

**East Midlands Airport
Independent Consultative Committee (ICC)
General Meeting
Friday 26 February 2021
Via MS Teams**

Present:

Independent Secretariat

Mrs H Booth

Organisation

Derbyshire County Council / Vice-Chairman	Cllr N Atkin (Chair) (NA)
Leicestershire County Council	Cllr T Pendleton (TP)
Kings Newton Residents Association	Mr S Leech (SL)
Melbourne Civic Society	Dr P Grimley (PG)
Melbourne Civic Society	Mr M Keay (observer)
PAIN – People Against Intrusive Noise	Mrs P Beddoe (PB)
WHICH	Dr A Manhire (AM)
WHICH	Mr I Jones (IJ) (observer)
DHL Aviation Ltd	Mr A O'Neill (AO)
Loughborough University	Dr A Timmis (AT)
Erewash Borough Council	Cllr R Parkinson (RP)
CPRE Notts & Rushcliffe	Mrs B Walker (BW)
Nottinghamshire Association of Local Councils	Mr M Elliott (ME)
Save Aston Village Environment (SAVE)	Mr E Green (EG)
Rushcliffe Borough Council	Cllr A Edyvean (AE)
Derbyshire Association of Local Councils	Cllr S Marbrow (SM)
South Derbyshire District Council	Cllr S Taylor (ST)
Charnwood Borough Council	Cllr J Savage (JS)
Leicestershire and Rutland Association of Local Councils	Cllr A Sowter (AS)

East Midlands Airport (EMA)

EMA Managing Director	Mrs C James (CJ)
Group Head of Environment	Mr A Freeman (AF)
Group CSR and Airspace Change Director	Mr N Robinson (NR)
Group Head of Community Engagement	Mr R Pattison (RPa)
EMA Terminal Operations Director	Mr G Moss (GM)
EMA Operations Director	Mr P Morris (PM)
EMA Head of Terminal Operations	Mr U Khalid (UKh)
Group Planning Manager	Mr J Bottomley (JB)
EMA Operations Manager – Car Parks	Mr P Bradley (PB)
EMA Academy Co-ordinator	Mr D Gale (DG)
EMA Community Engagement Manager	Ms C Hempson (CH)
UK Border Force	Mr N Broad (NB) (items 1-6 only)

Apologies

Royal Mail

Mr G Kelly

Nottinghamshire County Council
Wings

Cllr A Brown
Mr I Robertson

The meeting commenced at 1000.

1. Apologies and Declarations of Interest

The Chair welcomed all to the meeting, introduced Hannah Booth as the new Independent Secretariat and reported apologies as recorded. No declarations of interest were raised.

2. Minutes of the last meeting

The Committee approved the minutes of the last meeting held on 14 February 2020 as a true and accurate record of the meeting.

a. Matters arising

The Chair reviewed actions from the previous meeting.

It was confirmed that organisations attending the ICC and Sub-Groups were nominated as member groups, and as such should determine lead and deputy attendees. An update on bus services and car park communications had already been reported at the TEP sub-committee and an update on the MAG CSR 2020/25 strategy had been given at the special meeting in November 2020.

A member recalled an action as to what precious metals are coming in via air shipments.

Action: EMA

3. Chairman's Report

The Chair informed of a recent meeting of the Liaison Group of UK Airport Consultative Committee (UKACCs) and as reflected in recent discussions at both ICC sub-groups it was agreed that, once the new Independent Chair is in place, a review of the benefits and value of UKACC membership will be conducted.

Action: ICC

A member enquired as to noise management reporting streams and, notwithstanding an ongoing consultation around night flight policy, potential reporting methods would be reviewed once the new Independent Chair is in place.

It was confirmed that a first round of interviews had taken place for the new Independent Chair, that an appointment is yet been made but that a preferred candidate has been invited to a second interview.

4. Managing Director's Report

Clare James (CJ) presented the Managing Directors Report, detailing the vast impacts of COVID-19 and the airport's response to the pandemic. Key points included:

- With no international travel, passenger flights have halted from EMA and the terminal has been closed since 18 January.

- Disruption is expected to continue for many months, therefore action is underway to reduce and minimise cost wherever possible, with continued utilisation of the furlough scheme, organisational restructuring, renegotiations with contractors and shareholders. It was reported that Government support beyond the furlough scheme is extremely limited.
- With reliability on the response and progress of other countries to bring back international travel, between 25-40% of average travel is anticipated for 2021.
- The airport remains open to support UK PLC for cargo shipments, providing critical volume to support national operations.
- It was confirmed that COVID risk assessments were reviewed in January and any subsequent adjustments made in response to the new variant. With appropriate levels of PPE and a testing facility in place, services are being readied for future use.

CJ went on to discuss HS2 developments and a recent review by the Infrastructure Commission recommending to adjust the original proposal by omitting a new station at Toton and onward connections to Leeds, instead terminating and linking up with the main line at East Midlands Parkway. It was advised that EMA are engaging with local groups with a view to support the original option for more improved rail connectivity.

With a Freeport bid submitted to Government, CJ advised to be awaiting announcement as part of the budget on 3 March.

CJ confirmed the current priority as business recovery and sustainability of the sector in the landscape of COVID-19 and reported limited progress in the ongoing future airspace project, which is currently paused on a national level due to the pandemic.

Members recognised value in continuing freight activity and PG enquired what proportion of the additional 50,000 tonnes of freight during 2020 was attributed to transportation/supply of PPE.

Action: EMA

It was acknowledged that freight activity is high, partly due to an increase in online shopping, but that freight operations on their own (without passenger flights) mean that the airport is not profitable. Freight operations, whilst a valued part of the business, only go so far in supporting the airport through this period and that the airport requires the restart of passenger flights in order to return to a position of profit. CJ reported that the main based cargo operators remain as DHL, UPS, FedEx, Royal Mail and a limited operation from Amazon, all of which have seen an increase in activity.

Following a discussion on flight paths and the age of aircraft in use, a member raised concern around helicopter routes. CJ recognised the agility available to helicopters but highlighted potential impacts of weather and instrument rated approaches within ILS and pilot currency. It was reported that as part of the future airspace programme, further local consultation will be undertaken and

newer GPS technologies should bring all aircrafts onto much narrower departure route.

A discussion followed on testing and the concept of a vaccination passport. CJ informed of ongoing research and planning to establish best practice travel protocols, that do not bring excessive financial impact to passengers and are proportionately reasonable for the airport to deliver. CJ reported that airport operations had been adapted to minimise risk of transmission and that very few members of staff had tested positive, with no evidence to suggest that was contracted on site.

Item 6 was discussed.

5. Overview: Independent Commission on Civil Aviation Noise (ICCAN)

Adam Freeman (AF) summarised the contents of the paper submitted to the ICC following an expression of interest at previous meetings.

Established following a recommendation of the Airports Commission, ICCAN is working through its first two-year strategy which covers areas of noise attitudes, metrics, public health, airspace changes and airport engagement with local communities.

With the purpose and future of ICCAN subject to a Government review during 2021, AF assured the ICC that the MENT sub-committee would be kept informed of developments and acknowledged that several ICC members are engaging directly with ICCAN.

A member raised concern that EMA were not yet implementing an additional noise metric recommended by ICCAN and asked for clarification around definitions of local measurements. AF highlighted Government preference for community engagement to agree preferred metrics at a local level. The introduction of 'N-above' and other recommended measures will be discussed at the MENT sub-committee.

Action: EMA/MENT

6. Border Force update

Neal Broad (NB), Assistant Director for Border Force, Midlands Command presented a verbal update on operations at EMA including responses to COVID-19, the Brexit transition period and recent activity in upskilling and refining processes.

It was reported that five E-Gates at EMA are due to be upgraded and that challenges were being addressed in deploying a relatively static workforce to seasonal activity.

With a future dependant on the return of passengers, NB advised to be utilising capacity across airport operations in the meantime. A discussion followed on entry procedures with particular regard to mandatory quarantine. CJ advised it as unlikely for EMA to act as a designated airport for hotel mandated quarantine.

7. ICC Vice-Chair and Sub-Group membership election process

Following discussion around timings of meetings, local elections and installation of a new Independent Chair, it was agreed that elections will take place at the ICC General meeting in October.

All members were encouraged to consider sub-group nominations and local interest group representatives were invited to put themselves forward for the role of Vice-Chair.

8. Melbourne Civic Society Annual Report

Paul Grimley (PG) presented the annual report by the Melbourne Civic Society detailing concern around plans to increase night flight activity. The report suggested that, although newer aircraft can offer a noise reduction, evidence suggests that noise levels are increasing. Members highlighted concerns regarding delays to the delivery of EMA's Noise Action Plan and invited assurance for change.

Unusual traffic patterns were highlighted as a result of the pandemic and a 10% reduction in night flights was observed; EMA refreshed its commitment to reducing noise in the local community. Members looked forward to further discussion and demonstration of this intention at a sub-group level.

9. Airport update

- a. Environment
- b. Planning
- c. Traffic Statistics
- d. Community Engagement

The reports circulated were taken as read.

AF highlighted a Department for Transport consultation regarding night flight restrictions, which is expected to lead to the development of a national night flight policy. The consultation closes on 31 May. The Chair requested an update to all members by email of the Airport's response to the DfT consultation on night flights.

Action: EMA

10. Date of next meeting(s)

28 May 2021

CJ thanked all for their continued input, interest and support of the ICC and renewed the commitments of EMA to work closely with local communities through this challenging period and beyond.

There being no further business the Chair declared the meeting closed at 1200.

Proposed future agenda items

- a. National aviation strategy – awaiting Government update

- b. Environmental pollution from de-icer (MENT)
- c. ICC Vice-Chair and Sub-Group membership elections (GEN - October)
- d. Introduction of ICCANs 'N-above' and other recommended noise metrics (MENT)

Summary of Actions

2a.	Review and report on what precious metals are coming in via air shipments	EMA
3.	In consultation with the incoming Independent Chair, review the value of UKACCs membership to decide whether to continue this subscription	ICC
4.	Review and report on what proportion of the additional 50,000 tonnes of freight during 2020 was attributed to transportation/supply of PPE	EMA
9.	Provide an update to all members by email of the Airport's response to the DfT consultation on night flights	EMA