



East Midlands Airport Consultative Committee (EMACC) Monitoring, Environment, Noise and Track Sub-Committee (MENT) Meeting



Date: Friday 13th February 2026



Time: 10:00 – 12:30



Location: Microsoft Teams (Virtual)

Agenda:

Timing	Agenda Item	Lead	Resources (paper, presentation etc)
5 minutes	1. Welcome and apologies:	Chair	
5 minutes	2. Declaration of Interests:	Chair	
5 minutes	3. Minutes of the Last Meeting: a. 9 th October 2025 Minutes b. Matters Arising	Chair	Draft Minutes
5 minutes	4. An Update by the Chair:	Chair	
5 minutes	5. Aircraft Types, Chapters and Quota Counts (QC):	Duncan Smith	Papers
15 minutes	6. Noise Fine review update:	Duncan Smith	Presentation
10 minutes	7. New Power BI environmental reporting:	Danielle Marvin	Presentation
35 minutes	8. Environment Reports (standing item) a) Additional 10-minute slot for Dr Paul Grimley:	Danielle Marvin Dr Grimley	Presentation Verbal and slides
15 minutes	9. Noise Action Plan (NAP) to include: a) Annual Update b) Updated training flights reports	Danielle Marvin/ Duncan Smith	Report/Presentation
10 minutes	10. Waste Water Management Update (standing item):	James Ayre	Report/Presentation
10 minutes	11. PFAS (standing item):	Martin Churley	Paper
15 minutes	12. ISO14001 certification update	Martin Churley/ Nicola Rushton	Verbal update
10 minutes	13. Future Airspace Update (standing item):	Emma Welch	Paper
5 minutes	14. AOB: future planned or proposed items:	Chair	
5 minutes	15. Future Meeting Dates: Friday 4 th June 2026	Chair	

1. Attending and Apologies:

Attending:

Title/ Organisation	Name	Initial
EMACC Independent Chair	Guido Liguori	Chair
Independent Secretariat	Carol Pull	CP
North West Leicestershire District Council	Cllr RS Sutton	RS
Leicestershire County Council	Cllr Charles Pugsley	Cllr CP
Nottinghamshire County Council	Cllr Andy Brown	AB
DHL	Charlotte Hickman	CH (DHL)
Kings Newton Residents Association	Dr Chris Tyler	CT
Melbourne Civic Society	Martin Keay	MK
People Against Intrusive Noise (PAIN)	Dr Paul Grimley	PG
5 Parishes Community Group	Julian Coles	JC
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter	AS
MAG Head of Noise & Community Engagement	Sue Thomas	ST
EMA Community Engagement Manager	Colleen Hempson	CH
EMA Asset Management Director	James Ayre	JA
MAG Future Airspace Manager	Emma Welch	EW
MAG Flight Evaluation Unit Manager	Duncan Smith	DS
MAG Flight Evaluation Unit Advisor	Danielle Marvin	DM
MAG Head of Environment	Martin Churley	MC
EMA Environmental Manager	Nicola Rushton	NR
EMA Environmental Specialist	Mark James	MJ

Apologies:

Title/ Organisation	Name	
DHL	James Neill (substituted by Charlotte Hickman)	

Absences:

Title/ Organisation	Name	
Rushcliffe Borough Council	Cllr A Edyvean	
Save Aston and Weston Village Environment (SAVE)	Ed Green	
Nottingham College	Robin Atherlay	

2. Declaration of Interests:

None

3. Minutes of the Last Meeting:

a. 9th October 2025 Minutes:

The minutes of the meeting of the MENT Committee held on 9th October 2025 were approved as an accurate record.

b. Matters Arising:

Action 3.1 will remain open until the next meeting and then closed.

Action 6.1 will remain open until the next meeting and then closed.

Action 7.1 will remain open until the next meeting and then closed.

Action 8.1 is included at item 7 of today's agenda.

Action 8.2 will be rolled over until the next meeting and closed if no further information is received from members.

Action 9.1 will be included in the in June agenda.

Action 10.1 is included at item 9 of today's agenda.

Actions 10.2 and 10.3 will be included in the June agenda.

Actions 11.1 and 11.2 are complete.

Action 11.3 is included at item 10 of today's agenda.

Action 11.4 is complete.

Action 13.1 is complete.

4. An Update by the Chair:

The Chair will provide his main update at the EMACC General Meeting in April.

The Chair continues to have regular meetings with the DfT and CAA.

Both the DfT and CAA are undergoing restructuring which will involve significant personnel changes and redundancies which may lead to some delays. The Chair advised that he was not in a position to confirm further details at this time but will update when he has further information. This is likely to be in Q1 or Q2 of next year.

Item 4. Questions & Answers:

None

Actions

None

5. Aircraft Types, Chapters and Quota Counts (QC):

The papers have been circulated and taken as read.

DS highlighted that this is a technical subject which can be difficult to translate. The action was to provide a high-level explanation of aircraft noise classifications, including QC ratings and aircraft noise chapters.

DS took members through an overview of the papers.

The Chair thanked DS for the papers which he found clear and informative.

Item 5. Questions & Answers:

The Chair asked members to email any questions on this item to himself, CH and DS following the meeting.

Actions

None

6. Noise Fine review update:

DS took members through a presentation, slides circulated after the meeting.

Highlights are that a review of the noise penalty scheme is underway, including introduction of a daytime departure noise limit, planned for implementation in summer 2026.

The airport proposes moving from a weight-based system to a QC-based system, considered a fairer and more proportionate approach.

Internal approval has been secured in principle, with consultation with operators planned via the Pilot Liaison Group (PLG), ahead of formal implementation and publication in operational documents.

Item 6. Questions & Answers:

PG welcomed the plans shared but requested additional time to review the proposals against existing noise monitoring data before providing feedback. It was agreed that he would provide additional comments within the next 14 days to allow time for consideration ahead of the upcoming PLG meeting.

RS thanked DS for his report which he found clear and informative.

Actions

6.1 The paper that PG wrote on fines is to be rewritten as a response to the 9 Oct 2025 action 8.2 (lived experiences). The revised paper is to be submitted to the Chair and CH by the next agenda-setting meeting on 27 April 2026, so that consideration can be given to how to proceed with the question of whether lived experiences can be considered when assessing the impact of noise on affected communities. In revising his paper, PG will take into account EMA's responses to the original paper.

6.2 Within 14 days (by 27 Feb), members are to comment on the Noise Fines Review with any questions, comments, or observations to be emailed to the Chair and CH.

7. New Power BI environmental reporting:

DM took members through a presentation which explained the reasons for the use of the new software.

Item 7. Questions & Answers:

PG requested that the basic rules of what's presented to the committee should not change with the introduction of the new software and if anything does change that an explanation be given. He raised concerns over the cumulative data shown on noise monitors and asked for assurance that reporting will still be available for individual monitors. DM explained that information can be filtered in many ways and will continue to be reported separately if this is how members wish to see it.

Actions

None

8. Environment Reports (standing item)

a) Additional 10-minute slot allowed for Dr Grimley:

Item 8

The reports were circulated and taken as read.

DM took members through highlights of the report.

PG took members through his presentation.

Item 8. Questions & Answers:

The Chair asked if US carriers are aware of what's expected of them when entering UK airspace or if an issue highlighted on continuous descent (CDA) is solely with One Air. DM explained that some new or overseas carriers may not always be familiar with local airport procedures which are different to standard operating procedures. A note has been issued to the operator, and experience shows this engagement typically leads to improvement.

The Chair asked if this could translate into potential safety issues. DS clarified that some operators follow descent instructions more directly, resulting in a stepped approach, while operators more familiar with the airspace tend to manage descents more gradually. Both methods comply with ATC instructions and present no safety concerns.

RS thanked DM for explaining the new reporting format and referred to a table in the old papers. He highlighted that some of the newer carriers are performing well on CDA, however, Atlas Air, who are not a new carrier are near the bottom of the table. He asked if they are likely to do better. DM responded that the airport would reach out to Atlas Air and will bring findings to the next meeting.

RS added that the same carrier persistently appears on the Kegworth noise monitor. DM highlighted that these are daytime departures as the airline operates 747s. DM will compare data with other airlines operating this aircraft type, however, she stated that the values are typical for that aircraft type and monitor.

RS sent an additional question in the meeting chat function and DM will contact him following the meeting with a response.

JC queried lower performance figures for other operators, including European Air Transport, ASL and Emerald Airlines. DM noted that performance trends would be reviewed against more recent data, and follow-up with operators would take place where necessary. DM also explained that some aircraft types, particularly smaller propeller aircraft, can be more susceptible to wind conditions, which may contribute to track deviations shortly after departure.

JC referred to lack of air quality data on page 2 summary report. DM advised this data is being worked on and an update will be provided at the next meeting. DS added that data from the airport's continuous monitoring station will be made publicly available via the UK air quality map, allowing near real-time access to monitoring data, with details to be shared at a future meeting.

PG queried Quarter 2 runway usage, doesn't seem to total 100% DS advised this was a typo and will be corrected and recirculated to members

PG noted concern that Chapter 14 compliance reduced in 2025. He will highlight this again in his "lived experience" report. DM responded that reduced passenger operations in Quarter 4 result in fewer movements by newer, quieter aircraft, which contributes to changes in performance figures. She added that Quarters 2 and 3 were the busiest time of year and showed an improvement in chapter 14 performance vs. previous years. DM reminded members that freight fleets generally operate larger and older aircraft types, which are less likely to meet the newest noise standards compared with passenger fleets.

PG expressed his concerns over the noise being brought to the local area by the new operators. Although it is to be celebrated when new operators join the airport, he asked if the airport team could make acknowledgement of this. DM advised that the airport commercial team are due to attend a future meeting and this could be raised at this time. DS noted that although the 2025 noise contour has been reduced by 1km since 2024, this doesn't detract from concerns raised regarding daytime noise.

AB commented that, while airlines operate their own procedures, pilots are responsible for reviewing local airfield information and suggested that greater attention to local procedures may support improved compliance. DM stated that this is how this issue is addressed with airlines.

RS requested that, where applicable, information on the reasons why airlines relocate operations to the airport be shared at a future meeting to provide additional context.

CH reminded members that the airport Commercial Director will be joining the EMACC General meeting on the 17th of April to give a presentation on the airport's commercial strategy. CH will forward members comments to him prior to this meeting and will also extend an invitation to the June MENT meeting. The Chair asked members to keep in mind that the presentation given in April will be high-level. The Chair asked for questions that can be answered on the day to be submitted to himself and CH by the 1st of March. More technical questions can be held until the Commercial Director attends a future MENT meeting.

The Chair noted that he will have a follow up discussion with CH to discuss PG's comments on airport messaging.

DS suggested that 3 letter airline codes could be amended to show full airline names in the public reports.

Item 8a

PG thanked DS for the inclusion of 2025 night noise which has reduced and for the suggestion of providing full airline names on future reporting.

PG took members through his slides. Key points below:

- PG highlighted the significant rise of freight volume by tonnage in 2025, however freight ATMS have reduced and the reason for this isn't clear.
- PG raised concern that reductions in night freight and associated benefits to the community hadn't been reflected in airport communications.
- Passenger movements have declined as a whole, but passenger night movements increased. PG asked for clarity on the reasons for this change.
- PG expressed concern at the lack of future aircraft movement forecasts and requested the airport provides estimates of likely future movement, including expected trends for day and nighttime operations to support forward planning and community engagement.

Item 8a. Airport Response

PG asked the airport to give clarity on consolidation. CH (DHL) explained that operational efforts to improve aircraft loading efficiency at DHL have contributed to increased load consolidation and reduced freight movements. She also noted that some flights have relocated from EMA, with confirmation to be provided following further internal review. The market remains uncertain following COVID, but she will take the question away and provide whatever answers she can at a future meeting.

The Chair asked if DHL would be happy to present at a future meeting on consolidation and potential future routes. CH (DHL) will pass on the request internally and feedback to the Chair and CH.

CH highlighted a recent press release on growth and planned movements at the airport and suggested that members read this as it addresses one of PG's earlier observations. The Chair will consider including airport press releases in his bulletin.

RS thanked CH (DHL) for her comments on this item and would welcome a presentation in the June meeting if possible as he believes that this is a key time to have this discussion. The Chair agreed to discuss this point at the April agenda setting meeting should DHL agree and have the capacity and availability to present at the June meeting.

Actions

8.1 Questions raised during today's meeting by RS and JC regarding One Air, European Air Transport and Atlas Air CDA compliance and noise monitor data to be considered by EMA and reported on at the June MENT.

8.2 Question raised by RS in the meeting's chat function about magnetic variation to be responded to by DM outside of MENT via email directly to Cllr Sutton and the Chair.

8.3 An update on air quality to be provided within the Environment Report table at the June MENT.

8.4 Airport Commercial Director Adam Andrews to be invited to present at a future MENT meeting. Presentation to include why operators are coming to EMA, the incentives offered, the increase in pax night ATMs, future projections and ATM forecasts and related details where possible responses to members' advance questions.

8.5 Questions for Adam Andrews on why cargo operators are coming to EMA to be sent to CH, and the Chair by 1st March 2026. Questions received will be considered for response at either the EMACC General on 17 April 2026 or the June MENT, if more appropriate.

8.6 By the next agenda-setting meeting on 27 April 2026, DHL are to consider the feasibility of an MENT agenda item on consolidation: why it has happened, what it means, and how it could develop.

8.7 New item on forward agenda for EMA Head of Media come to a future EMACC to provide an overview on how EMA approach media outputs.

9. Noise Action Plan (NAP) to include:

a) Annual update

b) Updated Training Flights Report

The report has been circulated and taken as read.

DM and DS took members through highlights of the report.

All actions in relation to training flight review are now closed and any further questions should be addressed through business-as-usual channels.

The presentation gave details of their recent visit to the Ryanair simulator and DM shared some of the details of the steps they take to avoid overflying areas of the community.

Item 9. Questions & Answers:

JC thanked the airport and Ryanair for their help and work on this topic. JC requested the airport feedback on the practicality of 3.6 as it's a trial. He commented that this and the north, south split are great steps forward. JC is happy for Ryanair to have the occasional extra time on training flights given the lack of impact to the community. DS asked if he could pass JC's comments to Ryanair and ATC. He highlighted how helpful Ryanair have been on this point. JC is happy for feedback to be shared.

RS commented that there appears to be limited linkage between the NAP and planning decisions for new developments near airports, noting this may be a wider national issue, and highlighted the potential cost implications if this connection is not fully reflected in future planning considerations. ST responded that the airport responds to relevant planning applications affecting areas within noise contours or flight paths, however, decisions regarding housing development and associated sound insulation requirements rest with the local planning authority. She added that, while the airport continues efforts to reduce noise impacts, population growth within affected areas remains outside the airport's control but is a recognised issue.

The Chair added that UKACCs have been lobbying for greater consideration of land use planning around airports, including ensuring prospective residents are made aware of aircraft noise impacts. He also noted that a revised British standard of noise insulation requirements for new residential developments is expected shortly.

The Chair also noted that the CAA airports approach to insulation. ST informed members that the airport has responded to the survey.

CT raised closed action 3.6 and asked why Kings Newton is not listed as a separate area to avoid for overflying and if it could it be. DM responded that Kings Newton lies beneath the 27 Trent departure corridor and therefore is not designated as an avoidance area. DM agreed she would discuss with

Ryanair and request that they look at whether this could be implemented. CT noted the improvements on overflying over the past year.

Actions

9.1 Members to consider the question of flexibility on the summer curfew and email CH and the Chair with their views by 27th February.

9.2 The airport to consider whether Kings Newton could be considered as an area to avoid for training flights by the June MENT.

10. Water Management Update (standing item):

The report has been circulated and taken as read.

JA took members through highlights of the report.

Item 10. Questions & Answers:

RS made reference to working with the Environment Agency through the permit process and asked whether further detail could be provided, noting the sensitivity of the matter and recent local water conditions. JA responded that the airport maintains regular communication with the EA and continues to operate in accordance with permit requirements, including notification procedures where required. There is nothing further to add at this time.

Actions

None

11. PFAS (standing item):

The report has been circulated and taken as read.

MC took members through the highlights of the report.

Item 11. Questions & Answers:

The Chair queried the structure of future reporting for this item. MC explained that future reports will initially provide updates on progress, with further reporting dependent on developments in discussions with the EA. He added that outcomes from the ongoing Section 61 process may lead to amendments to permit conditions, although the direction and timing remain uncertain. Updates will be provided when information is available. This process is evolving across all English airports.

RS welcomed the separate reporting item but felt some confusion regarding the transition from previously reported action plans to discussion of new strategies. He requested clearer context in future reports on how current work fits within the broader national approach.

Actions

None

12. ISO14001 certification update:

MC provided members with a verbal update.

Item 12. Questions & Answers:

None

Actions

None

13. Future Airspace Update (standing item):

The paper has been circulated and taken as read.

EW took members through the highlights of the paper.

Leeds Bradford airport submitted their Stage 2 resubmission in January and await their results. If they are successful, progress on the MTMA plan and timing for Stage 3 will be confirmed and shared with members. EW noted that several CAA consultations aimed at supporting airspace change have recently concluded, and the airport is awaiting confirmation of the resulting regulatory changes, having submitted responses as part of the consultation process.

Item 13. Questions & Answers:

CT asked if the outcome from this consultation will form part of the consideration for the Stage 3 process and if the specific recommendations will be considered. EW confirmed that a number of things may influence how Stage 3 and subsequent stages of the airspace change process are assessed, with proposed changes largely aimed at streamlining and accelerating the overall process. EW confirmed that if introduced, any updated Air Navigation Guidance would be applied going forward.

The Chair added that members will have seen UKACCs response on this point which has taken into account the views of all airports. The concern is that future consultations could be undertaken through local authorities, noting potential challenges relating to specialist expertise and resourcing. He encouraged members to share any developments arising within their respective local authorities and report back to the committee.

Actions

None

14. Any Other Business (AOB), Future planned or proposed items:

The Chair thanked members for their attendance and participation and urged them to share any future agenda items with himself and CH before the next agenda setting meeting on the 26th of April.

Actions

None

15. Future Meeting Dates:

Friday 4th of June 2026.

Action Log:

- 6.1 The paper that PG wrote on fines is to be rewritten as a response to the 9 Oct 2025 action 8.2 (lived experiences). The revised paper is to be submitted to the Chair and CH by the next agenda-setting meeting on 27 April 2026, so that consideration can be given to how to proceed with the question of whether lived experiences can be considered when assessing the impact of noise on affected communities. In revising his paper, PG will take into account EMA's responses to the original paper.
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- 9.1 Members to consider the question of flexibility on the summer curfew and email CH and the Chair with their views by 27th February.
- 9.2 The airport to consider whether Kings Newton could be considered as an area to avoid for training flights by the June MENT.

The Chair closed the meeting at 12.08pm.