

Independent Consultative Committee (ICC)

General Meeting

Friday 4 March 2022

1000 – 1230 (*please note later finish due to additional agenda items*)

Virtual via MS Teams

<i>Timings (mins)</i>		Lead	Paper
5 <i>Note</i>	1. Welcome and apologies	Chair	
5 <i>Note</i>	2. Declaration of Interests	Chair	
5 <i>Agree</i>	3. Minutes of the last meeting <ul style="list-style-type: none"> 4 November 2021 Amendment(s) Matters arising 	Chair	Draft Minutes
10 <i>Note</i>	4. An update by the Chair <ul style="list-style-type: none"> Meeting facilitation 	Chair	
30 <i>Note / Discuss</i>	5. Managing Director's Report	EMA MD	Paper
25 <i>Note / Discuss</i>	6. Sustainable Development Plan	Jon Bottomley	Paper and presentation
15 <i>Note / Discuss</i>	7. Future Airspace and SRG	Neil Robinson	Presentation
15 <i>Discuss</i>	8. Airline Fleet Evolution	Andy O'Neil, DHL	Presentation
10 <i>Note</i>	9. Melbourne Civic Society Annual Report	Paul Grimley	Paper
15 <i>Note / Discuss</i>	10. Airport update <ul style="list-style-type: none"> Environment Planning Community Engagement 	Adam Freeman / Tom Rix Jon Bottomley Colleen Hempson	Papers
5 <i>Discuss</i>	11. AOB <ul style="list-style-type: none"> Future planned or proposed items 	Chair	
5 <i>Note</i>	12. Date of the next meeting(s) <ul style="list-style-type: none"> 24 June 2022 28 October 2022 	Chair	

EAST MIDLANDS AIRPORT
INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING

4 MARCH 2022

MANAGING DIRECTOR'S REPORT

1. Business Update

- 1.1 In December, we posted a financial update covering the period from 1st April to 30th September. Overall, our parent company, MAG, reported a loss before interest and tax of £75.7 million, with revenues down 70% on the same period two years ago (pre-pandemic volumes).
- 1.2 Following the easing of international restrictions by the Government, October 2021 became the airport's busiest month since the beginning of the pandemic. EMA welcomed 50% of pre-Covid levels of passengers. There was optimism that this was the start of the recovery that the sector.
- 1.3 However, we then saw demand fall back with the reintroduction of more stringent testing in response to the Omicron variant, which made it more difficult to travel and knocked consumer confidence. This resulted in a downturn in car park bookings, airlines scaling back operations and a drop in passenger numbers.
- 1.4 After Christmas the focus was on making the case for easing restrictions given the community spread of Omicron. MAG recently commissioned research by Oxera and Edge Health to show the impact of international travel restrictions on the spread of Omicron.

Key findings from the study included that the removal of all travel testing requirements in January would have no impact on the spread of Omicron in the UK; and that the travel restrictions imposed in late November had virtually no distinguishable effect on Omicron case rates in the UK, compared to leaving travel policy unchanged.

- 1.5 The Government's latest announcement to reduce testing was very welcome and we remain confident that demand will bounce back strongly in 2022.
- 1.6 Today, pre-departure restrictions for passengers arriving into the UK have been lifted. We are optimistic for the summer season. Forecasts suggest passenger numbers will be in the region of 75-80% of pre-Covid levels
- 1.7 As we look to a strong recovery in 2022, we have announced the creation of 175 jobs at the airport. Most of the vacancies are for security officers, but there are also opportunities available within customer service and car parking.
- 1.8 Our second virtual jobs fair was held on 1st February 2022 and our first 'face to face' jobs fair in two years will be held on Saturday 26th February 2022 in the check-in hall. The event will be attended by many on-site business partners including MAG, DHL, Swissport, Jet2, World Duty Free, HMS Host, WHSmith, HAE and Boots. All companies have a wide range of part-time and full-time positions on offer.

- 1.9 The cargo operation at EMA started the new year strongly, with dedicated cargo movements accounting for four times that of commercial passenger movements in January 22. Our Freight movements in the current fiscal year (Apr to Mar) have seen a 7.2% increase from the previous year. This is due to the ongoing demand for dedicated cargo flights at EMA, due to the ongoing limited belly-hold capacity on long haul routes from airports such as Heathrow.
- 1.10 Demand for express air cargo remains strong. Drivers for this include:
- Increased costs of moving goods by sea and container supply issues
 - Ongoing lack of belly-hold capacity on long haul routes
 - Increased demand for next-day-deliveries and e-commerce
- 1.11 Given this, all operators based on site are focused on continuous investment and growth, which is good for jobs and the regional economy.
- 1.12 The new year saw the introduction of a regular operation of a Boeing 777 for one of our cargo operators, with infrastructure on the east the airfield being upgraded to be compliant for these higher code operations.
- 1.13 FedEx Express has launched a flight from the EMA to the US to cater for growing e-commerce demand across the Atlantic. The B777 freighter flight operates four times per week departing from Charles-de-Gaulle (CDG) Airport in Paris, France, connecting to hubs at East Midlands Airport and Indianapolis in the US. In total, the flight adds 284 tonnes of additional capacity each week to FedEx's transatlantic network, with just over 72 tonnes dedicated to the UK.
- 1.14 At the end of last year, MAG announced a carbon offsetting scheme at all three of its airports, in partnership with CarbonClick. The scheme allows passengers to offset their emissions from their flight, regardless of airline or destination, and support sustainability projects in the UK and abroad.
- 1.15 The Government approved the East Midlands Freeport's (EMF) Outline Business Case and we are currently in the final stage of the process – working with other partners to submit a Full Business Case into Government. As part of this process and in response to Government feedback, SEGRO is refashioning its tax site to give the Full Business Case its best chance of success.

EMA's role remains as the port and enabler of the freeport and will help facilitate additional trade; we also submitted a small tax site for consideration as part of the broader EMAGIC proposal, specifically to support our cargo strategy.

Ongoing work is underway to agree the governance of the Freeport Board structure and I'll be representing EMA and will have a seat on the Board as a Director. We expect to hear back from Government in the next few months.

2. Airport Traffic Statistics

A high-level summary of operations is provided in Figures 1 to 3 below:

Figure 1 – EMA Passenger numbers

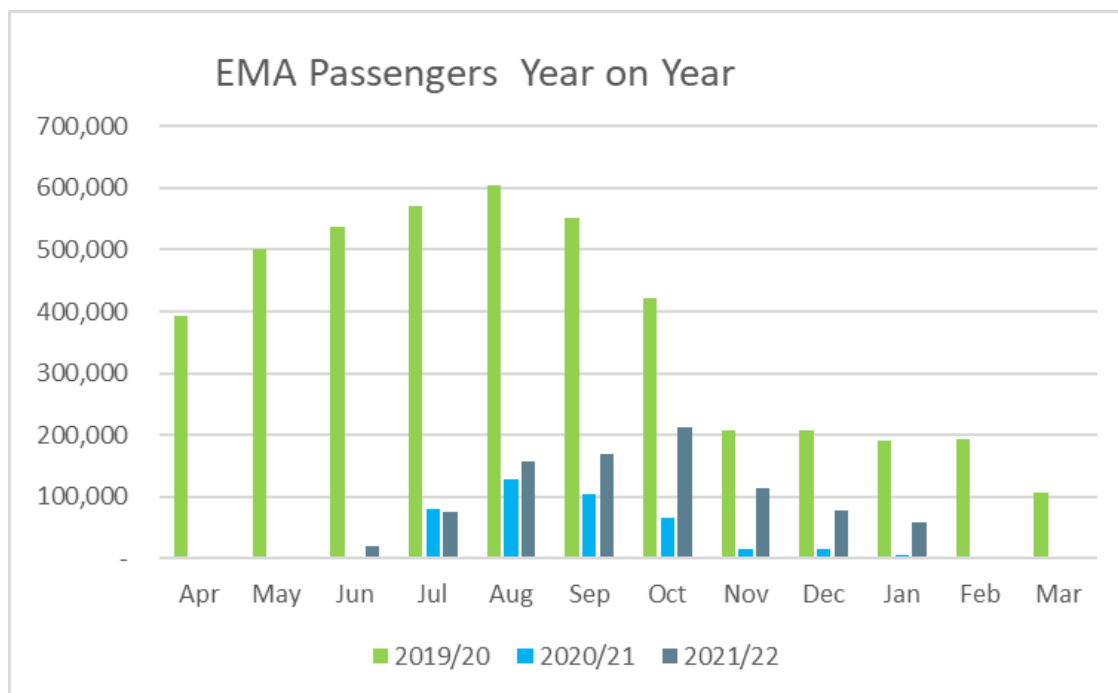


Figure 2 – EMA Cargo (tonnes)

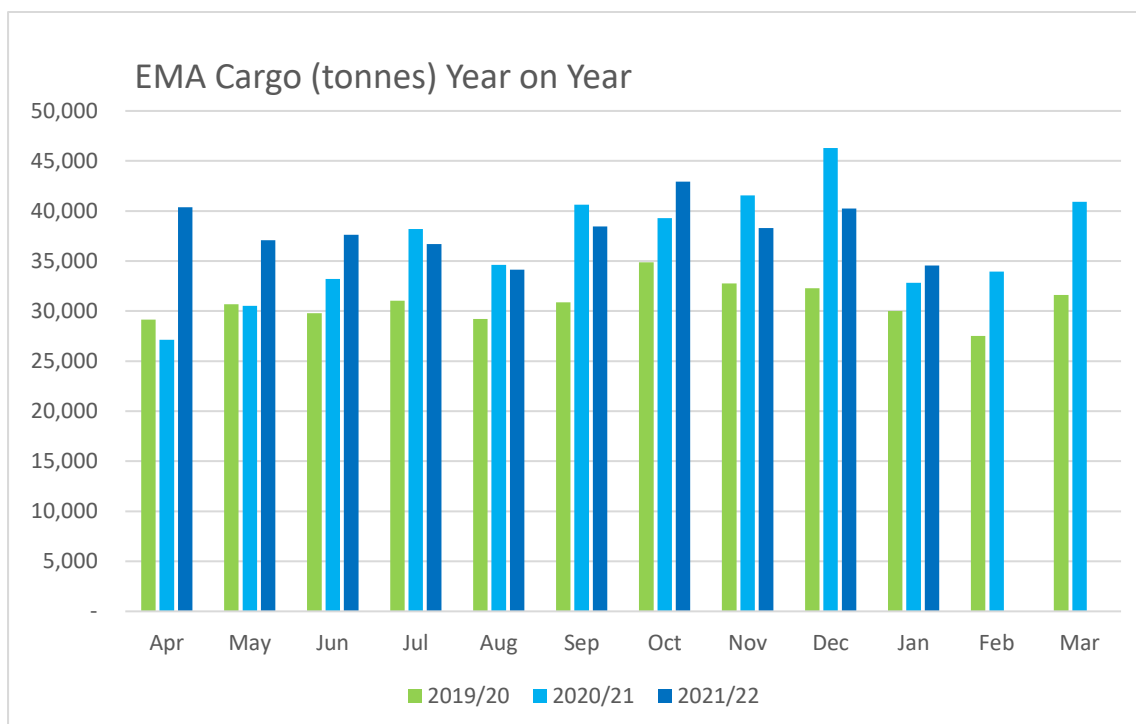
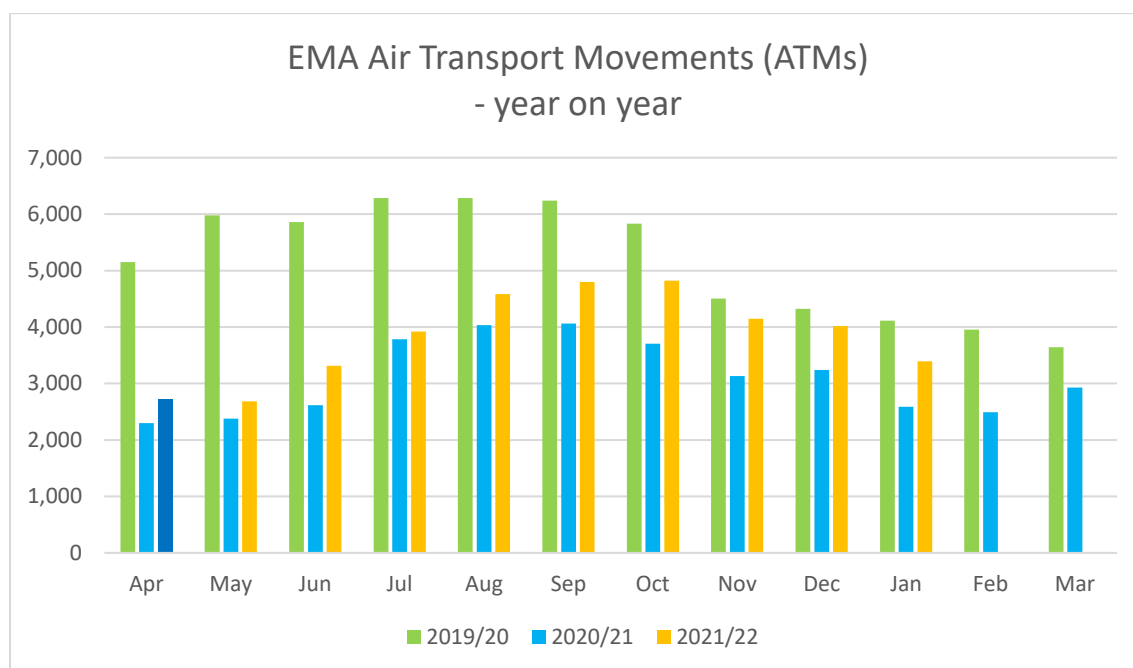


Figure 3 - EMA Air Transport Movements



3. Airport Developments and Transport

- 3.1 The Government published its Integrated Rail Plan (IRP) in November 2021. This sets out the strategic rationale for major rail investment in the UK and the major projects that are to be taken forward. These include High Speed 2 (HS2), Midlands Engine Rail, and Northern Powerhouse Rail. For the Midlands, the major scheme in the IRP is the Eastern Leg of HS2, and the IRP includes a proposal to construct a high-speed line from Birmingham to join the Midland Mainline at East Midlands Parkway. High speed trains would then continue to Derby and to Nottingham on the conventional network. This will bring significant improvements in journey times, with Derby and Nottingham to London in 60 minutes. The other major scheme in the IRP in the Midlands is the proposal to complete the electrification of the Midland Mainline to Sheffield. This will bring benefits to both inter-city and regional rail journeys.
- 3.2 Car Parks, Drop Off Facilities – following restrictions being imposed in December due to the omicron variant, car park and rapid drop off facilities were affected with minimal customers using either of these areas. Daily occupancy levels remained under 25% for each open car park. For Summer 2022, we look forward to welcoming passengers back to the airport including reopening our Meet & Greet service with works underway to set this up for the future and return of the onsite bus for customers wishing to choose our remote car parks facilities.
- 3.3 Public Transport - we continue to work with the local public transport networks to encourage public transport usage for both staff coming to site and customers.

4. Future Airspace update

4.1 Background

The UK airspace network has changed little since the 1950s and so, a programme of airspace modernisation is underway across the UK as part of the Governments Airspace Modernisation Strategy. The aim is to make journeys more reliable, reduce the environmental impact of flying, make better use of new technology, and better manage some of the local impacts of aviation such as noise.

At East Midlands Airport we are an important part of that strategy and are already looking at our routes up to 7,000 ft. Meanwhile NATS, the UK's air traffic navigation service provider, is looking at airspace above 7,000ft.

There are seven different stages to this process, and we're currently at Stage 2a, Develop & Assess. We started Stage 1 in 2019 and following stakeholder engagement, established a set of Design Principles, which are high level considerations used to guide the development of our route designs. The Civil Aviation Authority assessed the work completed in Stage 1 and gave their approval for us to proceed to Stage 2 in January 2020.

Stage 2 requires us to develop a list of route options that address our Statement of Need and align with our design principles. Our route designers will firstly identify areas where it would be possible to design routes and areas where it would not. In doing this they take account of aircraft performance, and the international procedures that apply to aircraft landings and take-offs. They will then develop a set of potential route options within these identified areas. Each potential route option will then be assessed against the 11 design principles established through stakeholder engagement in Stage 1B.

We will then be inviting local stakeholders to comment on the process we have followed and share their views on the potential route options and suggest alternatives. However, given the impact of COVID, like most airports in the UK our airspace change project was paused in March 2020.

4.2 Update

In addition to the £5.5m of funding announced by the Government in March 2021, on 21 January 2022, the Government announced a further £3.7m to support airports to continue through the second stage of the airspace design process, which involves developing and evaluating potential designs for changes to our airspace.

The government funding will support the development of airspace change proposals within both the Future Airspace Strategy Implementation South and North (FASI-S and FASI-N) programmes, and the masterplan commission has now been extended to cover a single UK masterplan.

The funding will be available during FY22 and FY23 to enable FASI airspace change sponsors to restart their change proposals, through a grant administered by the CAA, for FY22/23 Stage 2 only. This grant aims to support a restart in the aviation sector and longer-term decarbonisation by enabling airspace change sponsors to progress through Stage 2 of the airspace change process known as 'CAP1616'. From the announcement in March 2021 all three MAG airports have an approved Grant Funding Agreement in place, which allows Stage 2 work completed to be funded. Following the recent announcement there is an opportunity for Manchester and East Midlands to request financial support to deliver Stage 2 of the process in FY23 due to the timings of Stage 2 Gateways. As this is only a recent announcement details need to be finalised.

Airspace Change Organising Group (ACOG) have been set up to co-ordinate the delivery of the Airspace Change Programme, delivering a Masterplan in collaboration with NATS and Airports. A Masterplan Iteration 2 draft was submitted to the CAA in December 2021 and the CAA are currently reviewing the Masterplan document and it is anticipated to have this approved by the end of January 2022.

The CAA approved the East Midlands airspace change process to commence in January 2022, and they have approved, subject to Masterplan endorsement, a Stage 2 gateway of March 2023.

The East Midlands Future Airspace project was remobilised in January 2022. A Senior Project Manager is in post and has begun the process of remobilising the team and the external resources engaged in the project. We are currently recruiting a Communications Manager, in order to deliver the appropriate consultation and engagement with stakeholders either impacted by, or with an interest in, the Future Airspace project at East Midlands. An Engagement Strategy is in development, and we will, by working in collaboration with the Chair, be looking to re-establish the Stakeholder Reference Group (SRG). Activities planned for the coming weeks will be focused on securing resources and assessing the current position of the project, in order to make plans to progress through Stage 2.

EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE

4 MARCH 2022

SUSTAINABLE DEVELOPMENT PLAN: UPDATE

1 PURPOSE

- 1.1 The purpose of this report is to provide the Independent Consultative Committee with an update on the progress of the review of the EMA Sustainable Development Plans. It also includes an indicative timescale for the drafting, public consultation, and publication of the final SDP documents.

2 BACKGROUND

- 2.1 The current EMA Sustainable Development Plan (SDP) was published in 2015 following public consultation on a draft plan in 2014. Whilst the SDP is not a statutory requirement, the DfT expects airport operators to prepare masterplans that set out how national aviation policy can be implemented at an individual airport level, and that the plans are regularly reviewed. The SDP also informs and feeds into other plans, in particular Local Plans that are prepared by local planning authorities.
- 2.2 The DfT does not mandate the format, structure, or the content of an airport masterplan. At EMA, to recognise the importance of economic strategy, airport education, employment and community programmes, the SDP has adopted a broader approach than that envisaged by the DfT. This is to prepare a portfolio of topic-based plans that cover: Community; Economy & Surface Access; Environment; and Land Use. This was welcomed by stakeholders in 2015 and it is intended to retain this format in the current SDP review.
- 2.3 There are other programmes and policy reviews taking place that will influence and be influenced by the EMA SDP. These include the ongoing review of the North West Leicestershire Local Plan, the establishment of the East Midlands DevCo and the East Midlands Freeport, as well as the EMA Future Airspace programme and the update of the EMA Noise Action Plan.
- 2.4 Work is now underway on the drafting of the EMA SDP, and it is intended that a draft SDP will be published for public consultation in Spring 2022 and following the public consultation, a final EMA SDP is to be published in the Summer of 2022. This report sets out the strategic objectives and the emerging themes.

3 SDP VISION AND OBJECTIVES

- 3.1 The SDP is intended to set out the long-term ambitions and opportunities for EMA and the airport's role in the East Midlands region. To achieve this, the SDP needs to explain the vision and development strategy for the airport, and to then lead to deliverable and

measurable objectives that set out how EMA intends to develop in a sustainable and responsible way.

3.2 **The emerging vision for East Midlands Airport is:**

To be the responsible airport of choice for customers in the heart of England and the UK's global gateway for air cargo.

The emerging strategy is:

- To be an airport that is accelerating the transition to a more sustainable future.
- To maintain and enhance East Midlands Airport's status as the UK's most important airport for air cargo.
- To capitalise on a globally connected location.
- To continue to play an important and positive role within the East Midlands region including the emerging East Midlands Freeport and Development Corporation.
- To help tackle the major environmental issues of climate change, aircraft noise and air quality.
- To support education, skills, and employability programmes in the key areas in the East Midlands region.
- To work with and support local communities as a responsible neighbour.
- To use influence as a key regional asset making the case for improved connectivity between the core catchment and the airport.
- To work to further enhance and develop EMA as a leading regional employer, providing good jobs and a diverse and inclusive workforce.

3.3 The EMA SDP is closely linked to the MAG CSR Strategy that was reviewed and updated in 2020. The CSR Strategy has previously been shared with the ICC, and it has an overall theme of 'Working Together for a Brighter Future', and three pillars that are:

- **Zero Carbon Airports:** - 'We are committed to cutting any remaining reliance on fossil fuels, whilst working alongside our partners to reduce waste and emissions from activities related to our operation.'
- **Opportunity for All:** - 'We are committed to creating quality employment, providing opportunities for all in a safe, inclusive and diverse environment.'
- **Local Voices:** - 'We are committed to addressing the issues which matter most to people living near us, by engaging with local voices, addressing noise, and providing opportunities for local business.'

These pillars are shaping and will be incorporated into the EMA SDP and will be developed within the three key themes of:

- **Opportunity:** The UK economy needs rebalancing to enable all parts of the country to benefit from growth.
- **Connectivity:** The UK must remain globally connected to be successful, and the airport connected to the regions that it serves.
- **Responsibility:** Protecting the environment and working to make a positive difference in our local communities must be central to every plan that we make.

4 THEMES AND ISSUES FOR THE EMA SDP

- 4.1 The SDP sets out the strategic approach to the airport's long-term development and is set in the context of national aviation policy in the 2013 Aviation Policy Framework. The COVID-19 pandemic has had a severe impact on the global aviation industry, with all UK airports experiencing significant reductions in passenger traffic. Looking to the future, it is expected that EMA's passenger traffic will recover to 2019 levels within some 3-4 years, and the sustained growth in EMA's cargo volumes.

National Aviation Policy and Making Best Use

- 4.2 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 the global and local environmental impacts, particularly climate change, noise, and air quality. The operation and future development of EMA is fully aligned with and helps deliver existing and emerging national policy with air cargo as a particular strength and of national significance.
- 4.3 Statements of aviation policy since the 2013 White Paper have continued to recognise the economic, social, and environmental impacts of aviation in the UK, and have also focussed on 'making best use' of capacity at airports outside the South East. EMA's capacity and capability for long-term growth is consistent with this approach that will be continued in the updated SDP.
- 4.4 The timetable for the publication of a new national aviation strategy remains unclear and this will be kept under review during the preparation of the SDP.

Carbon Policy

- 4.5 Rising carbon emissions are having a significant impact on the global climate and immediate action is needed to control rising global temperatures and the effects of climate change. Carbon and other greenhouse gas emissions and the measures to be taken to decarbonise aviation, power, and transport emissions will be a key theme in the EMA SDP.
- 4.6 There is a long-standing policy approach that aviation emissions are addressed within a global framework of international agreements under the leadership of ICAO. The 2013 Aviation Policy Framework made clear that global action to address the carbon challenge is essential, and that this should be consistent with national climate change policy and emission reduction targets. The Jet Zero Council was established in 2020 and it is a partnership between industry and the Government that aims to deliver zero-emission transatlantic flight within a generation driving the delivery on new technologies and innovative ways to cut aviation emissions. UK aviation can be compatible with national targets through a package of measures that include new aircraft technologies, the use of Sustainable Aviation Fuel, airspace improvements, and high-quality carbon offsetting.
- 4.7 The SDP will set out EMA's own route to achieving net-zero carbon emissions. EMA was the first UK airport to achieve carbon neutrality for its own activities in 2012, and the updated SDP will seek to set the course towards achieving MAG's CSR commitment of net-zero carbon airport operations by 2038 at the latest, that is 12 years ahead of the Government's target for UK aviation. The SDP will also look to include measures on how the airport can work to decarbonise its transport links. This will include working on the introduction of alternative fuels for operational vehicles, introducing EV charging networks, and potentially the introduction of hydrogen fuel for HGV's particularly for the cargo operators.

East Midlands's National Role as a Cargo Airport, Levelling Up and Freeport

- 4.8 Airports are recognised as important economic, employment, and transport assets and this is reflected in national, regional, and local policy. EMA is an important economic and transport asset for the East Midlands. The SDP will aim to capture and set out the value and the importance of EMA to the regional economy, and the international connectivity of its cargo network including the importance and reliability of international supply-chains.
- 4.9 The Government has a key policy of 'Levelling Up' that is about building prosperity across every part of the UK, and to address the longstanding issue of the economic disparities between London and the South East and other regions of the UK. The SDP, in the Economy and Surface Access Plan, will set out the approach to business and economic recovery following the COVID-19 pandemic, delivering a Global Britain, and focussing on education, skills and innovation. The SDP will also set out EMA's role within the East Midlands Freeport as the principal port, and a key driver of the regional economy. The SDP will focus on articulating how the East Midlands and local community benefits from the airport's national cargo role.

Noise and Night Noise

- 4.10 Night noise will continue to be an important topic within the SDP, because of the night cargo operation, recent growth during the pandemic and the use of some of the noisier aircraft. The EMA SDP will reflect the approach to noise management, incentivising the use of quieter aircraft (particularly at night) and local controls that are set out in the Noise Action Plan that was published in 2019.
- 4.11 The SDP will consider the focus and the approach to noise management and how positive and responsible change could be delivered, for example in securing modernisation of aircraft fleets and increasing the proportion of quieter aircraft. There will continue to be a particular focus on night noise in the SDP and the review of the airport's Noise Action Plan in 2022/23. There are also links between the SDP and the EMA Future Airspace programme.

Land Use

- 4.12 The EMA site at 445ha is small for the scale of its operation with limited opportunity to extend its operational area. This will mean an increased efficiency in the use of land, greater density for car parking, redevelopment of the Western Maintenance Area (for potential Freeport support activity) and Central Terminal Area, and the focus on aviation uses in the Pegasus Business Park.

Connectivity

- 4.13 EMA's location at the centre of the 3 Cities is one of the airport's key strengths, as is the connectivity to national road and rail networks, particularly for cargo, with 90% of England and Wales within a 4-hour drive. However, the relatively rural location means that there is a high dependence on the car as a mode of airport access for passengers and staff. The SDP will address the key public transport connections and propose areas for development, and the potential opportunities to develop additional rail services and connectivity to East Midlands Parkway.

Good Employer and Opportunity for All

- 4.14 The SDP will intentionally cover a broad range of strategic issues to fully reflect the roles that EMA can play in the local area and across the East Midlands region. There are very strong and clear links to the MAG CSR Strategy. The SDP will also consider the approach that is being taken to creating quality employment opportunities for all in a safe, inclusive,

and diverse working environment. Since the publication of the last SDP, society has refocussed on what forward-thinking employment practices can achieve and highlighted how important it is to provide stable and meaningful jobs with good working conditions. Opening real opportunities at EMA for a wider range of local people means that there will be a long-term supply of skilled and talented people who want to work in aviation and at EMA. The SDP will highlight the local delivery of the MAG Employer of the Future programme, the Diversity and Inclusion Strategy and the emerging Good Work Charter.

Community

- 4.15 EMA has a strong record and reputation of engaging and working with its local community, with both the MAG Aerozone and Airport Academy being developed at the airport. The SDP will include elements of Opportunities for All and Local Voices from the MAG CSR Strategy that seek to maximise the positive impact that the airport can make, including education and employability programmes, inspiring young people, volunteering and the Community Fund whilst minimising the negative impact of the airport operation, particularly night noise.

5 NEXT STEPS

- 5.1 The emerging SDP has been informed by the assessment of materiality undertaken for the CSR Strategy. This was based on a survey of stakeholders around MAG airports to identify the issues that were the most important. The materiality assessment is being updated and will provide an up-to-date assessment of the most important topics to local stakeholders. This will be used to help focus the draft of the SDP on the key areas that are interest and importance.
- 5.2 The draft SDP will be completed in the coming months before a public consultation in Spring 2022. The ICC will continue to receive updates and reports on the development of the airport's plans.

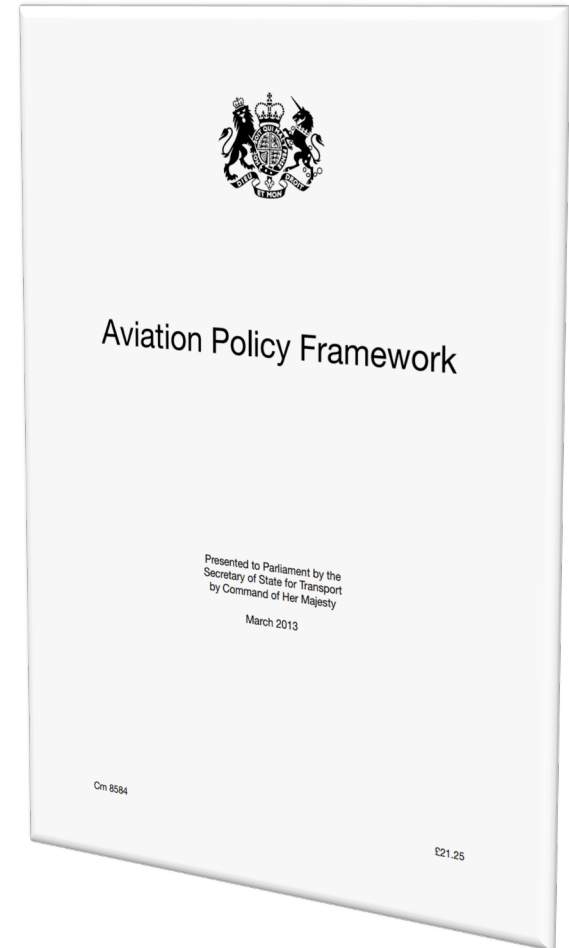


EMA SUSTAINABLE DEVELOPMENT PLAN REVIEW

ICC: March 2022

WHAT'S AN SUSTAINABLE DEVELOPMENT PLAN?

- National policy identifies the need for **collaboration and the sharing of policies and plans** between airports and their key stakeholders.
 - APF encourages airport operators to prepare master plans.
- The masterplan acts as the **main public expression of the long-term ambition** for the airport.
 - The SDP is MAG's term for an airport masterplan.
- **It influences and feeds into the plans of others**
 - local authorities, Government, transport bodies, customers and local communities.
- The DfT's policy and guidance envisages that masterplans are **kept up-to-date**
 - reviewed every five years.



THE APPROACH TO EMA'S SDP

- The DfT **do not mandate** format, structure, or the content of an airport masterplan. But **we do things differently** to other UK airports.
- The SDP recognises **the importance of economic strategy, airport employment, education and community programmes**, and their links to land use and surface access.
- The 2015 SDP has **individual documents** covering land use, environment, community, and economy & surface access.
- It set a vision and strategy with deliverable objectives.
- The MAG approach has generally been **well received by stakeholders**. It allows for an overall strategy that sets the context and seeks to set airport growth in a balanced way.



CONTEXT SINCE 2015

Since the last SDP there has been a number of changes that need to be reflected in the new SDPs.

POLICY

- Evolving nationally and locally and the SDP has a role to influence. (e.g. Freeport, Levelling Up, NWL local plan)
- Significant changes in climate change, aviation, transport & air quality and biodiversity policies.

INDUSTRY

- Fleet change & modernisation
- Future Airspace Programme
- Covid impacts on travel industry & work patterns

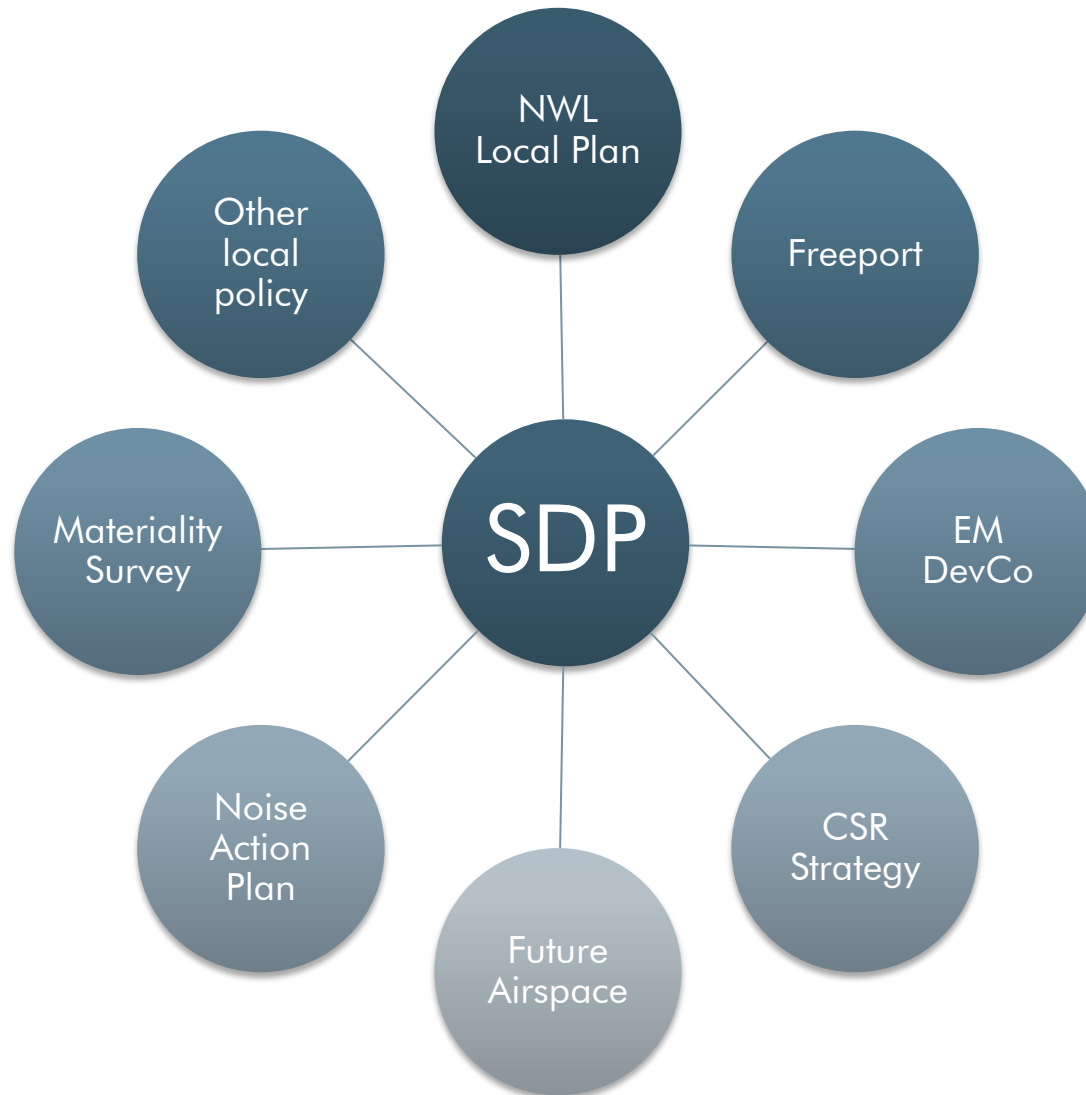
At EMA

- Significant developments locally (e.g. DHL, UPS & EM Gateway).
- New MAG CSR Strategy

LOCAL STAKEHOLDERS

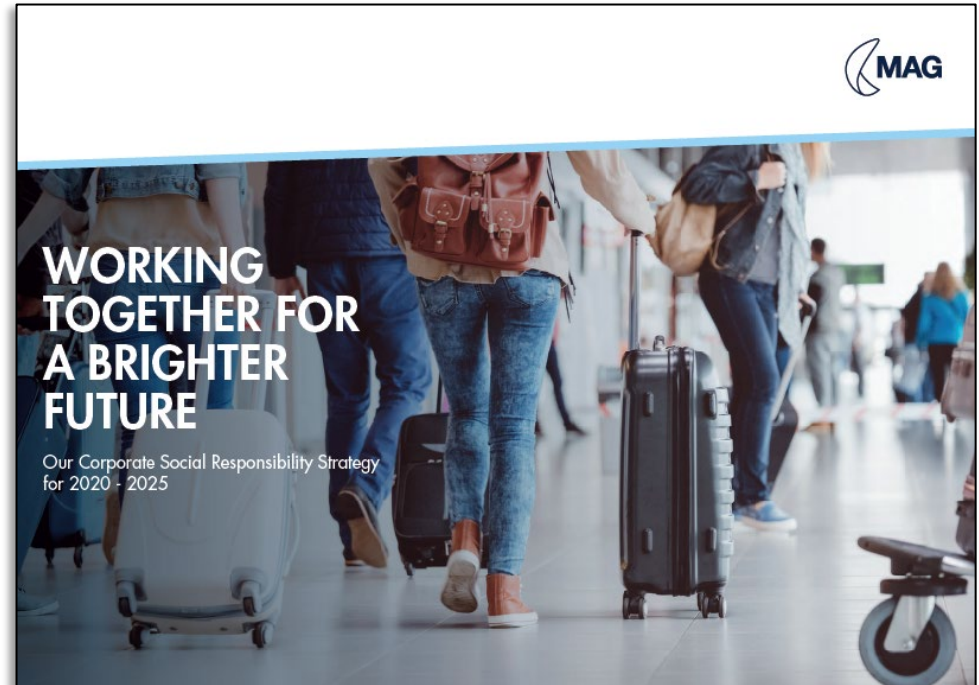
- A strong regional growth agenda in which EMA features and have opportunities.
- To support programmes and plans of others e.g. East Midlands Development Corporation, Freeport

SDP INPUTS AND RELATIONSHIPS



MAG'S CSR STRATEGY

- Clear Links
 - The SDP builds on, and in some cases will deliver certain CSR Commitments across the three pillars of:
 - i. Zero Carbon Airports;
 - ii. Opportunity for All; and
 - iii. Local Voices.
- Complimentary
 - The SDP is consistent with the CSR Strategy, it does not replace or duplicate it.



EMERGING STRATEGY AND THE 3 PILLARS FOR THE SDP

Opportunity

- To continue to play an **important and positive role within the East Midlands region** including the emerging East Midlands Freeport and Development Corporation.
- To **support education, skills, and employability** programmes in the key areas in the East Midlands region.
- To work to further enhance and develop EMA as a **leading regional employer**, providing good jobs and a diverse and inclusive workforce.

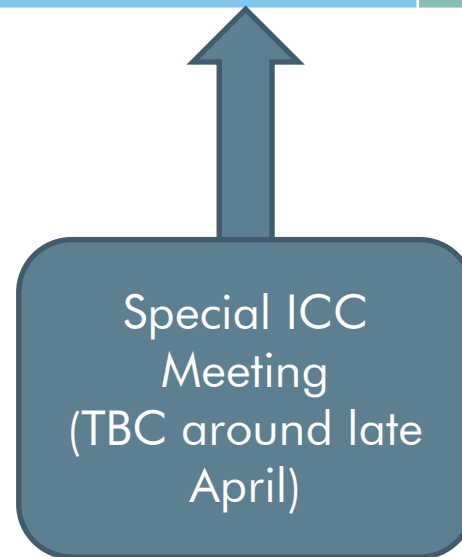
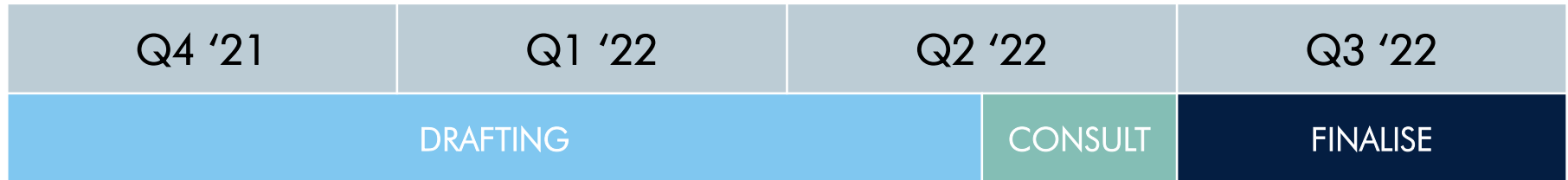
Connectivity

- To maintain and enhance EMA's status as the **UK's most important airport for air cargo**.
- To capitalise on a **globally connected location**.
- To use influence as a key regional asset making the **case for improved connectivity** between the core catchment and the airport.

Responsibility

- To be an airport that is accelerating the transition to a more **sustainable future**.
- To help **tackle the major environmental issues** of climate change, aircraft noise and air quality.
- To work with and **support local communities** as a responsible neighbour.

TIMESCALES







EAST MIDLANDS AIRPORT FUTURE AIRSPACE

Stage 2 – Develop and Assess

March 2022

STEP 2A, PHASE 1

WHERE ARE WE NOW?



East Midlands Airport – Airspace Change Timeline

We are here

2019/2020	2022/2023	2023	2024*	Late 2024*	2025 onwards*	2026 onwards*
Stage 1 Define	Stage 2 Develop and assess	Stage 3 Full public consultation	Stage 4 Update and submission of proposals	Stage 5 Decision	Stage 6 Implementation	Stage 7 Post-implementation review
Step 1A We sent our Statement of Need to the CAA in March 2019 Step 1B We gathered views on Design Principles during early autumn 2019 before proposed Principles were sent to the CAA approval in late 2019.	Steps 2A & 2B Using the Design Principles produced during Stage 1 as a framework to evaluate different design options, we will develop and assess options for any airspace change. We will send details of the process followed to create those design options to the CAA for approval in early 2023.	Steps 3A, 3B, 3C & 3D We will prepare to consult the public on these options. Once we have approval from the CAA to proceed, a formal consultation will take place in 2023.	Steps 4A & 4B We will update our airspace change proposal, taking stakeholders' feedback into account, before sending it to the CAA in March 2024.	Steps 5A & 5B We expect the CAA's decision on whether to approve any airspace change in late 2024.	Step 6 If approved, any airspace changes could be put in place in 2025.	Step 7 The CAP1616 process gives the CAA and airports 12 months to review any change that has been made to airspace.
In January 2020, the CAA reviewed and signed off the documentation relating to Stage 1, and we passed the "Define Gateway"	"Develop & Assess" Gateway	"Consult" Gateway		"Decide" Gateway		



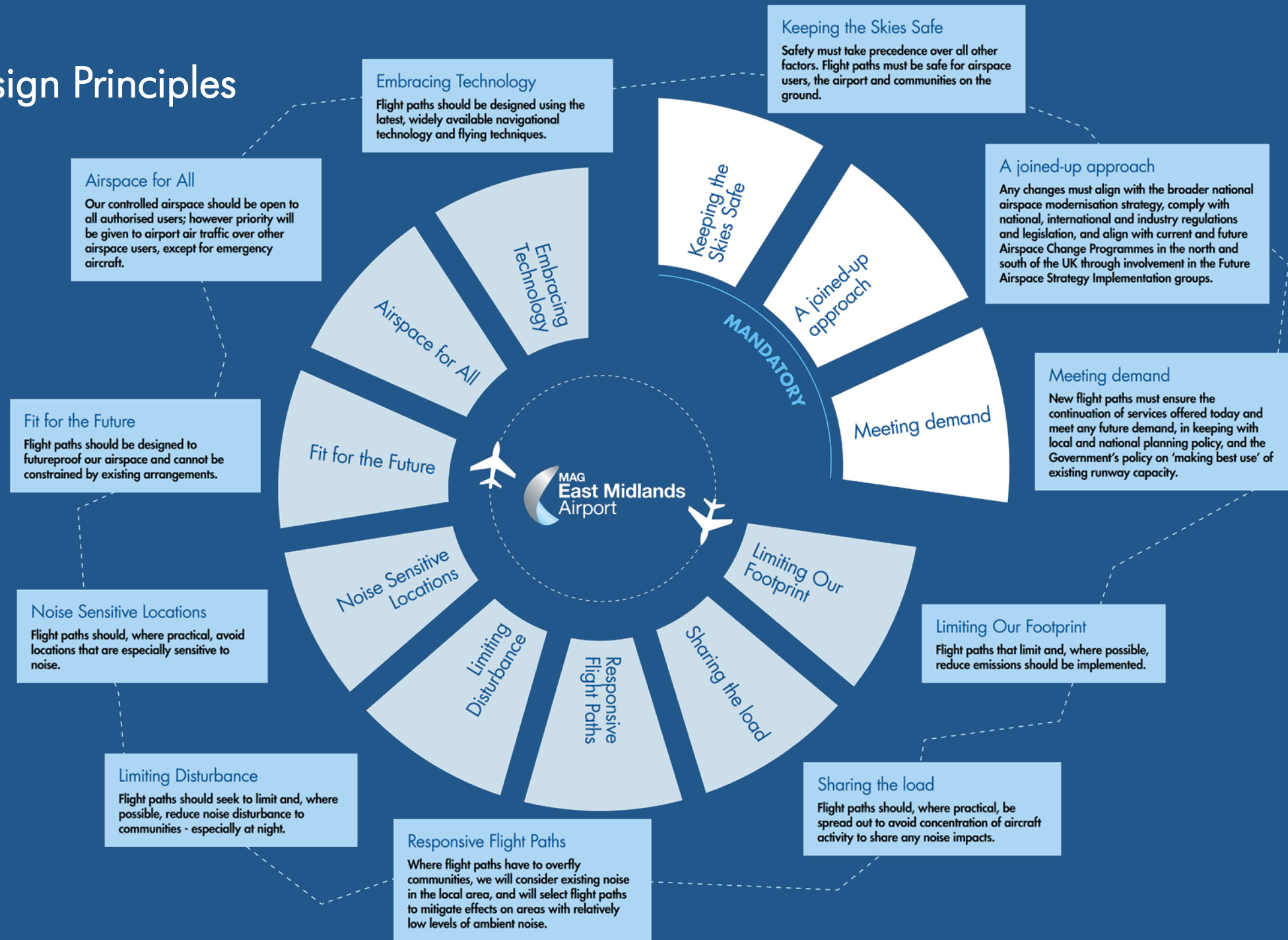
Welcome – Stage 2 Video

Future Airspace at East Midlands Airport

[Click here to link to video](#)

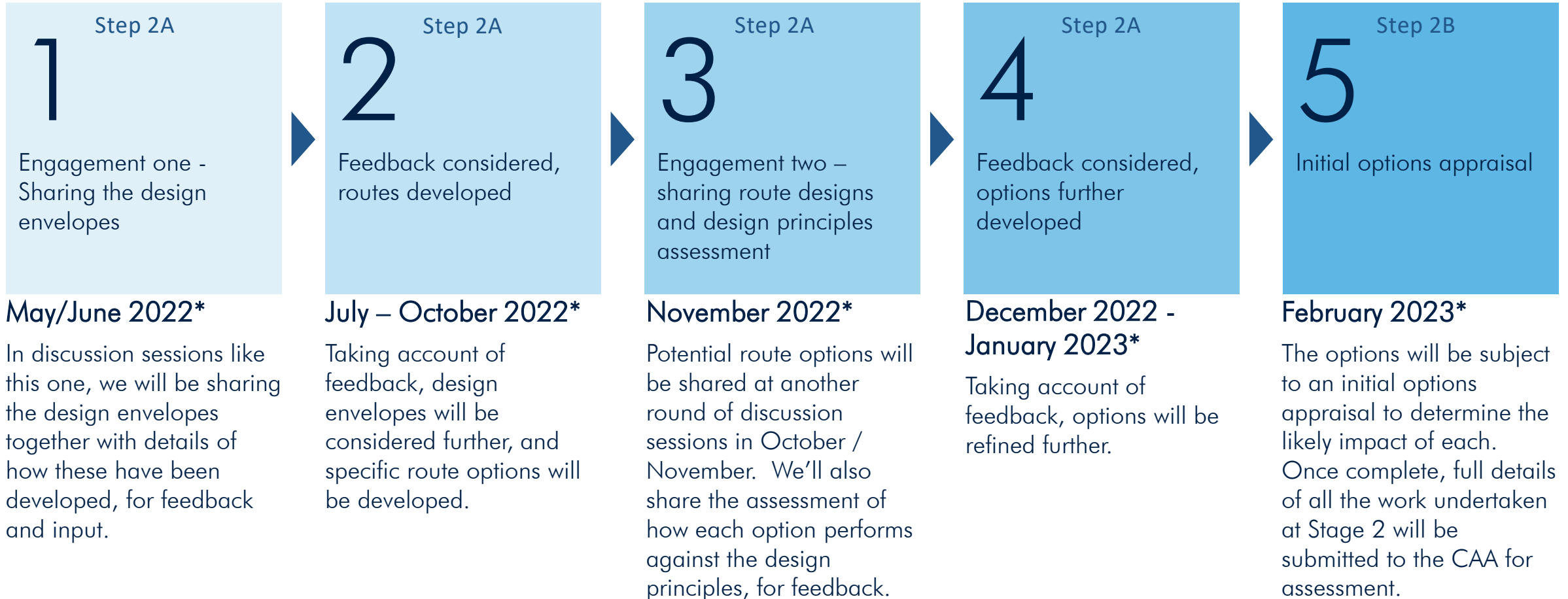


Step 1B – Our Design Principles



Stage 2 Process – Gathering Views

We are here



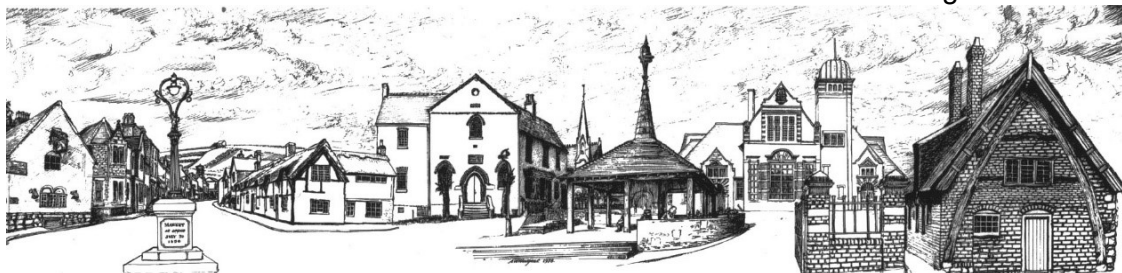
Next steps

Stakeholder Reference Group review and re-establish meetings/terms of reference

- Identify any members who have moved on in their job or lives and are no longer able/willing to participate and secure replacements.

Stakeholders review and re-establish communications

- Paragraph 121 of CAP1616 defines the categories of stakeholders. The pause of the project has meant that some stakeholders have not been contacted two years or more and individual representatives of a stakeholder organisation may have moved on in their careers or lives.



President: Lord Ralph Kerr DL

www.melbournecivicsociety.org.uk

EMA Independent Consultative Committee, 4th March 2022

Report from Melbourne Civic Society

Airport Development Plan – Review to End 2021

1. Management Summary

This report monitors passenger and cargo traffic, noise and employment at East Midlands Airport (EMA) against projections derived from the airport's 2015 Sustainable Development Plan. In the last two years, traffic has been severely impacted by the Covid-19 pandemic, and comparisons are with pre-pandemic 2019 figures.

Passenger numbers in 2021 were some 82% lower than pre-Covid (section 3 below) but freight tonnage increased by 26% (section 4 below).

We are particularly concerned about the increase in night cargo flights and the use of older, noisier aircraft during 2021. 'Reduction of noise at source' i.e. the use of more modern, quieter aircraft, is a major pillar of ICAO and UK Government policy. In practice, current policies at EMA have reversed this policy, allowing older, noisier aircraft and have allowed an increase in night movements. We are concerned that actions in the Noise Action Plan (NAP) which may have an impact on noise, seem to be delayed or subverted (section 7). We feel the NAP is designed to 'tick boxes' but has little or no impact on noise. We now regard this as a 'Noise Non-Action Plan'.

We consider that EMA has few effective policies designed to actually curb the growth of night flights or progressively reduce the noise level of the loudest aircraft allowed at night. We believe EMA management needs to urgently adopt long term, stringent measures to control night time noise.

2. Explanation of Charts

The following charts show forecasts from the EMA development plan against the actual values to 2021. Forecasts are shown as straight line projections though it is recognised that activity is unlikely to follow such a regular pattern. The 2015 plan suggests a range of passenger forecasts, shown as high (green) and low (yellow) lines for passengers and flights. Actual values are shown in black.

Passenger numbers and cargo tonnage are from the Civil Aviation Authority (CAA) statistics website. Other data are from EMA reports to ICC: Air Transport Movements (ATMs) to 2021, night noise from summer 2020 and employment from summer 2019. All data are airport wide and do not relate to particular operators. Air cargo means the total of air freight and air mail. Night means the hours from 23.00 to 07.00.

3. Air Passengers

The Data

The 2015 plan suggests that passenger numbers may reach 10 million per year, generating 70,000 passenger ATMs achieved between 2030 and 2040, shown as high and low projections in Chart 1&2.

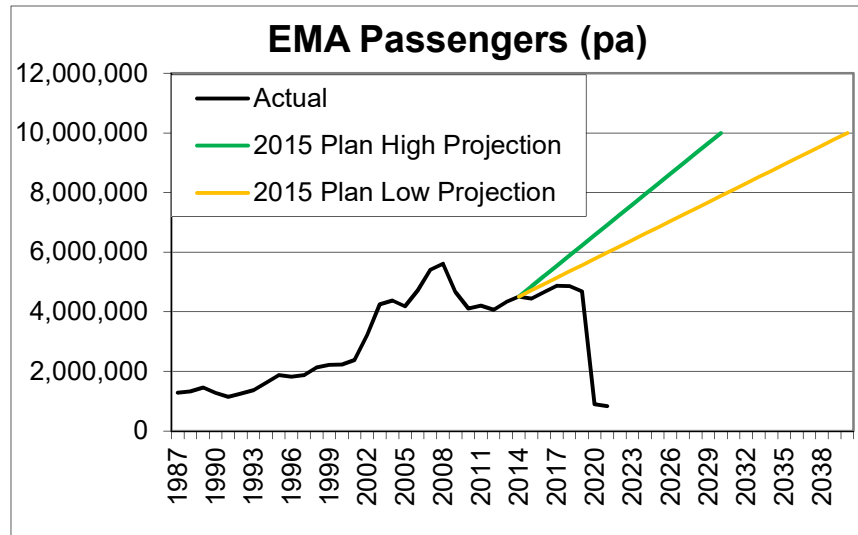


Chart 1 – EMA Air Passenger Numbers

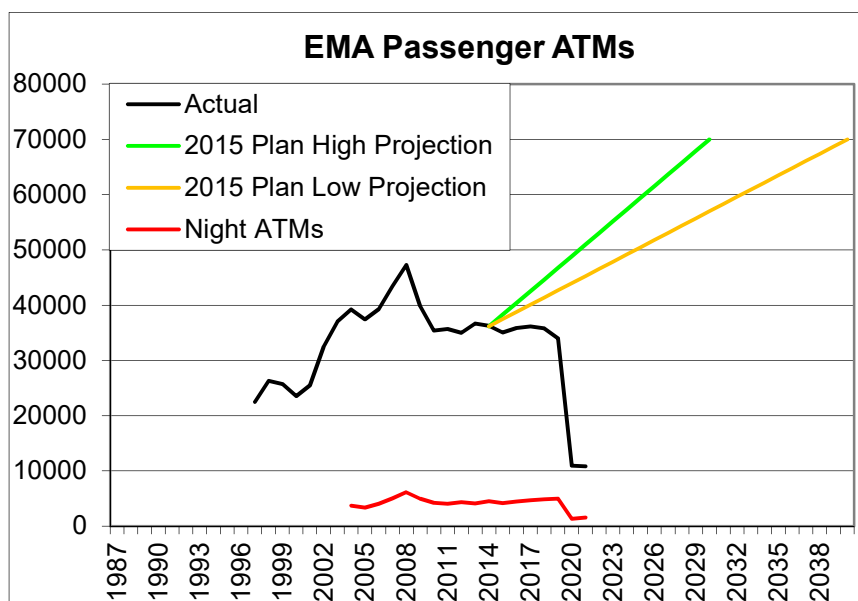


Chart 2 – Passenger ATMs

Passenger numbers in 2021 were 830,000, compared with 4.7 million in 2019 (-82%), and passenger ATMs reduced from 34,000 to 10,800 (-68%). The average passengers per flight fell from 137 in 2019 to 77 last year (Chart 3).

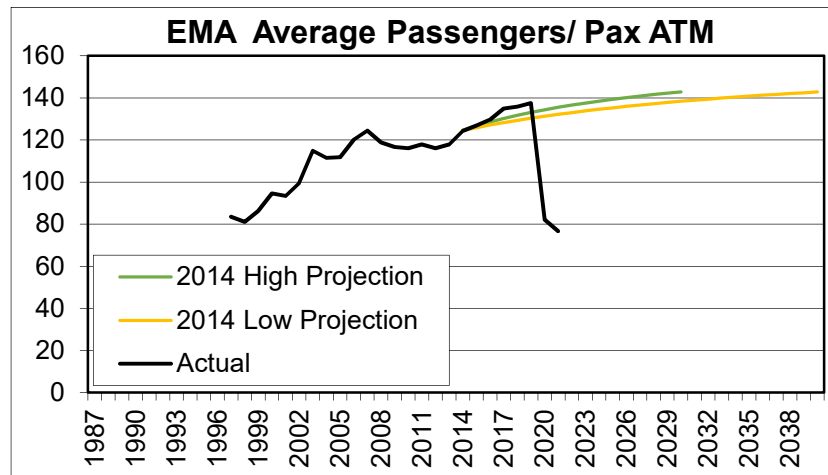


Chart 3 – Average Passengers/ ATMs

Civic Society Comments

In the last two years, the dominant influence on passenger air transport has been the Covid-19 pandemic. Government imposed travel restrictions and (we assume) passenger reluctance to fly, have caused major reductions in passenger numbers and thus passenger ATMs. Given the reduction in the number of passenger flights in 2021, it is disappointing, that the airlines still felt it necessary to operate over 1,500 flights at night.

For several years the average number of passengers per flight had been slightly higher than the 2015 plan trend line, but has approximately halved in the last two years.

4. Air Freight

The Data

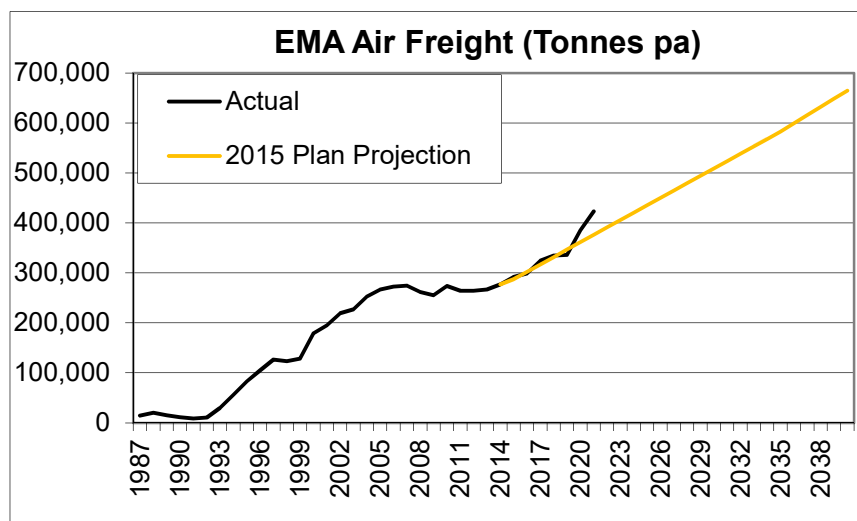


Chart 4 – EMA Air Freight Tonnage

Air freight tonnage increased to 423,200 tonnes in 2021 an increase of 87,000 tonnes (+26%) compared with pre-Covid (Chart 4). This is another annual high and significantly above the development plan trend line (Chart 4).

Two factors affected air cargo volumes during Covid: increased internet shopping caused extra demand for overnight delivery services; reduced long haul passenger flights and belly-hold capacity from Heathrow created extra demand for long-haul cargo flights at EMA.

Freight flights increased to 26,300 in 2020 an increase of 2,700 (+11%) compared with pre-Covid and an additional 1,800 (+7.5%) over 2020 (Chart 5). This is another annual high and significantly above the development plan trend line. 62% of freight ATMs took place at night.

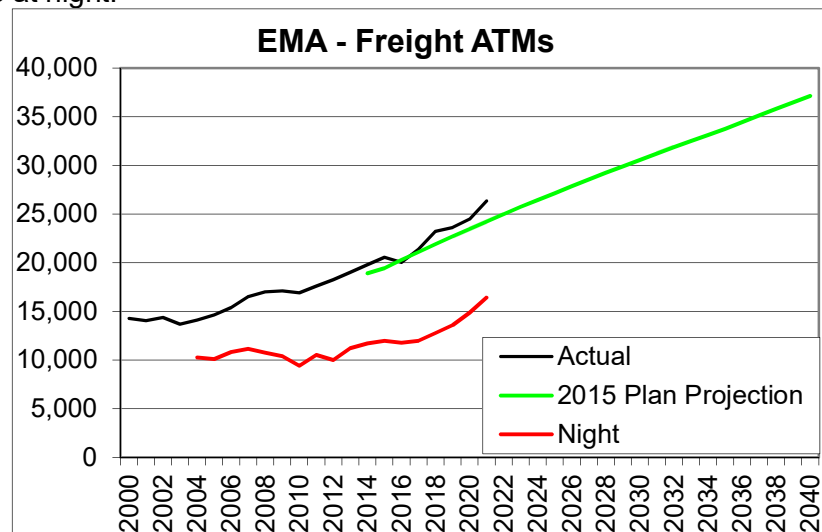


Chart 5 – EMA Freight Flights

The average freight payload increased slightly (Chart 6).

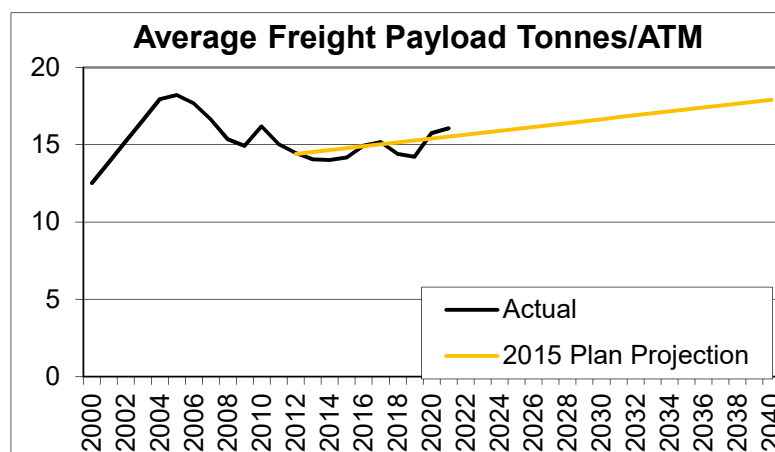


Chart 6 – EMA Average Freight Payload

Civic Society Comments

During 2021 there was an increase in long haul cargo flights from EMA including weekly flights from Hong Kong (via a Siberian hub) and frequent flights (perhaps 2-3 per day) to east and west coast of USA. The Hong Kong/Siberian flights used modern B747-8 freighters and these were day flights. The more frequent USA flights were operated predominantly by old B747-400 Jumbos taking off both day and night, mostly subcontracted by DHL we believe.

Further comment on this is included at Section 6 – Night Flights.

5. Air Mail

The Data

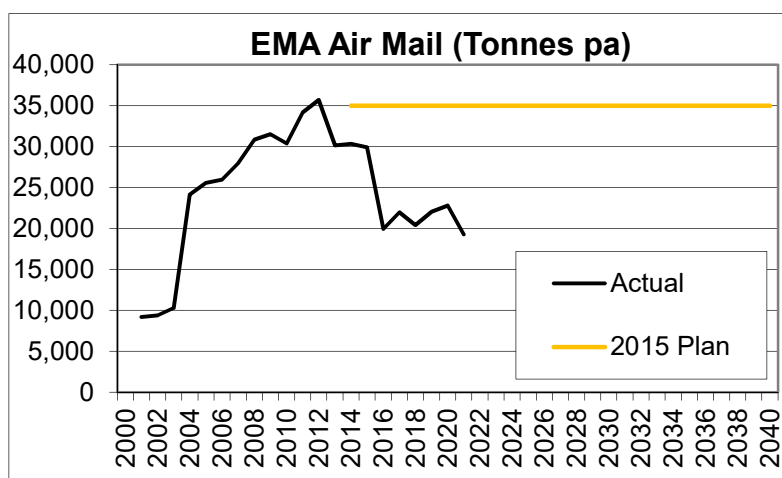


Chart 7 – EMA Mail Tonnage

The 2015 development plan assumed that air mail would remain at the 2012 level of 35,000 tonnes and 6,800 flights. In practice Royal Mail has modified its overnight transport network and air mail tonnage and flights vary year to year but are significantly lower than expected in the development plan.

Compared with 2020, mail tonnage last year fell by 2,500 tonnes (-15%) to 19,300 tonnes (Chart 7). Mail flights increased by 460 (8.6%) to 5,800 (Chart 8). Given the reduction in tonnage and increase in flights, the average mail payload reduced from 4.2 tonnes per flight in 2020, to 3.3 tonnes per flight in 2021.

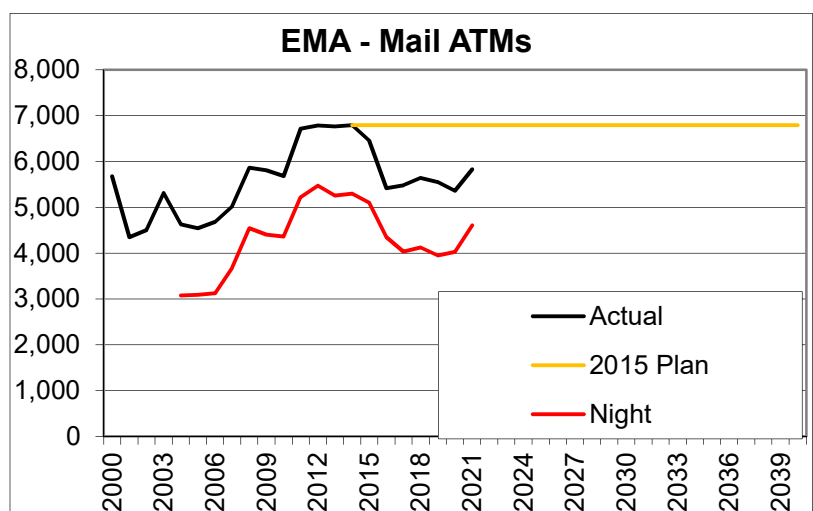


Chart 8 – EMA Mail Flights

6. Night Flights

The Data

In 2020 total night flights reduced due to the loss of passenger flights, but in 2021 have returned to pre-Covid levels due to additional night cargo (freight + mail) flights. During Covid night freight flights increased steeply with an additional 3,000 ATMs pa. Over the same period there were 600 extra mail flights (Chart 9).

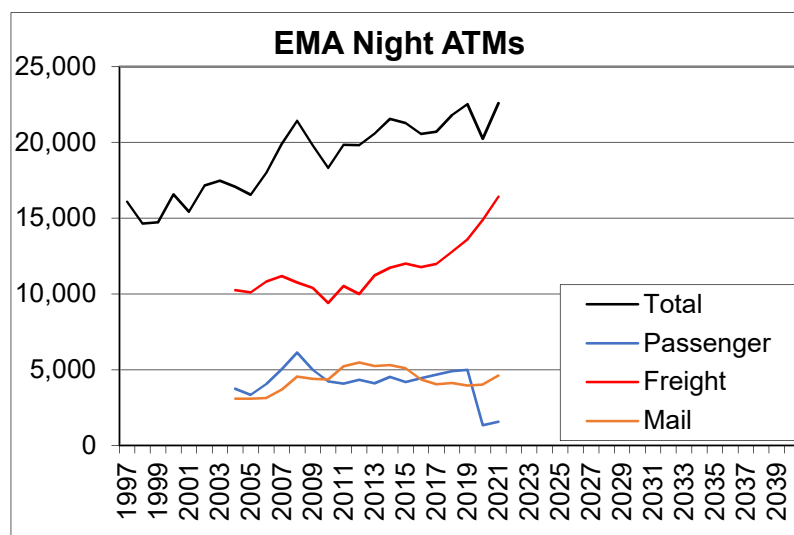


Chart 9 – EMA Night ATMs

Civic Society Comments

During 2021 there were regular flights by B747-400 Jumbo jet freighters. On the Quota Count (QC) noise categorisation system in use at the designated London airports, take-offs by B747-4 are rated as QC4, very loud. Prior to 2020, there are very few night take-offs by this type of aircraft at EMA.

In order to discourage such night movements, the EMA Noise Action Plan included a surcharge for QC4 night movements, introduced in April 2021 and charged at £2,000 per event. From April to December there were 145 night time take-offs by B747-400s rated at QC4. We believe that these were mostly subcontracted to DHL and have now ceased, but we note that UPS have recently started some regular night flights using QC4 aircraft. It seems to us that the QC4 night surcharge was set at a token level and has been wholly ineffective in discouraging these movements.

'Reduction of noise at source' i.e. progressive use of more modern, less noisy aircraft is a major pillar of ICAO and UK Government policy. We have for many years been concerned about the apparently slow upgrade of the freighter fleet to more modern aircraft, but it seems that last year at EMA there was a reversal of national and international policy. EMA management have allowed older, larger, noisier aircraft to operate both day and night.

We understand that night QC4 movements may be banned later this year at the three designated London airports (Heathrow, Stansted, Gatwick). We urge airport management to increase the QC4 night surcharge to punitive levels, and further to match the night ban which may be introduced at the London Airports, lest EMA becomes the only UK airport to accept QC4 night movements.

7. Night Noise

The Data

North West Leicestershire District Council has set a legal limit of 16 sq kms for the 55dB(A) night contour area computed for night-time noise averaged over the 92 day summer period from 15th June to 15th September. There is no legal limit on night noise for the remaining 9 months of the year, and no night movements limit at any time of the year.

Summer contour values are normally reported to ICC MENT in September of the following year so Chart 9 shows contour actuals up to 2020. The night noise contour area decreased in 2020 by 11%, but night movements in the summer period reduced by 13%, due to fewer passenger flights because of Covid. This suggests that, on average, cargo flights are noisier, contributing more to the contour area. We do not yet have data for summer 2021. The 2020 figures do not include any QC4 operations.

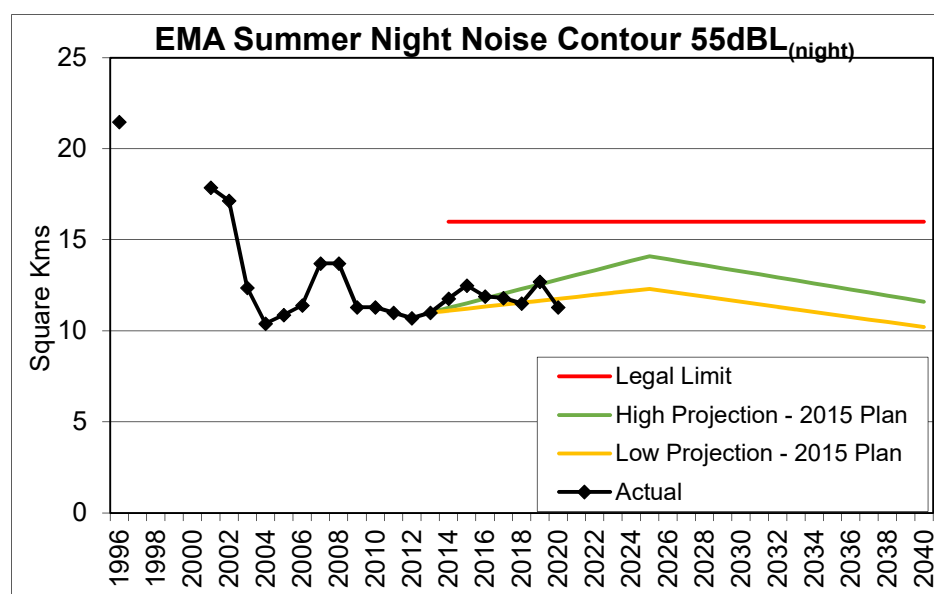


Chart 10 – EMA Summer Night Noise Contour 55 dB_{Lnight}

Civic Society Comments

We are concerned about the continued increase in the number of night cargo flights and the use of noisier aircraft at night (section 6). We feel the Noise Action Plan (NAP), is proving ineffective at reducing noise. Actions which may have an impact on noise seem to be delayed or subverted to have no effect on noise.

An action to apply a surcharge to night QC4 aircraft was implemented in April 2021 but set the surcharge at a token level. The surcharge level has proved wholly ineffective in discouraging QC4 movements with many more since it was applied. It perhaps indicates to operators that they can fly QC4 aircraft at EMA with impunity.

We understand that night QC4 movements at night may be banned later this year at the three designated London airports. We consider that EMA management should increase the QC4 night surcharge to punitive levels to discourage night movements, and match the potential night ban at the London Airports.

A NAP action to review the night charging mechanisms to apply premiums for all night operations and to encourage use of less noisy aircraft, simply has not been done. This is now delayed for three years.

An action intended to challenge operators about peak noise events, actually excludes the peak noise events at Kegworth, and has not been used to challenge operators. We feel this action fails on both its definition and its objective.

Further actions to do with flight paths have been incorporated in the Future Airspace Project and thus delayed for 2 years. In reality, for the communities close to the airport, there may be little scope within the airspace project to significantly affect aircraft noise and any alleviation of the noise burden will depend on other operational policies.

However we consider that EMA has few effective policies designed to curb the growth of night flights, encourage fleet upgrades and progressively lower the maximum noise levels of aircraft allowed to operate at night. We believe that EMA management needs to urgently adopt long term, stringent measures to control night time noise.

8. Employment

Employment surveys are normally carried out biennially in odd-numbered years. The 2019 survey showed total employment on the airport site had risen to 9,448. No data is available for 2020, and the survey for 2021 was not carried out due to disruption from Covid. It can be expected that in 2021 employment in the freight sector may have increased, while employment in the passenger sector may have reduced.

*Dr Paul Grimley
Melbourne Civic Society
16th February 2022*

EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE

4 MARCH 2022

ENVIRONMENT UPDATE

EMA's Drainage system and the River Trent

EMA continue to work collaboratively with MAG Group and have developed a programme to improve the performance of the Surface Water Drainage Network. A high-level overview of this programme has been shared with MENT with a further meeting to be held with a subset of members to run through in greater detail. Furthermore, an update on winter performance and progress against the programme will be shared at the MENT meeting in early May.

Further correspondence has been received from the Derby Railway Angling Club (DRAC) which will be responded to in full once the concerns raised have been fully considered.

Wind turbine, Energy and Waste Update

Between October 2021 and January 2022, the EMA waste facility handled a total of 88 tonnes of waste on site, with 48 tonnes of waste diverted from landfill. The remaining 40 tonnes had to be sent to landfill primarily due to changes in legislation.

EMA have been busy with repairs and maintenance on both turbines. Turbine 4 has had two new yaw motors and cabling fitted; these turn the head in opposite directions, clockwise and anticlockwise. A new hydraulic motor for the tips has also been fitted. Turbine 3 has had the nacelle repaired and restored with new brackets fitted as they had worn out over time. A new anemometer has also been fitted, which is need for measuring wind speed and direction. With the above works completed the wind turbines are now in good working order.

Noise action plan update

MENT met on 4th February 2022 with members receiving an update on progress against the airport's Noise Action Plan. Since the last update, which was provided in April 2021, progress has been made against a number of actions from the Plan. This includes:

- Wide ranging airline engagement, which has been particularly important as crew return to service;
- The development and implementation of new community and environment web pages, which include Plain English Campaign 'Crystal Marked' Community Information Sheets;
- The development and implementation of the Quiet Flight Performance Report (noise league table); and,
- Significant progress in phasing out Chapter 3 aircraft at night, with only one individual Chapter 3 aircraft still operating at the end of the year.

During the current quarter (January – March 2022), we will be advancing plans to deliver an additional permanent noise monitor in Melbourne. A site for this monitor has now been identified and a planning application is expected to be submitted imminently. We will also be making arrangements to fulfil our Noise Action Plan commitment to introduce new noise penalties for airlines who persistently fail to comply with the airport's noise preferential departure routes.

The Department for Environment, Food and Rural Affairs (Defra) has now issued guidance to airports regarding the production of noise maps which will provide the basis for our next Noise Action Plan. Defra have instructed us to produce noise maps based upon activity in 2021, which we will now do. We are awaiting further guidance from Defra on the production of the Noise Action Plan itself. Further updates will be shared with the Committee.

Climate Change Adaption Progress Report

In December MAG submitted its Climate Change Adaptation Progress Report to Defra. The Report, which follows previous publications in 2010 and 2016, uses the Met Office's latest climate projections to assess the risks posed by a changing climate. It also includes an overview of the steps we are taking to mitigate these risks. MAG's report is now being considered by Defra, who will use it – and reports from other strategic infrastructure operators – to inform policy decisions and the Governments' National Adaptation Plan. A presentation summarising our Report will be delivered to a future meeting of the Independent Consultative Committee.

EAST MIDLANDS AIRPORT INDEPENDENT CONSULTATIVE COMMITTEE

PLANNING UPDATE

4 MARCH 2022

Current / Pending Applications

None

Planning Resolutions Since the Last Meeting

None

Planning Policy

North West Leicestershire Local Plan: The District Council are undertaking a Substantive Review of the North West Leicestershire Local Plan. This follows a Partial Review that was completed with the adoption of the Plan in March 2021 and a Substantive Review.

The Substantive Review is a much wider review of the 2017 Local Plan that takes into account changes that have occurred since the Local Plan's adoption and the implications of extending the plan period to 2039. The District Council have commenced a public consultation on the key issues that the Local Plan review must address, including options for how housing and employment development might be distributed across the district, as well as more specific policy topics such as how to address climate change.

The Development Strategy Options and Policy Options (Regulation 18) Consultation commenced on 17 January 2022 and runs until 14 March 2022. This is to be followed by a consultation on potential site options in Spring 2022, a consultation on draft policies in Autumn 2022, with consultation on the full draft of the Local Plan in June 2023. It is expected that the Public Examination of the local Plan would be in January 2024, followed by the Plan's adoption in mid 2024.

Rushcliffe Borough Council Local Development Order: Rushcliffe Borough Council is preparing a Local Development Order to help shape and ultimately define the plans for the redevelopment of the Ratcliffe-on-Soar power station site. If approved, the Local Development Order could grant planning permission for a range of modern industrial uses on the site, including advanced manufacturing, low-carbon energy production, battery production, energy storage, logistics, and research and development.

A public consultation was held between 29 November 2021 and 10 January 2022. It is expected that this will be followed by consultation on a Draft Local Development Order. Later in 2022, the Local Development Order would be brought forward for adoption by the Borough Council. If the Order is adopted, more detailed proposals would need to be approved by the Council before development can take place.

EAST MIDLANDS AIRPORT ICC GENERAL COMMITTEE

4 MARCH 2022

COMMUNITY ENGAGEMENT UPDATE

Community Outreach

Whilst face-to-face outreach activities have not yet restarted in our local communities, we continue to connect with our closest parish councils at their parish council meetings, in order to provide updates about airport activity and listen to concerns. We will start to schedule outreach sessions in our closest villages from the Spring and will publish the dates and venues on the community pages of our website.

We have held two EMA Parish Forums this year, the first on 2nd July and the second on 11th February 2022. Going forward, we will continue to hold these forums twice a year, with attendance mainly from our nearest parish councils.

Volunteering

The Airport encourages our colleagues to get involved in a wide range of volunteer opportunities in our local communities, sharing MAG's values for the benefit of the regions we serve. Colleagues can do up to two days of paid volunteering, to support selected projects in our local communities, with line manager's prior approval.

Our target is for 100% of our senior leadership team and 30% of colleagues to support and participate in volunteering programmes. Last year we saw 46 of our colleagues (of which 10 are leaders) give 966 hours of their time to various volunteer projects. This year so far 35 of our colleagues have given 633 hours of their time.

Volunteering activity has been more challenging this year due to the various Covid 19 restrictions placed on all businesses, organisations, and communities that we work with. However, we have continued to actively encourage our colleagues, both those in work and those on furlough, to get involved in supporting their local communities, and have tried to signpost them to organisations supporting those most in need as a result of the Covid-19 pandemic.

Some of the activities that our colleagues have been involved in include:

- Befriending calls, shopping and prescription collections
- Volunteering at local hospitals, hospices, foodbanks and community hubs,
- Gardening and litter-picking
- Fund-raising for local charities
- Supporting in local vaccination centres
- Supporting young people's development through mentoring, and supporting schools on their Board of Governors, as Enterprise Advisors or on the PTA
- Coaching youth sports teams, running scout groups etc
- Aerozone education centre talks to school groups about their roles or support with activities

Youth Forums

The MAG CSR Strategy 2020-2025 "Working together for a brighter future" highlights three strategic pillars. One of these pillars - Local Voices - commits MAG to listening and responding to our local

communities. Within our 'Local Voices' pillar we have created a new commitment to review the arrangements for consultation at our airports, including, at each of our airport, the creation a new youth forum.

Our Airports have long-established and highly effective education programmes through which we interact with thousands of children and young people every year, to support and enhance the curriculum and equip the workforce of tomorrow with the knowledge and skills they will need in the years to come. However, when reflecting on our community engagement work, MAG has identified young adults as a key demographic currently missing from the consultation aspect of what we do: Youth Forums are one of the ways in which we look to address this gap.

By engaging with local young people via Youth Forums, MAG aims to:

- ensure that local young people are better informed about our airports as businesses, major employers, travel hubs and national and international gateways to the regions we serve
- understand more about what young people want from our airports: what is important to them as travellers, the workforce of the future and our neighbours
- identify and look to address the issues that matter most to young people living near us

Through Youth Forums we will encourage young people to provide us with constructive feedback. The output of Youth Forum meetings will help to shape and inform our future plans as a business.

In order to introduce new Youth Forums at our airports, we have taken a three-phase approach.

- Phase 1 has involved a process of consultation and definition. This has just completed.
- We are now in Phase 2 during which we are planning the delivery of youth forums at all our airports, with a pilot youth forum taking place at Manchester Airport shortly.
- Phase 3 is the delivery of a rolling annual programme of youth forums at all our airports.

Phase 1 included desk-based research into the British Youth Council, NHS Youth Forum, St John's Ambulance Youth Forum, Bank of England Youth Forum, Manchester Youth Combined Authority, Essex County FA Youth Forum and South Derbyshire District Council Youth Forums.

It also included interviews with a range of people including Ruth Benn, lecturer in Aviation, Travel and Tourism at Derby College, Carolyn Stevens, lecturer in BTEC Business Studies, IT and HR at Stephenson College, Steve Davies, Youth Participation Officer at Stockport Council and Petunia Morris, Employability and Partnership Coordinator at The Manchester College

We also held focus groups with:

- Derby College – group of 18 students, across Cabin Crew, Aviation, Travel and Tourism
- Nottingham College – focus group with Level 1 BTEC Travel and Tourism students
- Stephenson College – 35 x Business Studies Students

EMA Community Fund

The airport contributes £50,000 each year to our Community Fund, along with noise fines and surcharges. The EMA Community Fund was established in April 2002 and has awarded £1,351,085 to 1,543 projects, to bring lasting benefit to the communities around the airport.

Funds allocated this year so far:

Committee Meeting	Groups benefiting	Amount awarded
7 th April 2021	23	£23,794
7 th July 2021	16	£23,457
6 th October 2021	21	£29,340
21 st January 2022	13	£20,260
Low Carbon Energy Fund Round 1	3	£59,774

Future Community Fund meetings and deadline dates for 2022/23 are:

Application Deadline Date	Committee Meeting
21st March 2022	8th April 2022
22nd June 2022	6th July 2022
24th August 2022	7th September 2022
19th October 2022	2nd November 2022
11th January 2022	25th January 2023
15th February 2022	1st March 2023

Community Fund and QC4 Surcharges

Since its introduction in April 2021, a Noise Action Plan 'QC4' surcharge has been levied for aircraft operating at night. Although the target for QC4 surcharges is ZERO, the shortage of cargo capacity on passenger aircraft means we expect QC4 aircraft to continue operating at EMA in the short term. From April 2021-Jan 2022 the surcharge has been applied to 192 movements, generating an additional £363,500 for the Community Fund.

Community Fund Special Projects

This year marks the 20th anniversary of the EMA Community Fund. Because there are additional funds available, the EMA Community Fund Committee considered a range of ideas at their meeting in October, and agreed two 'Special Projects' to make best use and maximise the impact of these additional EMA Community Funds.

Low Carbon Energy Fund

The EMA Community committee agreed to ring-fence a pot of funding, initially £100,000, to provide a 'Low Carbon Energy Fund' for local community buildings. The fund will pay for solar panels or similar proven technologies for low carbon or 'green energy'. This aligns with both MAG's 'Zero Carbon Airports' agenda and also with wider COP26 targets. Renewable and low carbon technologies are proven, with the cost having reduced significantly over the last decade. At EMA we have our own on-site wind turbines and supply agreements which mean that all of our electricity is generated from renewable sources. With the cost of energy increasing, particularly over recent

months, renewable energy offers not only a chance to reduce emissions but also security over future energy costs.

The project commenced with a pilot focusing on our nearest hospices. Five local hospices were invited to bid for the fund as a 'pilot project'. Three hospices have now been awarded funding totalling just under £60,000.

- Treetops in Derbyshire - a grant of £20,000 towards solar panel installation
- Rainbows Children's Hospice in Loughborough - a grant of £19,774 towards the installation of electric vehicle charging points.
- Loros in Leicestershire – a grant of £20,000 towards energy efficient LED lighting installation.

EMA Renewable Energy Fund – Round 2:

Following on from the Hospice Pilot Project, the EMA Community Fund Committee have reviewed the financial status of the fund. Taking into account lessons learned from the pilot, a second round of funding for the 'EMA Renewable Energy' Fund will be launched in Spring 2022. The funding will be ring-fenced to a limited number of identified parishes most affected by the airport's operations. We will work with the clerks of identified parishes to promote the opportunity to local stakeholders that could benefit from the Fund.

EMA Schools Eco-Garden Competition - CONFIDENTIAL

East Midlands Airport is launching a competition on Monday 28th February, encouraging local schools to participate in an eco-garden design competition. The schools whose designs are judged to have the most beneficial impact will be awarded funds from the airport's Community Fund to turn their winning designs into a reality. A total prize value of £120,000 will be shared between 12 winning schools. Six primary schools and six secondary schools have the opportunity to win cash prizes ranging from £5,000 to £20,000 to construct their gardens.

Any school within the East Midlands Airport Community Fund's 'area of benefit' can take part in the competition. The competition closes on 27th May 2022 and winners will be announced by 30th June 2022. More information about the criteria, judging panel, and resources to support schools will be available on our website along with a registration form. The application form will go live on 28th March 2022.

We have teamed up with Derbyshire Wildlife Trust's 'Go Potty Campaign'. Every school that enters the competition will be sent BeeBombs - native wildflower seedballs handmade in Dorset - to encourage children to take part. For more information visit

<https://www.derbyshirewildlifetrust.org.uk/go-potty>

The judges will be looking for eco-garden designs that incorporate clever and innovative ways to make any space schools have available more environmentally friendly and provide lasting benefit to school communities. Schools can consider:

- A garden that can adapt to a changing climate.
- A garden that uses materials that are sustainably sourced.
- How gardens might improve biodiversity and wildlife, for example using plants that attract pollinators.
- Create or improve a forest school or outdoor classroom which can provide a beneficial learning experience for young people and improve wellbeing
- Greening a small or previously urban space including creating vertical gardens