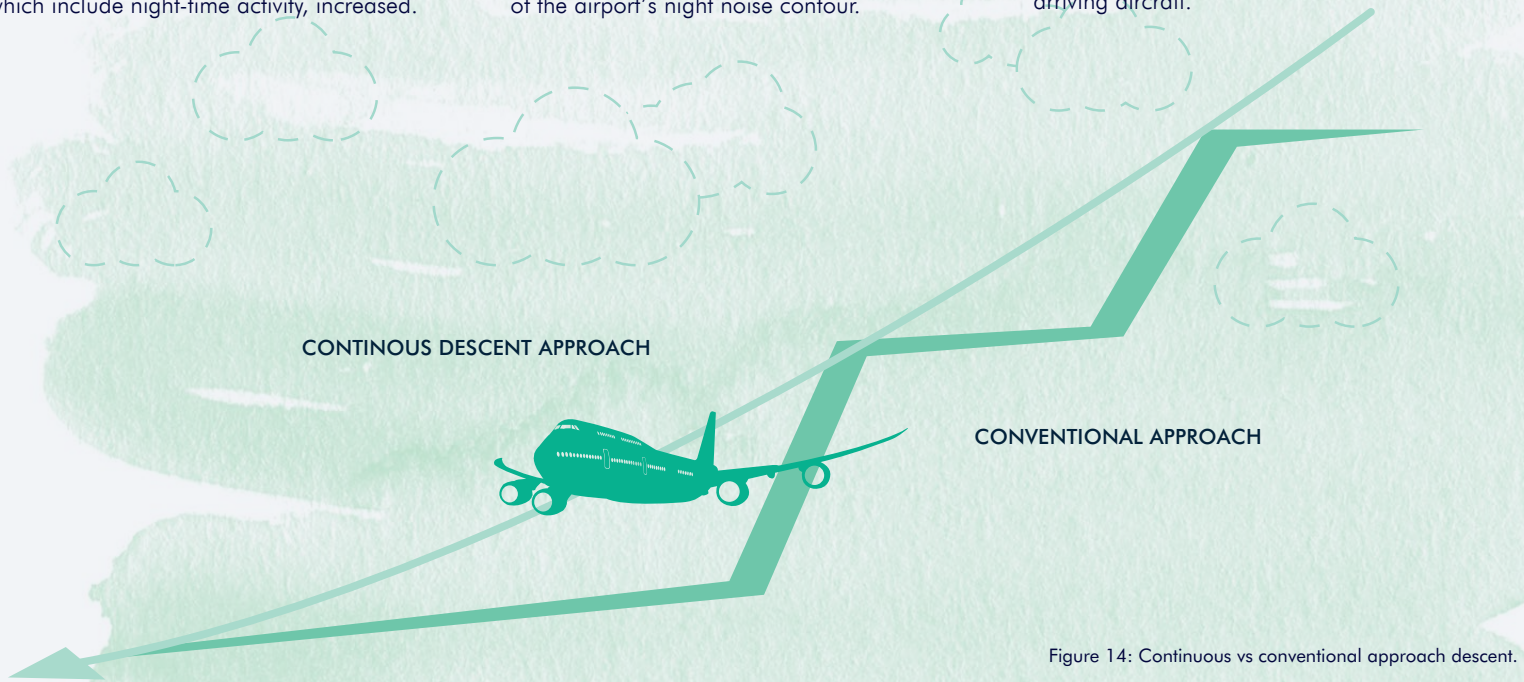


Figure 14: Continuous vs conventional approach descent.

Aircraft on the Ground

Ground movements are the operations that take place between the runway and the passenger and cargo terminals and whilst aircraft are being serviced between flights. Ground noise is generated by taxiing aircraft, the use of Auxiliary Power Units (APU) that provide power for aircraft systems when on stand and by the testing of aircraft engines. For areas of the EMA site, especially where there are residential properties close by, ground noise can be a source of disturbance.

The EMA Noise Action Plan contains policies and operational restrictions that are intended to minimise the effects of aircraft ground noise. These include measures to avoid the use of aircraft reverse thrust on landing and restrictions on the times that aircraft engines can be tested. As part of new apron developments, we will consider the installation of Fixed Electrical Ground Power Units to be used instead of an aircraft's APU or mobile diesel-powered ground power units. This will help reduce the levels of ground noise and will be a part of EMA's low-emissions strategy.

Departing Aircraft

Noise from departing aircraft is generally the most intrusive for people living near to EMA. The principal source of departure noise is from the aircraft engines that are operating closer to their maximum power on take-off and during their initial climb away from the airport.

Noise Preferential Routes (NPRs) concentrate departing aircraft away from densely populated built up areas, wherever it is possible to do so. Departing aircraft are required to remain within an NPR until they have reached a minimum altitude of 3,000ft or 4,000ft depending on the route and time of day.

Track keeping performance is monitored and routinely reported with a target that 95% of aircraft depart within the NPR. This monitoring has helped to identify an issue with departures following the Trent departure route from Runway 09 (known as 09TRENT). The route is used by around 7% of annual departures and has been deflected over a number of years by magnetic variation which has meant that the published heading the aircraft are instructed to follow has drifted to the west. As a result, despite aircraft correctly following the published departure procedure, their flight paths have moved to the west of the NPR.

This issue has been discussed at the EMACC MENT sub-group, and it has been agreed that it is to be resolved through our Future Airspace Programme, and we have continued to monitor and report track-keeping both with and without this route. Overall, track keeping performance has improved to 92.1% in 2025. This figure increases to 97.9%when excluding 09TRENT.

Continuous Climb Operations (CCO) enable aircraft departing from EMA to keep climbing after take-off until they reach their cruise altitude. By eliminating periods of level flight, this allows the aircraft to climb more smoothly which in turn uses less fuel and reduces local noise disturbance. The second way of managing departure noise is to climb the aircraft as quickly as possible to gain altitude. Continuous climb performance has increased to over 96% compliance since reporting started in our previous Noise Action Plan.

We also operate a noisy aircraft penalty scheme which penalises aircraft which exceed published noise limits at night (between 23:00 and 07:00). These are detailed in the Noise Action Plan, and all financial penalties are donated to the EMA Community Fund.

Night Noise

EMA's night operations bring both economic and social benefits to the East Midlands and the wider UK. However, we recognise that night-time noise from aircraft operations is often the most intrusive. Our night noise controls are intended to strike a fine balance between the economic and social benefits that a thriving airport provides and the community disturbance that can be caused by aircraft operations at night.

In 2021, we introduced a surcharge levied against airlines that operate night flights with aircraft that fell into noise quota count category, QC4. This surcharge was initially set at £3,028 and the proceeds contributed to the EMA Community Fund. As part of the new Noise Action Plan, in 2024 we introduced an operational ban on QC4 rated aircraft movements at night.

We have phased out Chapter 3 aircraft operations at EMA at night and have maintained full Chapter 4 compliance. We are committed to introducing and maintaining an aviation pricing structure to discourage the return of Chapter 3 aircraft operating during the night.

We have also seen an increase in the number of aircraft falling into the quietest certification chapter, Chapter 14. In 2025, 22.8% of operations at night were by aircraft that met the certification for Chapter 14 , and we will continue to work with airlines to increase the proportion of night flights operated by Chapter 14 aircraft, reporting progress to the East Midlands Airport Consultative Committee.

Training Flights

The training of aircrew is an essential requirement for any airline and whilst much training is undertaken using flight simulators, some flying is required to meet CAA standards. The final part of a pilot's training is to complete several training circuits which repeat landing and take-off procedures. Airlines that are based at EMA carry out pilot training activity at the airport.

Training circuits are completed under visual flight rules, which mean that flight crew are required to maintain visual contact with the runway. Training flights do not follow the noise preferential routes (NPRs) that are usually followed by departing aircraft and, due to the fact the aircraft is returning immediately to the airport, they do not climb as high as departing aircraft. We recognise that training flights can be particularly disturbing for local communities, and we are committed to minimising the impact of training flights.

At EMA there are restrictions on training flights that include only allowing training by based operators or regular users of the airport and restrictions on the days and times of day that training flights can take place. Our Flight Evaluation Unit and air traffic controllers have also worked with our airline partners to establish preferential training circuits which avoid overflying local villages wherever possible and ensure that the initial climb phase of training circuits now follows the NPRs used by departing aircraft.

We have imposed further restrictions on training flights as part of our new Noise Action Plan. From 1 January 2024, we only schedule training flights between 08:00 and 12:00 and between 14:00 and 18:00 on weekdays. We will continue to apply all other existing training flight restrictions, including prohibiting training by airlines not based at EMA. We will also continue to work with our airlines, air traffic controllers and local communities as we undertake a review of training flight procedures to identify opportunities to further minimise the impact of training flights on local communities.

Noise at Source

The most effective way to manage aircraft noise is by encouraging the operation of the most modern and the quietest aircraft. The continued evolution of aircraft technology, particularly the design of engines, has significantly reduced the levels of noise generated by the latest aircraft types. At EMA we are seeing an increase in the proportion of newer, quieter aircraft being used by our airline operators, both the passenger and the cargo airlines. We have a range of incentives in place to encourage this, and as we introduce further changes to our noise-related fees and charges, we expect that there will be a further shift towards the use of quieter aircraft, especially at night.

Land Use Planning and Management

We work closely with our local planning authorities when they are preparing or updating development plans. This is one element of the ICAO Balanced Approach, and it is intended to encourage local planning policies that avoid noise sensitive developments (including housing) in areas affected by higher aircraft noise levels. We provide local planning authorities with aircraft noise contours to help when considering planning applications for developments in the local area. We also monitor applications for planning permission in the areas around the airport to give the local authority information on noise and operational issues and any requirements for sound insulation.

DOWNWARD TREND IN THE NOISE CERTIFICATION OF AIRCRAFT

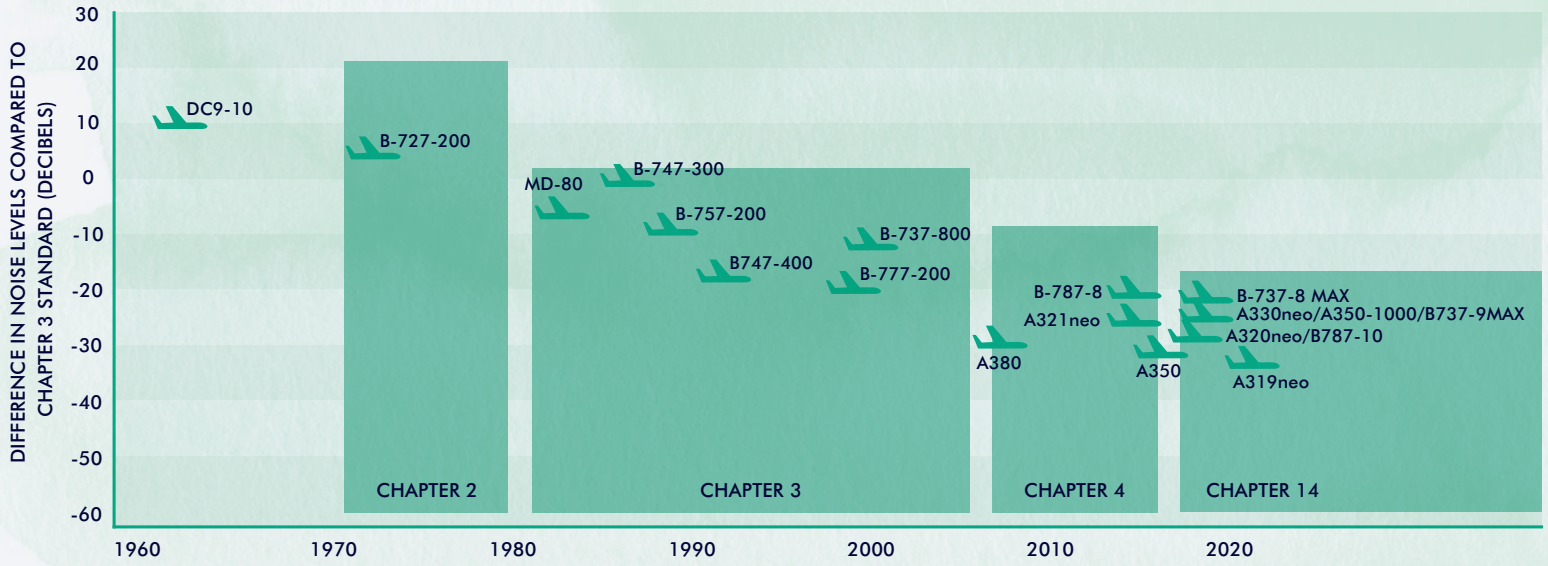


Figure 15: Downward trend in the noise certification of aircraft.

Mitigation Schemes

At EMA, noise mitigation is provided through grants for noise insulation in homes and other buildings that are most affected by aircraft noise. In our 2024–2028 Noise Action Plan, we have significantly expanded the Sound Insulation Grant Scheme by opening the scheme to reapplications after 20 years and index linking grant values to inflation. We also provide support to properties impacted by wake vortices from arriving aircraft through a scheme to repair properties that have been struck by vortex and then to protect these properties from future strikes through a vortex-resilient reroofing programme. Additional financial support is also provided through EMA Community Fund grant funding for local community projects. Further details are included in the Community section.

Monitoring and Reporting

EMA has a sophisticated aircraft noise and track monitoring system that records the path of every aircraft arriving or taking off from the airport. It also records the noise level of every aircraft. As well as providing data and information on the operations of individual aircraft, the noise monitoring system is also used to show trends, to compare airline and aircraft performance, and to provide the data for our noise modelling and reporting.

Noise Reports

In 2006, EMA was the first airport in Europe to make its on-line aircraft monitoring tool (WebTrak) widely available. WebTrak enables residents to see aircraft activity in the area around the airport. We have continued to develop our online systems that monitor and report noise and aircraft flightpaths, and we will continue to improve our systems and the way that we share data and information.

We also prepare and distribute noise performance reports. The format has been developed with our airline partners and the East Midlands Airport Consultative Committee (EMACC), and many of these reports are shared on our website. These include reports for all the fixed noise monitors, noise contour maps and noise preferential route (NPR) and continuous descent approach (CDA) compliance.

In 2021, we began to work with EMACC to develop a Quiet Flight Performance Report. This was an action from the 2019–2023 Noise Action Plan, and it ranks the performance of airlines based on several key noise performance measures. There are several measures on the Quiet Flight Performance Report that are specific to night noise.

All our noise reports are prepared on a quarterly basis and are provided to the EMACC MENT Sub-Committee. Over the last 5 years we have introduced additional reports that cover peak noise events, community noise monitoring and training flights.

Community Noise Monitoring

EMA has a long-established community noise monitoring programme. It involves the use of six fixed noise monitors in areas and communities around the airport, and a mobile monitor that can be deployed further away from the airport than the fixed monitors. Working with the MENT sub-committee of the EMACC, we have developed an approach to community noise monitoring using the mobile noise monitor. We welcome requests from local Parish Councils for noise monitoring in their area. As agreed with EMACC, community noise monitoring is carried out in the summer when the airport is busiest. The reports from the community noise monitoring are provided to the local community, published on our website, and presented to the EMACC.

AIMS

- We will deliver the actions set out in our Noise Action Plan 2024–2028
- We will continue to ensure that the area of the 55dB L_{Aeq} summer night noise contour is no greater than 16 square kilometres.
- We will continue to encourage and incentivise the use of quieter aircraft operating at EMA, and we will implement further restrictions on the operation of the noisiest aircraft, especially at night.
- We will optimise the aircraft operating procedures at EMA to minimise noise.
- We will continually to improve how we work and collaborate with communities, regulators, and industry partners to explore ways to minimise aircraft noise.
- Through the Future Airspace programme, we will develop procedures to improve the aircraft track-keeping performance on the 09TRENT departure route.

Water Management

The airport covers 445 hectares, with extensive hard surfacing, such as runways, taxiways, and car parks. Managing surface water remains a challenge due to the need to control water flow, maintain water quality, and prevent pollution.

The airport uses approximately 90 million litres of public mains water annually, with most of it returning to the sewer for treatment by Severn Trent Water. The Environment Agency regulates water discharge to local watercourses under an Environmental Permit, ensuring that water meets quality standards. The site is divided into three catchment areas: Eastern, Central, and Western. Surface water flows through balancing ponds before being discharged into local watercourses. Contaminated water, such as that affected by de-icing agents, is treated before release.

Potential pollution sources include chemicals used for de-icing, detergents, oils, construction materials, fuel spills, and fire-fighting foam. The airport's approach involves maintaining infrastructure for water distribution, drainage, and wastewater management in compliance with regulations, while seeking to reduce water usage and encourage efficiency across the site.

Legislation and Policy

The management and regulation of the discharge of surface water to local rivers and watercourses is the responsibility of the Environment Agency (EA) as set out in the Environmental Permitting (England and Wales) Regulations 2016. The Environment Agency grants environmental permits to the airport to allow us to discharge surface water into local watercourses, whilst setting tight limits on water quality.

The Environment Act 2021 brings together measures to strengthen and update the existing regulatory and long-term planning framework for water, helping to reduce environmental risks. This involves further provisions in relation to drainage and sewerage management plans, storm overflows, water quality and the overall reduction in environmental impact to water bodies. Severn Trent Water applies limits to the volume and quality of discharges to the foul sewer from 'trade effluents' which for an airport include fire training and aircraft and vehicle washing.

Compliance is regularly monitored by both the Environment Agency and by Severn Trent Water. Leicestershire County Council, as the local flood authority, also have responsibility for local watercourses and the volume of discharge. To ensure compliance, we systematically identify and assess pollution risks, working with our colleagues and business partners to minimise risk and develop robust contingency plans. As the owner of the airport's water supply and drainage systems, we review and approve all developments and facilities that involve water and drainage systems. This is to ensure that new activities and developments do not affect our legal and compliance requirements and to manage, mitigate and reduce impacts where possible.

Surface Water Management

EMA has a complex surface water drainage system that covers the entire site and can divert water run-off from hard surfacing into large reservoirs that are used to store surface water. This water is monitored to ensure it is free from contamination before it is allowed to enter local watercourses.

Winter De-icing

During the winter, for aviation safety reasons, there is a need to control ice on the runway, taxiways, aprons and on aircraft. To do this, a range of de-icing agents are used. Whilst these chemicals break down over time and dilution can support this process, they can reduce the amount of oxygen in the water. This can have an environmental impact by reducing the amount of oxygen available to aquatic organisms that can have damaging effects on the ecosystem health. Because of this there are important restrictions on the biochemical oxygen demand (BOD) of the water.

Within each of the three catchment areas, water is directed to a central point where the management system monitors the quality of the water. At this point, the system then directs water to one of two ponds in that catchment. If the BOD of the water is too high, water is directed to the 'winter pond', where it is treated. Otherwise, water is sent to the 'summer pond'. Uncontaminated water from the 'summer ponds' is then discharged, at a controlled rate, to local water courses, including Diseworth Brook.

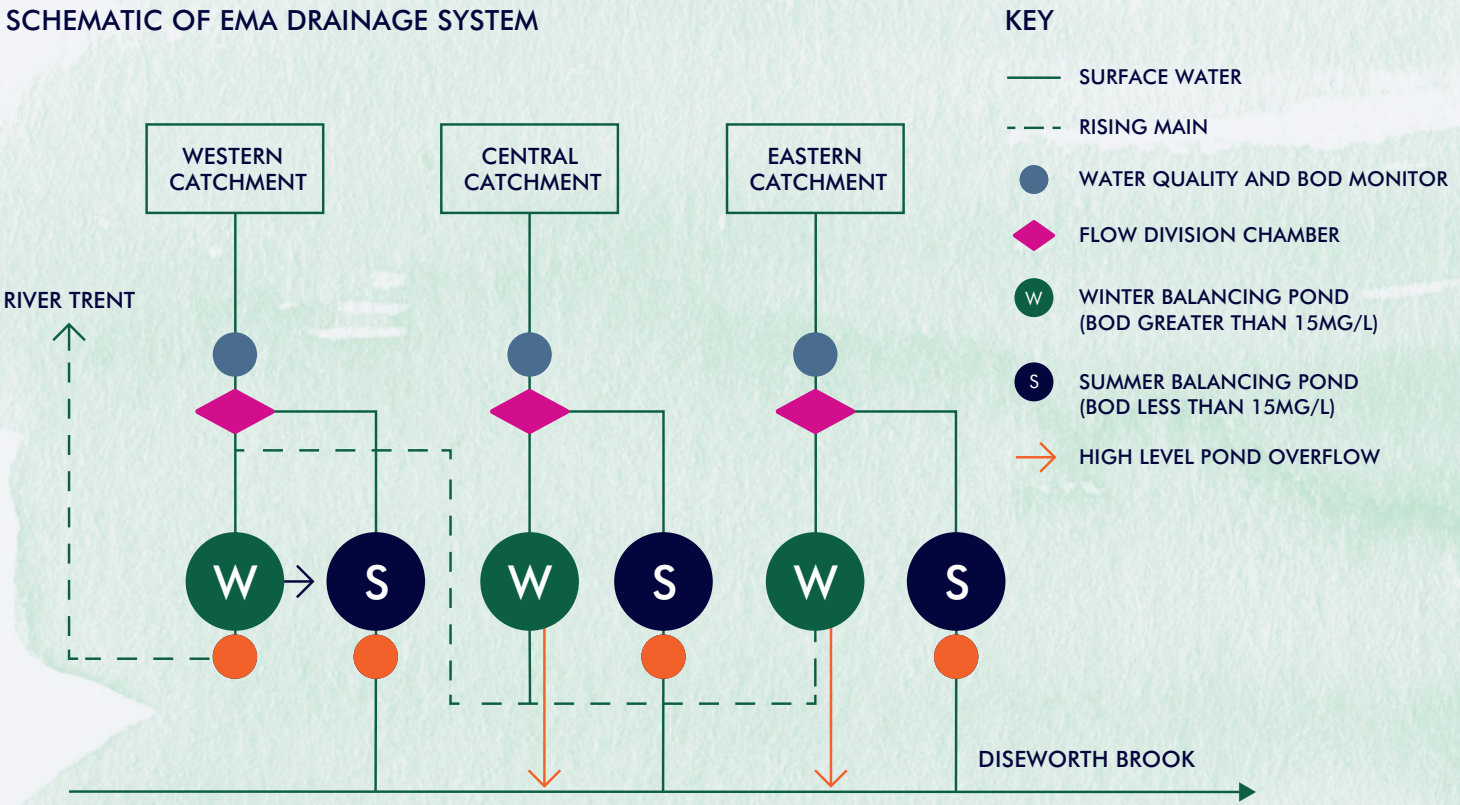


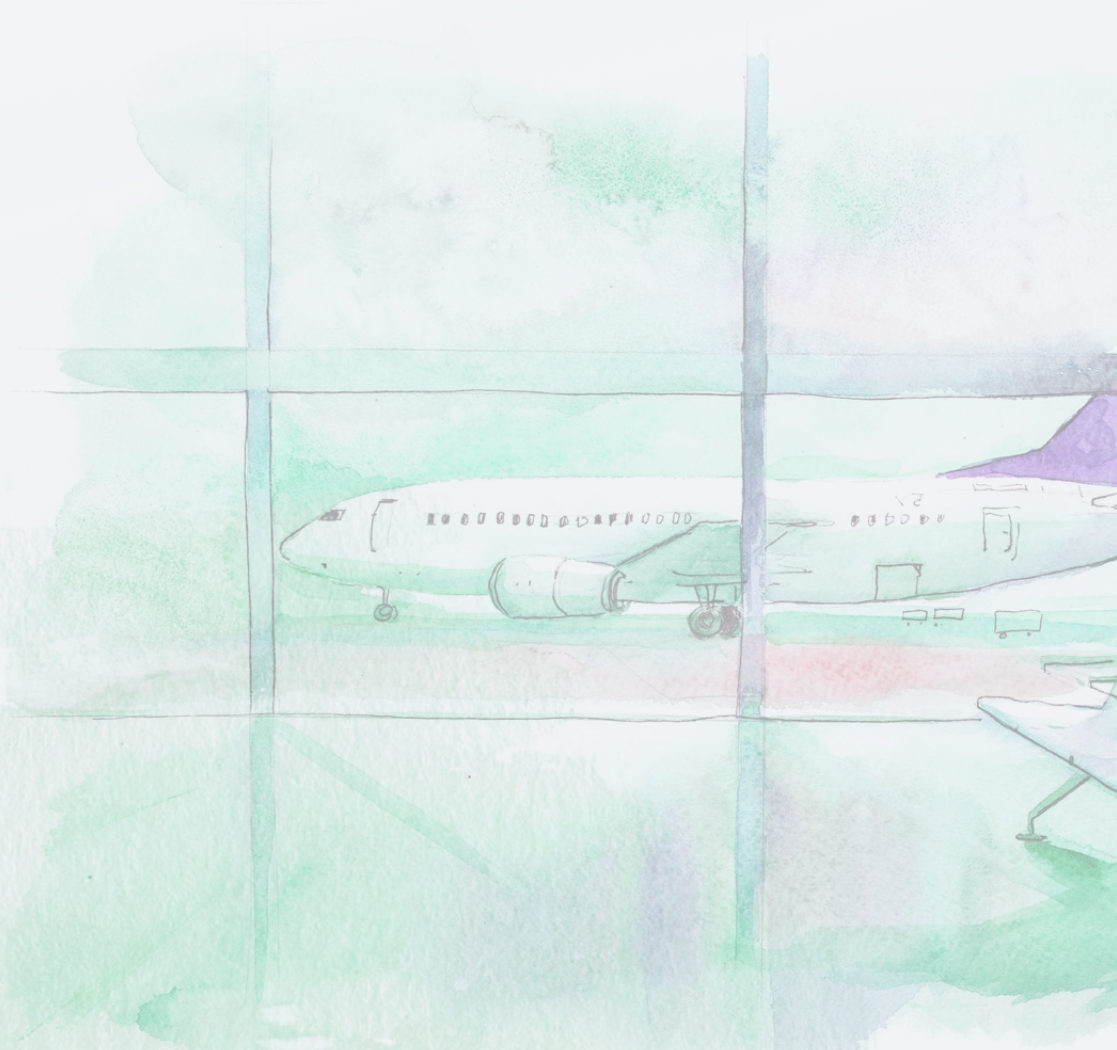
Figure 16: Schematic of EMA drainage system.

The outlets on the three 'summer ponds' are designed to restrict the discharge rates when there are large volumes of surface water. This is to ensure that the capacity of the watercourse is not exceeded. In an emergency, each outlet can be closed to contain any spillages. Water in the 'winter ponds' is automatically controlled by a management system to make sure that the water quality-limits in the Environmental Permit are met. Water is also aerated within the ponds. This helps to break down the de-icer as part of the treatment process and it reduces the BOD level within the ponds. It also prevents water becoming stagnant. If the BOD of the water in the 'winter pond' is less than 15mg per litre, then it is released into the 'summer pond;' water above 15mg per litre is retained in the 'winter pond.' Water with a BOD level that meets the required quality as defined by the Environmental Permit is discharged to the River Trent where it is substantially diluted. This discharge is only permitted from November to April when the flow in the river is higher, and it is tightly controlled by the Environment Agency.

Water from the central and eastern 'winter ponds' is pumped across the airport to the western winter pond, which is the largest. Water quality in the western 'winter pond' is monitored to make sure that the quality of the water that is pumped to the River Trent as required by the permit is met. Also, as de-icer breaks down naturally over time, there are occasions when water from the 'winter pond' meets the water quality standards so it can be discharged into the local watercourse.

We have recently made significant investment in upgrading and improving our drainage system to improve our ability to store and transfer water and reduce the need to treat contaminated water more effectively. This has included upgrades to the 'summer' and 'winter' ponds, increasing the number of aerators in the western summer pond and clearing vegetation and silt to improve capacity. We have also introduced improved sweeper equipment on the airfield which allows for the collection of waste de-icing agents that substantially reduces the amount of de-icer that enters the surface water system. This increases the capacity for water storage in the ponds and reduces the risk of environmental pollution.

To reduce the amount of de-icer entering the surface water management system, we have installed new equipment that helps us detect freezing temperatures on the airfield. This provides information that helps us know when to de-ice the runway, taxiway, and apron surfaces, and it reduces the amount of de-icing material that is used in the winter. We are also continually reviewing the types of de-icing and anti-icing chemicals that we use and strive to use materials which have the least impact on the environment, and we continue to look for ways to reduce contaminated water entering the surface water drainage system. We have also improved the efficiency of our use of anti-icer on the airfield pavements, further reducing contamination risk, by using anti-icer deployment tracking systems fitted to some of our spreaders. We are looking to extend the use of these systems further.



Pollution Prevention

Aviation and vehicle fuels are stored on-site. To reduce the risk of pollution, there are processes and controls in place to manage the way that fuels are stored and handled. This is to minimise the potential for spillages and any risks to the local water environment. The use of herbicides and pesticides at the airport is also monitored and regulated to reduce the amount of chemicals that are used. Where possible we will change to products that have less of an environmental impact and our approval processes for all aircraft-related activities seek to minimise the potential for any pollution.

Since 2021 we have reduced the amount of chemicals containing persistent organic pollutants (POPs) used at the airport. The Rescue and Fire Fighting Service now use firefighting foam that contains no POPs. We are also undertaking a phased replacement of foam-filled fire extinguishers with P50 extinguishers that use a fine mist to fight fires. We will continue to seek to use materials that have the least impact on the environment.

Water Efficiency

We are committed to improving water efficiency. Water-saving measures, such as Ureco systems in washrooms, have been implemented to reduce consumption and enhance passenger facilities. New developments will incorporate efficiency technologies to meet BREEAM standards. Larger projects will explore water reuse and rainwater harvesting. We also continue to monitor and repair our on-site water distribution networks.

Monitoring and Reporting

As part of our ISO 14001 Environmental Management System, we audit our and our tenants' facilities to ensure pollution risks are controlled, including checks on bulk chemical and fuel storage tanks.

We monitor surface water and trade effluent discharges to manage drainage systems, conducting sampling at outfalls and balancing ponds to ensure compliance with our permits. This data helps assess system effectiveness and identify areas for improvement and investment. We are upgrading our monitoring to measure more water quality factors and increase testing frequency. We're also addressing emerging risks like PFAS chemicals in collaboration with external stakeholders.

We will also continue to collaborate with stakeholders to help improve the response to capacity, drought and contingency events, this includes the Environment Agency, Severn Trent Water, Leciestershire County Council, Diesworth and Long Whatton Parish Council and the Diseworth Flood Group.

AIMS

- We will manage our drainage system to comply with our Environmental Permit and meet future airport growth.
- We will implement water efficiency measures and monitoring leaks to reduce water loss.
- We will collaborate with other EMA businesses to identify and mitigate pollution sources.
- We will explore improvements to spillage management and reporting processes.
- We will work to improve surface water quality through sustainable drainage systems.
- We will reduce trade effluent discharge to ease pressure on the sewage network where possible.
- We will include water stress and surface water issues in our climate change adaptation plans.
- We will collaborate with stakeholders to improve responses to capacity, drought, and contingency events, with identified capital investment for necessary improvements.

Recycling and Resource Efficiency

We recognise the importance our passengers and business partners place on waste management and recycling. Therefore we work closely with the businesses on the EMA site to manage waste responsibly. Waste is generated from various activities, including aircraft cleaning, building maintenance, passenger services, retail, catering, cargo handling, and construction. This includes packaging, food, metals, pallets, green waste, and hazardous materials.

We use an on-site waste contractor to collect, consolidate, and dispose of waste, with an additional facility available for other on-site businesses. While some companies have their own contracts, we strive to minimise waste and maximise recycling.

However, since the EU-UK Trade and Cooperation Agreement took effect in January 2020, food waste from European flights has been reclassified as International Catering Waste, which can no longer be recycled. Government guidelines mandate its disposal via deep-landfill or incineration. We are working with regulators to find a long-term solution.

In 2024/25, 303 tonnes of waste was diverted from disposal, with 14.5% segregated on-site for recycling and since February 2023, 100% of waste has been handled by Mitie and diverted from landfill.

Legislation and Policy

The Environment Act 2021 is part of the new legal framework for environmental protection following the UK's exit from the European Union. The Act gives wide-ranging powers to place obligations on waste producers and the products and the materials that should be covered. These powers are intended to prevent waste and reduce the amount of a product that becomes waste. The Act's powers also seek to increase re-use, redistribution, recovery, and recycling.

Aircraft cleaning waste is subject to additional controls to prevent the spread of animal diseases. Any waste from outside the UK that contains certain food items or ingredients is categorised as 'Category 1 International Catering waste' (Cat 1 ICW). There are tight controls on the storage, transport, and disposal of this type of waste, and it should go directly to a specifically licensed landfill or incinerator. Any recycling or recovery of this waste must be undertaken within the controls set by legislation and Defra guidance.

Approach to Recycling and Resource Efficiency

Reduce

Where possible we seek to eliminate the generation of waste in the first place. This can be challenging, as a large proportion of waste is generated by our business partners and in the public and passenger areas of the airport. For tenants whose waste we handle at our on-site facility, we charge them based on the volume of waste that they generate. This provides a financial incentive to reduce waste.

We provide information to passengers about the security restrictions to minimise the need for them to discard prohibited items such as liquids and gels. Mixed waste from the security search area is sorted to separate any recyclable or hazardous waste items. As part of the Future Aviation Security Solutions (FASS) programme, new security scanners have been installed in EMA's security hall. This allows for liquids in containers and bottles to be taken through security. This means that common sources of waste, such as plastic bottles no longer need to be discarded, and this has reduced the amount of waste generated.

Drinking water fountains are located throughout the passenger terminal, alongside information on how to take reusable bottles through security. The Escape Lounge has chilled water available, and the bars in the terminal are increasingly selling draft beer, reducing the number of bottles that would otherwise have been sorted for recycling.

Working with colleagues and our business partners is a key part of our strategy to reduce waste through our procurement decisions and in project design.

Reuse

This is where waste materials can be used again without the need for re-processing. There are opportunities to reuse construction materials and some packaging. The reuse of construction materials can also reduce the number of construction vehicle movements. Other measures include working with retailers to encourage the reuse of metal cages and the reuse of good quality wooden pallets. Our old colleague uniforms are also donated to the Derbyshire, Leicestershire, and Rutland Air Ambulance service.

Recycle

We have a comprehensive recycling programme, and we support airline on-board recycling schemes. We provide recycling bins throughout the passenger terminal and offices. There are also separate collections of other materials such as glass, metal, and wood. We also intend to work with Defra, and the airlines and their contractors to increase the amount of aircraft cleaning waste that is recycled. This trial will involve separating recyclable waste on the aircraft to avoid contamination and therefore avoid it being classified as Cat 1 Waste.

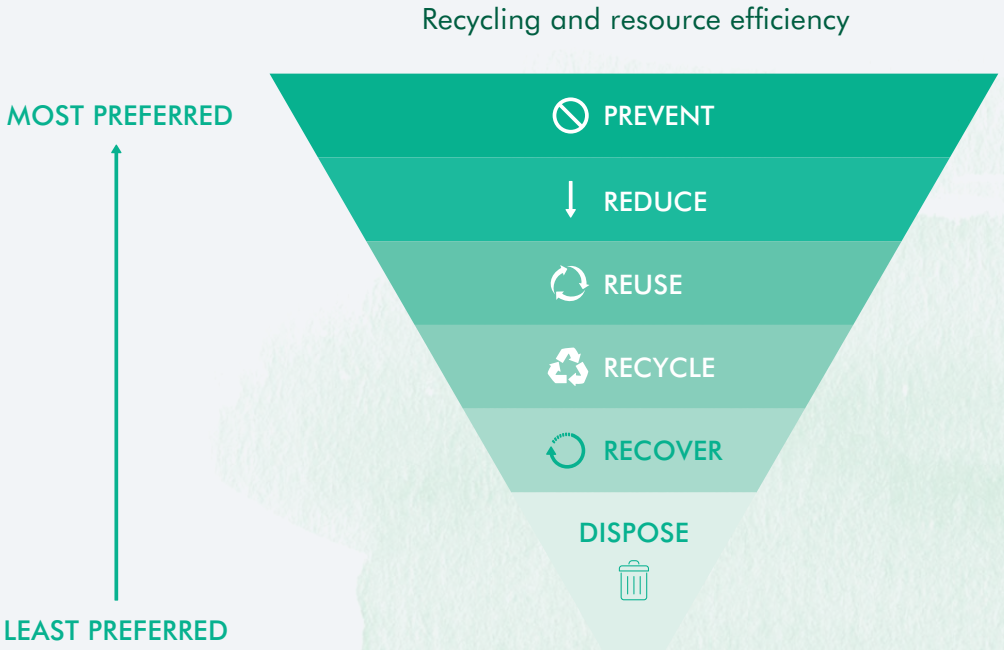


Figure 17: Least to most preferred approach to recycling and resource efficiency.

In 2022–23, Mitie our cleaning contractor recycled 96.84 tonnes of waste, including 7.93 tonnes of mixed plastics and 10.3 tonnes of cardboard. Since February 2023 all the waste processed through Mitie at our on-site waste facility has been diverted from landfill.

Recovery

Energy can be generated from waste through various technologies such as anaerobic digestion, incineration with energy production, and generating solid fuel from the waste. Where the separate collection of dry recyclable materials is not practical, such as where Cat 1 ICW is collected, waste is sent for energy recovery such as waste incineration.

Monitoring and Reporting

We report our recycling and waste management performance in the annual MAG and EMA Sustainability Reports. Regular reports and updates are also prepared for the EMACC and the MENT sub-group.

AIMS

- We will maintain an approach of zero waste to landfill and seek to achieve a waste management accreditation.
- We will look to recognise a circular economy for waste on the EMA site and will support methods to take our recycled materials and use them on the site.
- We will eliminate the use of single-use items from the passenger lounge and within the passenger terminal.

Nature and Biodiversity

Biodiversity loss is a global issue impacting all sectors, with environmental and human costs. The decline of nature, including ecosystem services like flood protection, is increasingly quantified. This is especially relevant for the aviation industry and UK airports.

EMA is in a semi-rural area, and where possible we aim to minimise our impact on local landscapes, ecosystems, and species habitats. We are committed to enhancing and creating high-value habitats to boost biodiversity as part of our developments and within our landholdings. Establishing a solid biodiversity baseline for our land, including data on habitats and species, is essential for effective decision-making.

We will develop a MAG Conservation Strategy to deliver measurable biodiversity improvements aligned with the national policy for biodiversity net gain. EMA lies within the 'Melbourne Parklands' National Character Area, characterised by parklands, woodlands, and hedgerows, and the 'Langley Lowlands' National Character Area, known for rolling landscapes and ancient woodlands. We recognise the importance of contributing to both areas' unique character.

The airport is screened by native plantings, blending with the surrounding countryside. Safety-related landscape management obligations, such as controlling vegetation and airfield grasslands, are also in place.

Legislation and Policy

The Environment Act 2021 sets statutory targets to protect biodiversity, mandating at least a 10% biodiversity net gain in new developments. The National Planning Policy Framework (2024) emphasises achieving measurable biodiversity net gain and establishing resilient ecological networks.

Locally, the North West Leicestershire Local Plan includes policies on biodiversity and landscape management.

The NPPF (2024) states *'Planning policies and decisions should contribute to and enhance the local environment by … (d) minimising impacts on and providing net-gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures …'*. The NPPF also places a greater emphasis on achieving a measurable net gain in biodiversity.

At a local level, the North West Leicestershire Local Plan contains a variety of policies relating to biodiversity and landscape management.

Approach to Nature and Biodiversity

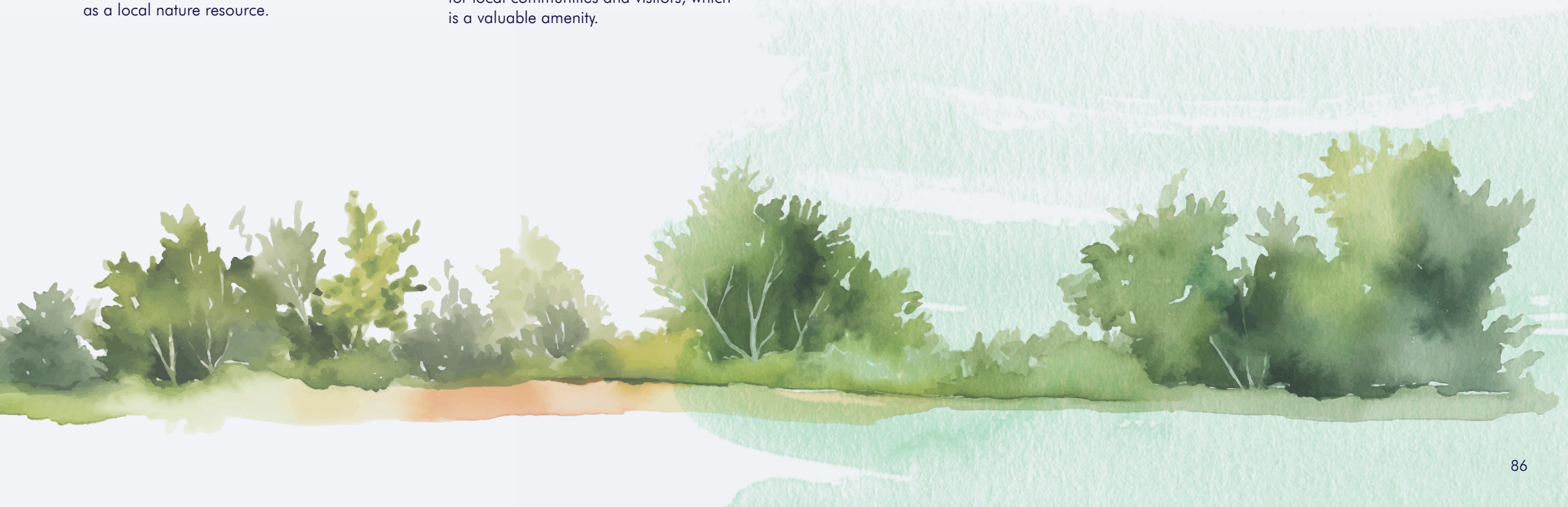
Our approach is to protect the habitats and the landscape within EMA's landholdings, and where possible manage landscape and habitat areas to maintain or enhance their biodiversity value. Alongside the SDP, we are developing a MAG Conservation Strategy which will be applied at a local airport level through a Landscape and Habitat Management Plan. The Conservation Strategy has several themes that are:

- To manage and make the best use of our assets. Our landscapes, habitats and water resources are an asset to our environment, our local community and to our business. It is therefore important to make best use of them, protect them and to manage them carefully and responsibly. Our landholding means that we can create and manage designated habitat creation or enhancement areas, helping strengthen species diversity as a local nature resource.
- Nature protection is part of operating a responsible business. Protecting and enhancing our landscape and the natural habitat in the local area is part of our approach to be a responsible landowner, good neighbour, and a high-quality employer.
- To contribute to our Zero Carbon Airports programme as managing our landscape and habitats is part of our overall approach to carbon management.
- To create a positive setting and sense of place. Landscape and ecology contribute to the setting of our airports; their look and feel and how they fit with the wider landscape. It helps to create a positive impression of EMA and for passengers and visitors their first and last impression of North West Leicestershire and the East Midlands region.
- Health and wellbeing, as our landscape and habitats provide access to the countryside for local communities and visitors, which is a valuable amenity.
- To provide an educational resource as there is an opportunity to use our landscape and habitats as part of our education and Aerozone programmes.
- To develop lasting partnerships, working with local Wildlife Trusts and other local groups.
- Links to national policy and the national priority to deliver biodiversity net gain as part of a sustainable future. There is also an expectation that the planning system delivers high quality and beautiful places. Our approach to managing and protecting the airport landscape is a part of this.

EMA has a long-standing commitment to managing its landholdings, focusing on reducing visual impacts, enhancing biodiversity, and providing safe walking routes like the Airport Trail. This 10km nature and art footpath promotes public enjoyment of the surrounding landscape, with picnic tables offering scenic views. For the airport's 60th year in 2025, we spent some £60,000 from the EMA Community Fund to enhance the trail and improve signage and accessibility.

In line with surface water management, environmental DNA (eDNA) testing of balancing ponds showed no presence of Great Crested Newt DNA. We will continue monitoring and expand species assessments to support biodiversity. Regular checks on waterbodies for protected species will ensure their health as pond habitats.

For major developments at EMA, we will ensure measurable biodiversity increases, including baseline biodiversity reports and metrics with strategies to achieve net gain. Our goal is to achieve biodiversity net gain in line with legislative requirements, with a preference for improvements near the construction footprint.



Monitoring and Reporting

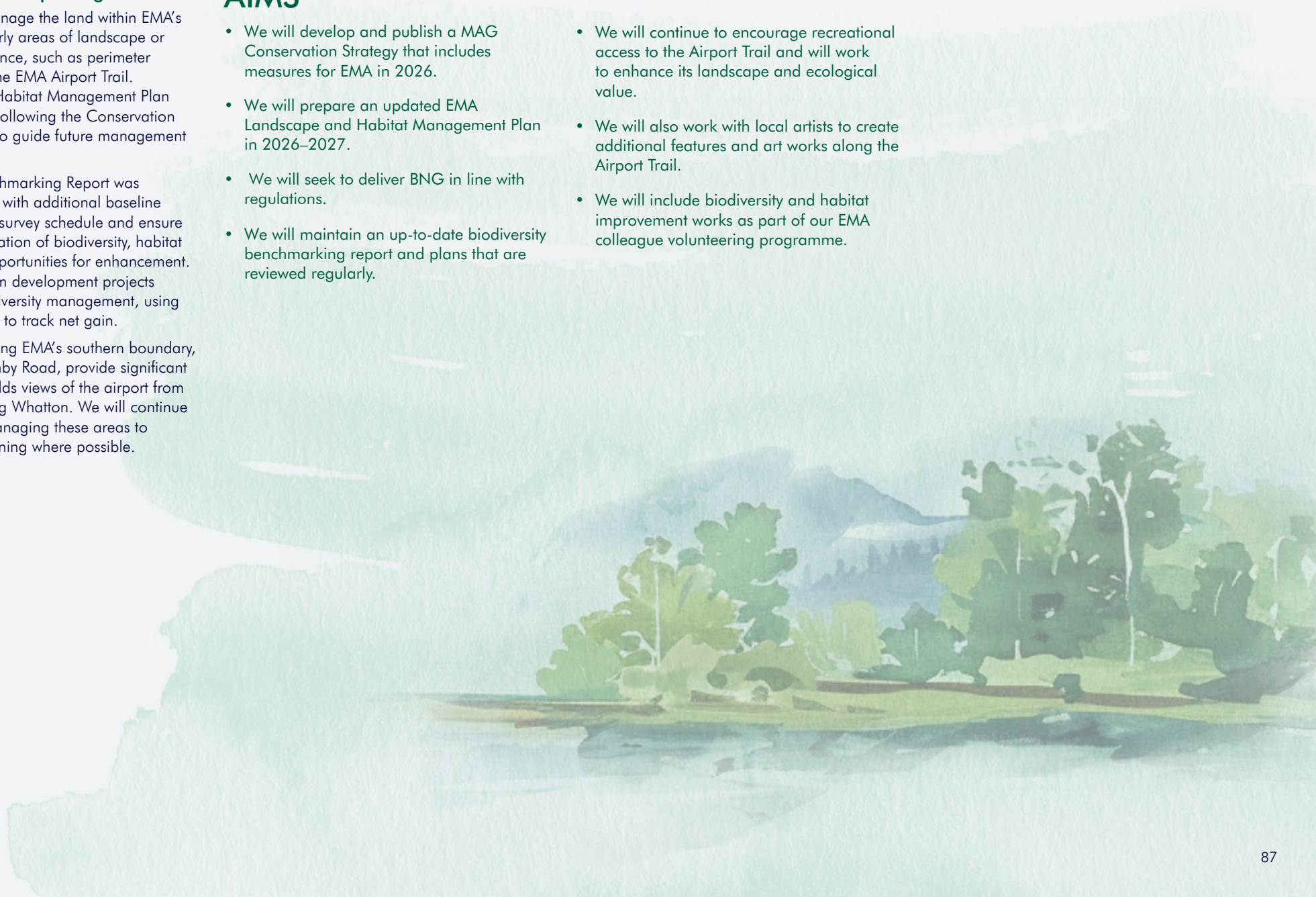
We will actively manage the land within EMA's holdings, particularly areas of landscape or ecological importance, such as perimeter landscaping and the EMA Airport Trail. A Landscape and Habitat Management Plan will be developed following the Conservation Strategy's release to guide future management and development.

A Biodiversity Benchmarking Report was prepared in 2022, with additional baseline data to inform the survey schedule and ensure accurate representation of biodiversity, habitat protection, and opportunities for enhancement. This data will inform development projects and site-wide biodiversity management, using biodiversity metrics to track net gain.

The woodlands along EMA's southern boundary, especially near Ashby Road, provide significant screening that shields views of the airport from Diseworth and Long Whatton. We will continue monitoring and managing these areas to maintain this screening where possible.

AIMS

- We will develop and publish a MAG Conservation Strategy that includes measures for EMA in 2026.
- We will prepare an updated EMA Landscape and Habitat Management Plan in 2026–2027.
- We will seek to deliver BNG in line with regulations.
- We will maintain an up-to-date biodiversity benchmarking report and plans that are reviewed regularly.
- We will continue to encourage recreational access to the Airport Trail and will work to enhance its landscape and ecological value.
- We will also work with local artists to create additional features and art works along the Airport Trail.
- We will include biodiversity and habitat improvement works as part of our EMA colleague volunteering programme.



Archaeology and Heritage

The East Midlands, including the area around EMA, has a rich archaeological and heritage history, with evidence of Neolithic and Bronze Age settlements. The region is characterised by small villages in a scenic rural setting.

Legislation and Policy

Key legislation includes the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Building and Conservation Areas) Act 1990. The 1979 Act regulates the preservation and investigation of archaeological and historical sites, while the 1990 Act focuses on buildings and areas of historic or architectural significance. The National Planning Policy Framework (NPPF) emphasizes the protection of the historic environment in achieving sustainable development. Guidance from Heritage England and other specialist bodies supports the preservation of archaeological assets. The North West Leicestershire Local Plan also includes policies for conserving the district's historic environment.

Approach to Archaeology and Heritage

Though there are no designated archaeological or heritage assets at EMA, several nearby sites, from the Neolithic period to World War II, are of historical significance. Diseworth village to the south contains 23 listed buildings (22 Grade II, one Grade II*). Archaeological investigations have been carried out during EMA's development, notably for the DHL and UPS hubs in Cargo East. Future developments will consider the need for archaeological evaluations or surveys, such as desktop research, geophysical surveys, or trial trenches. The specific type of survey will depend on the proposed development and be coordinated with the Local Planning Authority and the Leicestershire County Archaeologist. Initial assessments will guide mitigation measures. Where possible, we aim to conserve the airport's archaeology and heritage.

AIMS

- We will consider the need for archaeological assessments for major development on the EMA site in consultation with North West Leicestershire District Council and Leicestershire County Council
- We will retain specialist archaeological advice as part of the planning process for major new developments on the EMA site.
- Where required we will undertake an appropriate desk-based archaeological assessment, and where necessary carry out field evaluations that are proportionate to the significance of the heritage asset or the historic environment.

Land Quality

The historic uses of land can influence its quality and can include contamination because of the improper disposal of waste (both hazardous and non-hazardous), illegal dumping and littering, and industrial processes. Contamination of land can also be caused by things such as heavy metals, arsenic, cadmium, and lead; oils and tars; chemical substances; gases; asbestos; and radioactive substances. Contaminated land is important and subject to legal processes where the substances are or could cause significant harm to people, property, or protected species; significant pollution of surface waters (lakes and rivers) or groundwater; and harm to people because of radioactivity.

EMA is a former RAF base, and parts of the airport have been used for a range of activities that, over the years, have had the potential for contamination and an effect on the land quality.

Legislation and Policy

The definition of contaminated land comes from the Environmental Protection Act 1990, and in general terms it usually means land where industrial or other human activities have resulted in the presence of substances in the ground that have the potential to cause harm to human health, structures, or the environment.

There is statutory guidance on how to identify contaminated land with the prevention of new land contamination being dealt with by different legislation, for example water quality and waste legislation.

The local planning authority has statutory duties in respect of land quality and contamination within its area. These include inspection and enforcement functions. The local authority is required to develop a strategy for inspecting its area to identify land that may be contaminated and how that information is managed.

Approach to Land Quality

We recognise that we have a responsibility to avoid pollution and contamination of our land on the EMA site and to ensure that we identify any land that has been contaminated because of the historic activity at the airport. As we develop EMA, particularly the re-development of the Western Maintenance Area, we will carry out detailed ground investigation and land contamination surveys. Should contamination be found, we will carry out the necessary remedial works that may include the removal and the responsible disposal of any contaminated soils.

We also ensure that appropriate measures are in place for any significant sub-contracted construction works to prevent land contamination. We ensure that works are supervised to ensure relevant environmental aspects are protected. We also regularly monitor other businesses and tenants to ensure bulk storage of chemicals such as fuel includes environmental protection measures.

We are also aware of emerging risks such as PFAS[9] chemicals and are actively working with external stakeholders to assess and address these risks to land quality on the EMA site.

AIMS

- As part of our developments and other construction works on the EMA site, we will carry out all the necessary ground investigation and land contamination surveys. Where necessary we will carry out the required remedial works to prevent harm to the natural environment, particularly any local watercourses.

[9] PFAS are a large group of synthetic organofluorine chemicals that have been widely used since the 1940s. The carbon-fluorine bond is very strong and PFAS can resist chemical attack and withstand high temperatures and are sometimes referred to as 'forever chemicals'. There is worldwide concern of the adverse impact arising from PFAS use on human health and the environment.

Sustainable Construction

The construction of transport infrastructure such as airports is by its very nature a large and significant user of natural resources. With our focus on reaching net zero carbon, and the need to minimise our use of finite natural resources, we are seeking to reduce the environmental effects of all construction schemes at the airport.

All new buildings are required to comply with a wide range of building regulations and construction standards that seek to lift the minimum levels of environmental performance. Advances in technology are also offering increased potential to reduce embodied energy use and to reduce the energy that is needed in new buildings. The overall objectives of sustainable construction are to reduce the effects of new development on the environment. They can include:

- Minimising the use of resources and using renewable and recycled materials.
- Reducing the levels of embedded energy needed to produce building materials such as concrete and steel.
- Reducing the overall energy consumption within the completed building.
- Reducing the levels of waste generated during construction.
- Protecting and enhancing natural habitats during and after construction.
- Reducing emissions from construction plant, equipment, and delivery vehicles.

Legislation and Policy

New buildings in England are covered by Building Regulations that set out a range of required standards. Part L of the Building Regulations provides guidance on compliance with a range of energy efficiency measures. These include target rates for CO_2 emissions, energy consumption and energy efficiency requirements. Compliance with Building Regulations is overseen by the Local Planning Authority as part of the planning and development process for new buildings.

Buildings and development projects can be quantified and assessed using established methodologies that consider the three aspects of sustainable construction: environmental, economic, and social. In the UK the leading and most widely used assessment tool is the Building Research Establishment Environmental Assessment Model (BREEAM). The aim of BREEAM is to assess, encourage and reward environmental, social, and economic sustainability throughout the built environment, and to encourage continuous improvement in construction, building performance and innovation.

Approach to Sustainable Construction

Our approach is to substantially increase the use of renewable energy and power in our existing buildings and to reduce energy consumption and waste when developing the airport and constructing new buildings and facilities. It is an important part of our approach to zero carbon airports and our net zero target by the end of 2038. Sustainable construction at EMA covers sustainable design, durability and asset life, energy efficiency, waste minimisation, water conservation and reuse. It also includes the use of sustainable and recycled building materials where possible.

AIMS

- We will work with industry experts to develop and apply a methodology for calculating embodied carbon to reduce the carbon intensity of our development projects.
- All our developments at EMA have clear environmental requirements and responsibilities that must be followed by contractors that are working on our projects.
- Our approach and our requirements for sustainable construction are included in our procurement processes construction and development projects.
- We will apply BREEAM standards to all our major new developments at EMA and will target all new buildings to be certified to an ‘Excellent’ standard. Where the unique nature of some airport buildings makes this impractical to achieve, our minimum standard will be ‘Very Good.’

COMMUNITY

Our Vision

We will operate our business and develop the airport in a responsible way, whilst recognising our local impact and the opportunities that EMA brings. We will work to deliver opportunities for quality and worthwhile work in a safe, equitable, inclusive, and diverse working environment.

We aim to share the benefits of EMA's growth, contributing to the national and regional economy through travel, cargo, and employment opportunities. We recognise the impact of our operations, particularly night-time cargo activity, on nearby communities. We are committed to working with airline partners and cargo operators to minimise disturbance and be a responsible neighbour.

We strive to ensure that EMA's growth benefits all – customers, local communities, and the wider region – creating high-quality job opportunities and removing barriers for everyone. By listening to local voices, we aim to build a sustainable, successful, and inclusive business. Collaboration with neighbours, local authorities, and other stakeholders is essential to our approach. We want to develop the airport responsibly, recognising both the opportunities it brings and its potential impacts.

As EMA's cargo activity grows, especially night-time air freight, we are committed to minimising aircraft noise. Our aircraft night noise controls are a key part of our Noise Action Plan.

Principles

- Maintain our strong reputation for engaging and working with our local community.
- Be a good neighbour by working to minimise our negative impact and maximise the benefits as much as we possibly can.
- Minimise our negative impact through our Noise Action Plan and mitigation schemes.
- Through career and education opportunities at the airport, work with a range of partners to increase the pipeline of talent into our airport and inspire the next generation of aviation professionals.
- Continue to listen to the views of the local people to understand what matters most to them and ensure that EMA plays a responsible role in our community and the region we serve.

Sustainability – Our Approach

MAG has set out our purpose as;

"to connect our customers to the world with great airport experiences and innovative travel." This is underpinned by our five MAG Values, including 'Sustainable Future for All'.

Sustainability is integral to MAG's vision. We are determined to lead the aviation industry toward a net zero future, with ambitious goals to reduce emissions and create a positive impact on the environment. Through collaboration with communities and partners, we invest in initiatives that benefit people and the planet, ensuring that our growth supports long-term progress.

"We are supporting and contributing to the regions where we operate, developing sustainable initiatives with our communities to benefit people and the planet."

The latest MAG Sustainability Strategy was published in 2025, and it is intended to guide the sustainable development of our business whilst also recognising the impact of our business on the regions where MAG airports operate. The strategy is built on two strategic pillars; Protecting our environment; and Community at our core. Our approach to Community focuses upon two key areas: Opportunity for all; and Local voices.

If the Sustainability Strategy is to make a meaningful difference, and build on our earlier work, our plans, programmes, and activities must be focussed on the issues that are the most important to our stakeholders and where our interventions are needed the most. The Sustainability Strategy has been informed by an independent materiality assessment that seeks to capture the views of a wide range of stakeholders. These include our colleagues, local community partners, and people living around our airports.

We publish annual Sustainability Reports at both a MAG and at an individual airport level that follow the guidelines and standards set by the Global Reporting Initiative (GRI). The annual MAG CSR Report and the most recent East Midlands Airport Sustainability Report can be found on our website.

Community Impact

EMA has a strong reputation of engaging and working with our local community. The approach to our community activity is set out in the MAG Sustainability Strategy under the pillars of Opportunities for all and Local voices. The strategy is to:

Maximise Positive Impact:

- Employment (Opportunity for all).
- Developing the airport's public transport network (Opportunity for all).
- Inspiring young people (Opportunity for all).
- Colleague volunteering (Local voices) – target for 100% of Leaders and 30% of colleagues to participate in community volunteering programmes.

EAST MIDLANDS AIRPORT COMMUNITY FUND

£3,000,000+

COMMUNITY FUND (LOCAL VOICES) – OVER £3,000,000 DONATED SINCE THE FUND WAS ESTABLISHED IN 2002.

Minimise Negative Impact:

- Managing the impact of noise (Local voices).
- Sound Insulation Grant Scheme (Local voices) – over £3,200,000 spent since 2002.
- Vortex Roof Repair Scheme (Local voices) – over £1,156,000 spent since 2008.

Opportunity for All

We are dedicated to creating quality employment and providing opportunities for all in a safe, inclusive, and diverse environment. The past five years have highlighted the importance of stable, meaningful jobs with good working conditions, and the COVID-19 pandemic underscored the value of collaboration between businesses, schools, and colleges in offering skills and flexible work practices, while supporting equity and diversity.

Promoting sustainable employment practices makes both ethical and business sense. Happy colleagues deliver better services and create more value for our customers. By providing opportunities for local talent, EMA, along with our partners, ensures a pipeline of skilled individuals who contribute to our long-term success. We aim to make EMA a cross-generational hub where everyone in the region can benefit from airport employment.

Local Voices

We want our airports to work with the communities closest to them. We recognise that our operation can cause local disturbance, but that the airport also brings benefits. We are committed to being a good neighbour by working and engaging with local communities so that we minimise our negative impact and maximise the benefits as much as we possibly can.

Opportunity for All

We will create quality opportunities for work and will seek to break down barriers for everyone in our community. At EMA we are committed to creating quality employment and believe in providing opportunity for all in a safe, equitable, inclusive, and diverse environment where colleagues can fulfil their potential and better meet the needs of our customers. Our influence extends beyond our own business, and we want to work with all our partners on the EMA site to ensure that high standards are upheld by all.

We want EMA to be an inclusive place that represents the diversity of the East Midlands region, developing the talent of people who work here and inspiring the next generation of aviation professionals.

Education and Employment

MAG Connect

MAG Connect is our award-winning programme aimed at inspiring and supporting the next generation of aviation professionals. It provides early inspiration to school children, skills training for current and prospective employees, and connects job seekers with work opportunities across MAG airport sites.

- MAG Connect Airport Academy (since 2013) supports local job seekers with training, recruitment services, and a partnership with Nottingham College offering free accredited courses. Our goal is to assist 3,500 people through the three MAG Airport Academies by 2030.
- MAG Connect Aerozone at EMA (since 2010) serves as an educational hub for young people to learn about aviation. It offers interactive experiences such as flight simulators and promotes sustainable aviation. In 2023, we celebrated the 30,000th visitor to the Aerozone.

College Partnerships

In a scheme that has been running since 2017, our Education Manager at EMA is working with Derby and Nottingham Colleges offering a planned schedule and programme of activities and interventions for students who are taking the College's Advanced Level (Level 3) BTEC in Aviation Operations. This programme has involved students visiting the airport to get an insight into what a job in aviation is really like, as well as helping them learn new skills and gain a greater awareness of their own skills and personal qualities. This programme also provides valuable experience for our colleagues, and it is part of our colleague development and our wider volunteering programme. We will continue to offer this programme.

We have worked with both Business in the Community's (BITC) 'Business Class' programme and subsequently the national Careers and Enterprise Company's activities across the former LLEP and D2N2 Local Enterprise Partnership areas. We are working with local schools to develop and enhance their Careers Strategies through the delivery of the Gatsby Benchmarks and through the provision of Enterprise Advisors within key schools.

EMA Cadet Scheme

Students studying Travel & Tourism from Derby College, Nottingham College and Loughborough College also can enrol in the EMA Cadet Scheme. As customer cadets, students work at EMA during their term breaks and are trained to fulfil customer service roles, either in the customer ambassador or assisted travel team. Students receive training to the same standard as all our colleagues and can gain paid work and the chance to learn more about aviation and working in the industry, as well as tailored 1–1 support from experienced colleagues. This helps prepare them for working in the industry after completing their courses and further strengthens EMA's partnership with our local colleges.

Launched in 2022, our Friends of EMA (FoEMA) scheme invites retired colleagues to volunteer at the airport, contributing over 1,000 hours of support. Volunteers assist passengers and provide expertise during disruptions, helping to maintain a smooth operation at EMA.

Apprenticeships

Apprenticeships provide a valuable step from education and training into the world of work, and we will develop our apprenticeship programme at EMA to prepare the next generation of airport colleagues for a career in aviation.

3,500

OUR GOAL IS TO ASSIST 3,500 PEOPLE THROUGH THE THREE MAG AIRPORT ACADEMIES BY 2030

Supply Chain & Meet the Buyers

EMA is a major business in the East Midlands, purchasing a wide range of goods and services to support operations and airport development. With around 100 businesses on-site, most support passenger or air cargo activity. We prioritise working with companies that share our values and aim to generate economic value in the region.

In January 2024, we launched our inaugural EMA Meet the Buyers event, inviting businesses from across the region to discuss partnerships that benefit the East Midlands economy. We aim to establish this event as the region's leading procurement platform.

Equity, Diversity and Inclusivity

As a key regional employer, we are committed to securing and retaining top talent that reflects the diversity of both the region and the airport's passengers. By fostering diversity, we can drive meaningful changes to our culture and workforce.

We believe equity, diversity, and inclusion strengthens our business and creates a great work environment. Our approach ensures that all colleagues feel included, valued, and supported, fostering a collaborative and inclusive atmosphere. Through an ambitious three-year strategy, we focus on developing diverse talent, including graduates, apprentices, women in aviation, people with disabilities, and ethnic diversity at all levels.

MAG's Employment Charter commits to the highest employment standards:

- Attracting and developing great people
- Flexible work and supportive environment
- Secure work and fair pay
- Promoting workplace wellness
- Engaging colleagues and giving them a voice
- Continuously improving the colleague experience

We are proud that MAG was formally accredited as a Real Living Wage employer in 2023 by the Living Wage Foundation. This accreditation guarantees that all employees directly employed by MAG receive at least the Real Living Wage, an income that covers the cost of living in real terms. The accreditation also recognises that MAG is working with businesses that provide on-site services on its behalf such as cleaning services to ensure that they also pay their staff the Real Living Wage.

Inclusive Design

We are committed to creating buildings and environments that are accessible, convenient, and enjoyable for all users. This includes careful consideration of building layouts, signage, lighting, visual contrast, and materials. Our goal is to enhance the airport's facilities and new developments to be more inclusive and sustainable. Inclusivity will be prioritised from the design stage through to operation, ensuring a welcoming and accessible environment for all passengers. At MAG, we will collaborate with the Government to develop a national standard for Inclusive Transport, striving for the highest rating across our facilities.

The EMA Accessibility Forum guides a comprehensive program to improve services for passengers with reduced mobility, aiming for and maintaining the highest CAA standards. We publish our Passenger Service Standards on our website and regularly report our performance, using customer feedback and market research to drive continuous improvement. EMA's assisted travel provision has received international recognition, including being named Europe's top airport at The Ozion Accessibility Awards 2023, and second in the world. We plan further investments, such as offering sign language interpreting on demand and supporting visually impaired passengers through pre-mapped spaces via smartphones.

AIMS

- By 2030 70,000 young people will be supported by our education programmes, with at least 50% of those benefitting from priority schools and colleges.
- 100% of people completing a MAG Connect Airport Academy programme will be offered an interview with MAG or an on-site partner, and our aim is that at least 80% of people completing the Academy programme at EMA will be successful in gaining a job.
- The MAG Airport Academies will support everybody who approaches us, assisting a minimum of 3,500 people through the Airport Academy by 2030. At least 10% of those taking part in Academy programmes will be from groups defined as 'disadvantaged'.
- Over the next five years we will establish our apprenticeship programme, developing our colleagues and preparing the next generation of airport colleagues for the world of work.
- We will build on our successes of the first EMA Meet the Buyer event and maintain it as an annual event for the region.
- As a demonstration of our commitment, MAG will become a 'Committed' employer under the Government's 'Disability Confident' programme and will seek accreditation to the National Inclusion Standard.
- On our path to be an equal, diverse, and inclusive business, we will set out our ambition and regularly report on our progress through the EMA Consultative Committee and in our annual Sustainability Reports.

Local Voices at East Midlands Airport

We are committed to addressing the issues that matter most to communities near EMA. Our focus is on engaging local voices, managing noise, and supporting local communities. We will continue to build trust with these communities and improve their quality of life.

At EMA, we believe the airport's success should benefit the entire East Midlands. We work hard to maintain positive relationships with our local communities, especially those closest to the airport, ensuring we listen and collaborate to resolve any concerns.

East Midlands Airport Consultative Committee (EMACC)

EMACC is the formal link between the airport and its neighbouring communities. In the Aviation Policy Framework, the Government expects all airports and aerodromes to communicate openly and effectively with their local communities about the impact of their operations. The guidelines for Airport Consultative Committees were published in 2014. Whilst they set out some of the principles and standards for the committee, it is also recognised that the Consultative Committee should work in a way that best suits the circumstances of the airport and the local area.

EMACC is independently chaired and is made up of representatives from the local authorities in the area, local community groups and organisations, and airport users. It meets formally three times a year. In addition to the main EMACC, there are two sub-committees: the Monitoring, Environment, Noise and Track (MENT) sub-committee and the Transport, Economic Development and Passenger Services (TEP) sub-committee. These two sub-committees provide an opportunity for more detailed and in-depth discussions including about the airport's environmental programme and its customer and passenger services.

We will continue to fully support the work of the EMACC to make sure that it continues to provide a valuable formal link with a range of key stakeholders.

EMA Youth Forum

As part of our Sustainability Strategy, MAG committed to enhancing consultation efforts by establishing Youth Forums at each airport. EMA's Youth Forum, formed in 2022, addresses the under-representation of young adults in community consultations. It allows us to engage local youth, ensuring their voices are heard on issues that matter most to them.

Through the forum, we aim to:

- Educate young people about EMA as a business and key regional employer.
- Understand their perspectives on travel, future careers, and local issues.
- Address their concerns as neighbours and future stakeholders.

In 2024–2025 the focus was on the CSR priorities with sessions on Local Voices, Opportunity for All and Zero Carbon again and a second Summit event in March 2025 where we discussed feedback on the MAG 2024 Materiality Survey and how it helped shape the sustainability landscape since the previous year, got student's input into our Community Funds as well as into MAGs emerging Talent Strategies. Our third annual Summit event, where we bring together young people from our Youth Forums across Manchester, East Midlands Airport and Stansted, took place in March 2026.

EMA in the Community

Community Outreach: Every year we host a programme of Community Outreach events in local villages around the airport. This gives us an opportunity to meet with and talk directly to local people and hear their concerns in an informal way.

Parish Council Meetings and Parish Engagement Forum: We meet with local parish councils, and twice a year host a Parish Engagement Forum to discuss a wide range of local issues.

Community Survey: Regular community surveys give us the opportunity to gather feedback from stakeholders and local residents. This helps us gain a better understanding of the issues that are affecting an area and identify any gaps in our community programme and ways where we can offer support. We share the details of the Survey with EMACC and publish them on our website.

Community Flyer: We publish a regular community newsletter to keep residents informed about what is happening at the airport.

Employee Engagement

We encourage volunteering as part of our Sustainability Strategy. Over more than 10 years, EMA staff have participated in various community and environmental projects. During the COVID-19 pandemic, we supported local foodbanks, vaccination centres, and isolated individuals. Our volunteering programme continues to focus on impactful activities, with an aspiration of of 30% colleague participation. In 2025 37% of colleagues participated, including 100% of our leadership team.

Managing Local Impacts

Addressing environmental issues, especially noise, is central to our CSR approach. We actively engage with the community to mitigate the impacts of living near an airport and ensure responsible operations. Details of our transport, environmental, and noise management plans are outlined in the Surface Access and Environmental chapters.

Mitigation and Compensation

EMA Community Fund: The EMA Community Fund was established in 2002, with £50,000 donated each year from the airport company, along with the money received from noise surcharges for the operation of the noisiest aircraft as well as fines for aircraft that breach the airport's noise limits. In line with Noise Action Plan, from April 2024 we have increased the airport's contribution to the EMA Community Fund from £50,000 to £55,000, applying CPI inflationary increases annually thereafter. The value of our contribution will be rounded up to the nearest £1,000 after inflation is applied each year. Additionally, we will continue to contribute all the money raised from noise surcharges and noisy aircraft penalties to the Fund.

The airport will continue to carry out regular reviews of the Community Fund to ensure it remains effective.

The Community Fund has an area of benefit that extends around EMA. Within it, eligible community groups can apply for grants of up to £2,000 to support projects that have long-lasting community, social or environmental benefits. Projects include facilities for sport, recreation, and other leisure activities as well as educational, environmental, heritage and wildlife schemes. The Fund has an independent committee drawn from the local authorities, a based airline, and the airport company, who consider the applications and award the funding. Since it was established the Community Fund has donated over £3m in grants to 3,019 local charities and community groups.

COMMUNITY FUND ELIGIBLE AREA

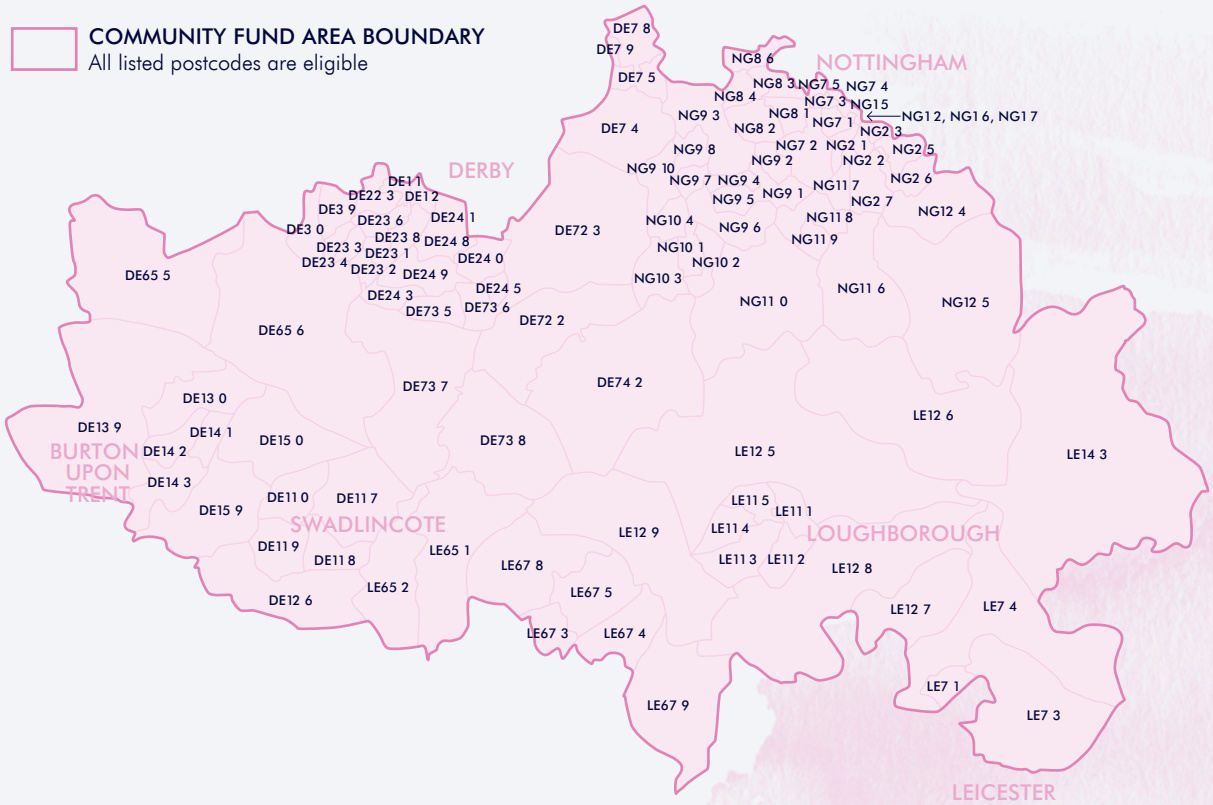


Figure 18: Postcodes that are eligible for the Community Fund.

LIST OF ELIGIBLE POSTCODES

LE11 1	LE12 7	LE67 4
LE11 2	LE12 8	LE67 5
LE11 3	LE12 9	LE67 8
LE11 4	LE14 3	LE67 9
LE115	LE65 1	LE7 1
LE125	LE65 2	LE7 3
LE126	LE67 3	LE7 4
DE1 1	DE22 3	DE3 9
DE1 2	DE23 1	DE65 5
DE11 0	DE23 2	DE65 6
DE11 7	DE23 3	DE7 4
DE11 8	DE23 4	DE7 5
DE11 9	DE23 6	DE7 8
DE12 6	DE23 8	DE7 9
DE13 0	DE24 0	DE72 2
DE13 9	DE24 1	DE72 3
DE14 1	DE24 3	DE73 5
DE14 2	DE24 5	DE73 6
DE14 3	DE24 8	DE73 7
DE15 0	DE24 9	DE73 8
DE15 9	DE3 0	DE74 2
NG1 2	NG11 9	NG8 1
NG1 5	NG12 4	NG8 2
NG1 6	NG12 5	NG8 3
NG1 7	NG2 1	NG8 4
NG10 1	NG2 2	NG8 6
NG10 2	NG2 3	NG9 1
NG10 3	NG2 5	NG9 2
NG10 4	NG2 6	NG9 3
NG10 5	NG7 1	NG9 4
NG11 0	NG7 2	NG9 5
NG11 6	NG7 3	NG9 6
NG11 7	NG7 4	NG9 7
NG11 8	NG7 5	NG9 8

QC4 Surcharges: Since its introduction in April 2021, as part of the EMA Noise Action Plan, a surcharge was levied on QC4 aircraft to discourage their use at night. Although the target for QC4 surcharges is zero, the shortage of cargo capacity on passenger aircraft during the pandemic resulted in the operation of QC4 aircraft at night. In the period from April 2021 to June 2023, the surcharge was applied to 619 aircraft movements, generating an additional £1,361,416 for the Community Fund. The operation of QC4 aircraft at night ended in June 2023, and a ban on the operation of QC4 aircraft at night has been introduced from 2024.

As a direct result of these QC4 surcharges, the funds available in the EMA Community Fund grew rapidly in recent years alongside the number of groups and initiatives receiving grants from the Fund. 2022 marked the 20th anniversary of the EMA Community Fund and due to the additional money available, the Community Fund Committee considered a range of ideas and agreed two special projects to make best use and maximise the impact of these additional EMA Community Funds:

- **Low Carbon Energy Fund:** The Community Fund Committee agreed to ring-fence funding to provide a 'Low Carbon Energy Fund' for local community and public buildings such as schools, village halls, sports facilities, and community buildings. The fund operated from 2021 to 2024 and contributed towards solar panels, LED installations, electric charging points, air and ground source heating and similar proven technologies for green energy. This aligns with both MAG's 'Zero carbon airports' agenda and with wider national targets. Renewable and low carbon technologies are proven, with the cost having reduced significantly over the last decade. With the cost of energy increasing significantly, renewable energy offers not only a chance to reduce emissions but also brings some security over future energy costs.

  The Low Carbon Energy Fund commenced with a pilot project focussing on our nearest hospices. Local hospices were invited to bid, and between them three hospices were awarded funding. Treetops Hospice in Derbyshire was awarded £20,000 towards the installation of solar panels, Rainbows Children's Hospice in Loughborough received £19,774 for the installation of electric vehicle charging points, and Loros in Leicestershire received £20,000 towards the installation of energy-efficient LED lighting.

  The Low Carbon Energy Fund was fully launched in Spring 2022. It initially focussed on local parishes most affected by the airport's operations but was then widened to cover the whole Community Fund Area. The Low Carbon Energy Fund supported a total of 53 organisations with a total of £510,213 in funding, helping to reduce the cost of energy and enabling local community organisations to spend more of their money on local projects.

- **EMA Schools Eco-Garden Competition and the EMA Eco-Garden Fund:** A competition was launched in early 2022 to invite local schools within the Community Fund Area to take part in an eco-garden design competition. Supporting resources and further information about the competition alongside the judging criteria was published on our website.

  The standard of entries was very high, and the Community Fund Committee agreed to increase the total prize fund from £120,000 to £300,000 to allow as many schools as possible to benefit. Prizes ranging up to £20,000 were awarded to 26 winning schools to construct their gardens. The judges were looking for eco-garden designs that incorporated clever and innovative ways to make open spaces at schools more environmentally friendly and provide a lasting benefit to school communities. The winning schools were announced in July 2022, and we have worked in close partnership with all the schools to help turn their designs into reality. We have been supported by the Derbyshire Wildlife Trust in the delivery of the eco-gardens. Following the success of the EMA School Eco-Garden Competition, the Community Fund created a special 'Eco-Garden' Fund which ran for two years between 2023 and 2024. Schools and other not-for-profit community organisations and charities were able to bid for up to £10,000 to turn their Eco-Garden dream into a reality. Including the schools that benefitted from the competition, a total of 52 schools and organisations received a share of £506,035 in funding towards Eco-Garden projects.

- **EMA Community Sponsorship Fund:** The EMA Community Sponsorship Fund provides small grants to support local charities and community groups within the area of benefit to support community projects and events, that without support might otherwise not be able to take place. The details of the Community Sponsorship Fund are available on our website.

Sound Insulation Grant Scheme

The EMA Sound Insulation Grant Scheme was established in 2002 to offer financial support for the acoustic insulation of properties close to the airport that are most affected by aircraft noise, especially at night. It is based on a 55dB night noise contour (2007) and it exceeds the requirements for airport insulation grants that are recommended in the 2013 Aviation Policy Framework. This was to reflect local circumstances of EMA's night cargo operations. The Sound Insulation Grant Scheme provides for acoustic glazing and roof insulation, and the level of the grant funding depends on a property's location within three grant scheme bands.

A review of the scheme was undertaken as part of the 2024–2029 EMA Noise Action Plan. We have updated the Scheme rules to reset the value of grant funding offered to properties 20 years after any previous grant was awarded. Additionally, we have increased the contribution available through grant awards by 10% from 1 April 2024 and apply CPI inflationary adjustments annually thereafter. The value of the grant will be rounded up to the nearest £100 after inflation is applied each year. We will carry out a review of the sound insulation options available, with a view to improving the range of options for buildings eligible under the scheme.

Since it was established in 2002, the Sound Insulation Grant Scheme has provided over £3,200,000 in grant funding to over 1,100 homes. Further details can be found at https://www.eastmidlandsairport.com/community/supporting-the-local-community/

Vortex Protection Scheme

Aircraft can generate air vortices, especially during landing, which may persist in calm weather and affect local properties. Roofs with loose tiles are most vulnerable to vortex damage. A programme was introduced in 2007 to re-roof properties that have suffered vortex damage, securing each tile. Over 89 properties have been re-roofed, with an investment of £1,156,000. We will continue to operate this scheme.

Sustainable Transport Fund

An EMA Sustainable Transport Fund has been established to support a variety of sustainable transport projects. These will include the development and promotion of public transport services to EMA, improving cycle routes around the airport and introducing car share initiatives. Further details of the Sustainable Transport Fund are in the Surface Access chapter, which also outlines the various ways people access the airport.

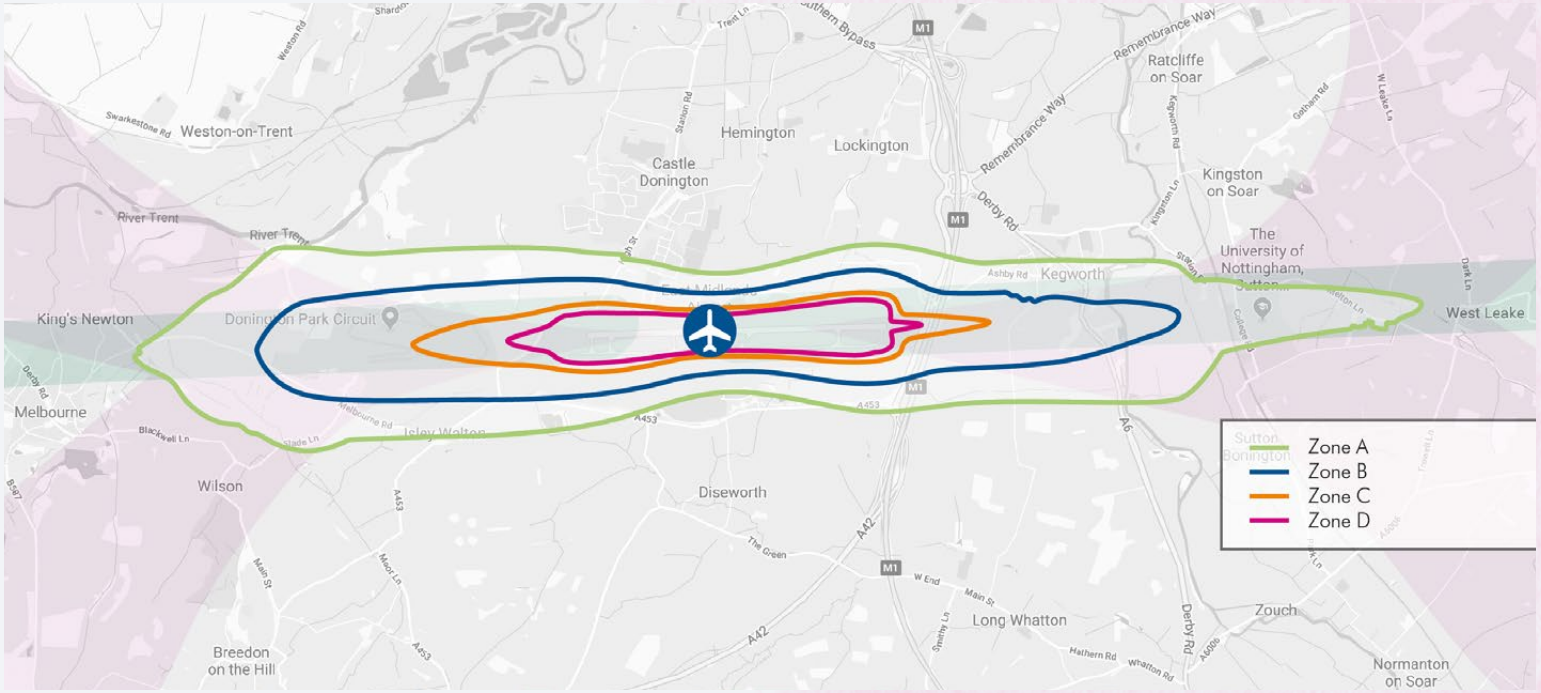


Figure 19: Sound Insulation Grant Scheme eligibility map.

Aircraft Noise

We understand that aircraft noise, especially at night, can be disturbing and it is an important issue for people living close to EMA. Because EMA is the major UK hub for express air cargo, there is a need for flights to operate through the night. We will continue to work to minimise the effects of night noise, and we have long-term commitments and controls in place. These are regularly reviewed and updated where necessary.

We publish and regularly review our Noise Action Plan following Defra guidelines. It contains targets and controls on aircraft noise, including restrictions on the use of the noisiest aircraft at night, penalties, and surcharges to encourage the use of the quietest aircraft along with mitigation and grants to help residents who are most affected. We will continue to provide updates on the progress of our Noise Action Plan to EMACC. We reviewed the Noise Action Plan in 2023 and published the update 2024–2028 Noise Action Plan in late 2024. We are also undertaking a review of the airspace around EMA and where aircraft fly when taking off and landing at the airport. Further details on our work on aircraft noise and the Future Airspace programme is in the Environment Plan that is part of the SDP.

We have established a specialist Flight Evaluation Unit that brings together the noise experts at the three MAG airports to work together and respond to local community enquiries. By developing this at a MAG Group level, there is a greater experience and expertise available at EMA and it provides the opportunity to share best-practice across the three airports.

Throughout the COVID-19 pandemic there was an increase in the number of residents in nearby communities raising concerns and making complaints about aircraft noise.

Several local parish councils also became more engaged in noise issues. We responded by increasing the number of parish council meetings that we attend. After the pandemic we relaunched our Airport Parish Engagement Forum and its membership has since grown from 6 local parishes to around 12 parishes. We will maintain a flexible approach to meeting local parish councils. We have also arranged meetings between our Flight Evaluation Unit and members of the councils to discuss the specific nature of their concerns in more detail.

We have received an increasing number of requests for noise monitoring in local communities and have worked with the Monitoring Environment Noise and Track (MENT) sub-group of the EMACC to develop a clear policy on the deployment of mobile aircraft noise monitors. In 2023 we installed a new fixed noise monitor in Melbourne.

Accreditation and Best Practices

To make sure that our community programme continues to reflect best practice and to meet the needs of our communities and local stakeholders, we carry out a range of regular benchmarking and independent audits of our work. The MAG annual Sustainability Report follows the standards that are set by GRI (Global Reporting Initiative). GRI is an independent, international organisation that helps businesses take responsibility for their impacts and provides the world's most widely used standards for sustainability reporting.

Our environmental management systems are accredited to the international standard ISO 140001 and are subject to regular audits. ISO 140001 is an important part of our management processes, and we also achieved ISO 50001 accreditation for our energy management systems in 2023. Further details are included in the Environment section of this SDP.

AIMS

- To ensure we continue to improve our performance and respond to developments in best practice, we will maintain accreditation to appropriate benchmark(s), publicly reporting the outcomes from any assessment.
- We will continue to undertake regular sustainability materiality and community trust surveys with local stakeholders to assess our relationship and understand their priorities. We will openly report on the responses we receive and what they mean for our plans.
- We will continue to attend meetings of our closest parishes on request, and we will continue with our Community Outreach programme, holding a minimum of six Outreach events each year.
- We will continue to review the EMA Community Flyer to widen its distribution, and we will look for new ways of sending out our news using digital channels and social media platforms.
- We will hold a minimum of two EMA Parish Engagement Forum meetings for local parish councils each year.
- We will continue to develop our links and relationships with our key partners in the East Midlands so that we can understand and contribute to economic growth and sustainable development in Derbyshire, Leicestershire, and Nottinghamshire.
- We will continue to build a culture of volunteering, encouraging all colleagues to use up to two days of paid volunteering, to support selected projects in our local communities. We will support and promote colleagues' volunteering in their local communities. Every MAG leader will contribute to our social value programme every year by undertaking volunteering, and we will continue to work towards our long-term aspiration that 30% of our colleagues participate in volunteering.
- We will continue to operate the EMA Sound Insulation Grant Scheme in line with our legal obligations. We have updated the Scheme to reset the value of grant funding offered to properties 20 years after any previous grant was awarded. We also carried out a review of the sound insulation options available through our SIGS, with a view to improving the range of options for buildings eligible under the scheme. A further review will be undertaken in line with our Future Airspace programme.
- We will continue to offer a Vortex Damage Repair Scheme and a Vortex Protection re-roofing scheme for local properties that have been affected by vortex strikes.
- We have increased the airport's contribution to the East Midlands Airport Community Fund from £50,000 to £55,000, and we will apply CPI inflationary increases annually thereafter. The value of our contribution will be rounded up to the nearest £1,000 after inflation is applied each year. Additionally, we will continue to contribute all the money raised from noise surcharges and noisy aircraft penalties to the Fund. We will continue to carry out regular reviews of the Community Fund to ensure it remains effective.