

**East Midlands Airport
Independent Consultative Committee (ICC)
General Meeting
Friday 24th June 2022
In-Person and via MS Teams**

Present:

Independent Chair	Mr G Liguori (Chair)
Independent Secretariat	Mrs C Pull

Organisation

EMA Accessibility Forum	Ms C Link
Derbyshire County Council	Cllr M Ford
Melbourne Civic Society	Mr M Kay
Kings Newton Residents Association	Mr S Leech
Leicestershire County Council	Cllr T Pendleton
PAIN – People Against Intrusive Noise	Mr R Sutton
WINGS	Mr J Snee
DHL Aviation Ltd	Mr A O’Neill
Charnwood Borough Council	Mr T Barkley
WHICH	Dr A Manhire and Mr I Jones
Loughborough University	Dr A Timmis
Erewash Borough Council	Cllr R Parkinson
CPRE Notts & Rushcliffe	Mrs B Walker
Nottinghamshire County Council	Cllr M Barney
Save Aston Village Environment (SAVE)	Mr E Green
Rushcliffe Borough Council	Cllr A Edyvean
East Midlands Chamber of Commerce	Mr I Evley
Guest	Ms T Everly
South Derbyshire District Council	Cllr S Taylor
Leicestershire & Rutland Association of Local Councils	Cllr A Sowter
JobCentre Plus	Ms J Alton
Derby City Council	Cllr M Barker
Rushcliffe Borough Council	Cllr A Edyvean
Derby College	Ms R Benn
Prospect	Mr I Kelly

East Midlands Airport (EMA)

EMA Managing Director	Mrs C James
Group CSR and Airspace Change Director	Mr N Robinson
MAG Planning Manager	Mr J Bottomley
EMA Operations Director – Interim	Mr S Hinchley
Head of ESG and Environmental Strategy	Mr A Freeman
EMA Customer Service and Security Director	Mr M Grimes
Head of ESG and Environmental Strategy	Mr A Freeman

MAG Head of Community Engagement	Mr R Pattison
EMA Community Engagement Manager	Ms C Hempson
Head of Asset Development – Utilities, Energy & Environment	Mr T Rix
Head of Public Affairs – EMA and Stansted	Mr J Chapman

Apologies

Melbourne Civic Society	Mr P Grimley
Derbyshire Association of Local Councils	Cllr S Marbrow
Royal Mail	Mr J Allsopp
Charnwood Borough Council	Cllr J Morgan
Erewash CVS	Ms S Scott
Derby City Council	Ms V Bayliss

The meeting commenced at 1000.

1. Welcome and Apologies

Councillor Sowter welcomed everyone to the Castle Donington Community Hub.

The Chair welcomed all to the meeting and recorded apologies.

The Chair welcomed new member Christiane Link, Chair of the EMA's disability forum, and guest Trudi Evley, a GCSE student who joined to observe as part of Take Your Child to Work Day which is part of the World of Work Week.

2. Declaration of Interests

No declarations of interest were raised.

3. Minutes of the last meeting

The minutes of the last meeting were approved.

a. Matters arising

The Chair confirmed that the actions arising from the previous minutes were addressed within the agenda.

The Chair asked for the item at 2 which referred to item 6 to be deleted as there is no relevant point at item 6.

There were no further comments on accuracy.

The Chair commented that nothing has been received from members on the action at item 4 around forward plans.

The action at 4 for The Chair to review the attendance of Committee members is complete

Actions at items 5, 6 and 8 are complete. The action at item 9 will be added to a future MENT agenda.

With no further comments, the minutes were taken as read and agreed.

4. An update by the Chair

The Chair has attended several meetings since the last meeting and gave an overview of each:

A DFT workshop on Reforming Consumer policy

A zero-emission flight showcase

Several meetings of the Future Airspace Stakeholder Reference Group (FAS SRG)

Two UKACC's Working Group meetings:

1. Identifying the overall aim of UKACCs and level of ambition to be achieved
2. Airport Environmental Performance Monitoring and the role of ACCs/UKACCs

A meeting of EMA Senior Managers and Agenda Setting Meeting

At the last committee meeting, the Chair asked for expressions of interest for the Agenda Setting meetings. As no expressions were received, these meetings will remain as they are.

All members have had email notification of the new, dedicated SharePoint site which hosts all documentation for ICC meetings. Documents will continue to be circulated by email in the interim period until members are familiar with this new system.

Future Agenda setting, MENT, TEP and General meetings will be held monthly. The Chair explained the reason for the new cycle.

There is a stakeholder engagement session for ICC members scheduled on MS Teams on 7th July at 10.30am as part of the Stage 2 Phase 1 Future Airspace stakeholder engagements sessions. EMA will share details with members shortly.

5. Managing Director's report

The report was taken as read. CJ highlighted the following points:

97% of passengers passed through security in under 15 mins. CJ praised the current team for all their hard work during a challenging period.

The annual CAA full security audit has just taken place. EMA achieved their best score, over 98% which puts them in the top 3 in the UK.

Flybe returned to EMA in April with scheduled flights to Amsterdam which provides links to routes outside Europe.

EMA provides a critical cargo operation to the whole of the UK and provides a one-stop network to 185 cities worldwide. CJ highlighted the value of express freight compared to that of belly-hold and sea cargo.

Disruption during Download Festival from drone activity caused significant delays affecting 8 passenger and cargo flights. EMA is working with the CAA, the local authority, police and festival organisers to look at how they prevent this going forward.

The landside Meet and Greet Car Park service opened in May and has already received lots of praise.

The introduction of music in the central search area along with volunteers and customer service ambassadors has proved very successful. CF praised MG for his work in these areas.

EMA maintained their very good rating from the CAA on assisted travel. One brand new and three refurbished ambulifts have been purchased.

There has been a slight drop in aircraft on-time performance which is down to disruption across the network. EMA has been affected by the knock-on effect from Europe.

The full business case for the East Midlands Freeport is now with the government. The decision is expected on the full business case around August.

A member asked a question on the view from EMA on the lack of commuter flights to other UK airports. CJ responded that the airlines are currently focusing on the routes which are successful, but they will look at this in the future.

A member congratulated EMA on their successful audit and raised a question on the starting point the security queues are measured from. EMA responded that they are measured from the boarding card readers as this is the first technological place to capture data for it to be accurately monitored. The airport is witnessing passengers arriving 6 hours before their flight in response to the reported airport security delays. This skews numbers and makes forecasting difficult, however, this should be a temporary issue.

Boarding card readers have been reprogrammed to stop passengers from passing through unless within 3 hours of their flight. 2024 will see a complete upgrade of security equipment, which will negate the need to remove liquids and electrical items from bags. The security hall will also be extended during this period improving queue arrangements.

A member raised a concern about the drone issue and the fact the owner could not be traced and asked what EMA thinks could happen if this continues in the future. CJ advised that drones have built-in geofencing technology meaning they should not be able to fly within the restricted airport space, however, this can be tampered with. EMA has drone detection capability, but this can be evaded by those intent on causing disruption. More work needs to be done and there is an exercise currently taking place on how to combat this issue. EMA also commented that the drones could have been launched and controlled from somewhere other than the festival and airport site. Drone activity stopped following an interview with CJ on BBC news.

The member also asked for more information about the return of Flybe. Flybe is a new company, but they are using some aircraft that were operated by the old Flybe. Also – Flybe have 4 DH Dash 8 Q400 aircraft (78 seats). EMA are not currently able to comment on the size of the fleet or their future route plans; their focus is on establishing themselves on core routes initially.

A member commented on the positivity of these new Flybe routes.

6. Sustainable Development Plan

The report was taken as read. JB advised members that progress on producing a draft Sustainable Development Plan (SDP) has not been as quick as hoped as the focus has

been on the operational recovery, however, the draft plan is taking shape and will be ready for public consultation later this summer.

The last SDP was published in 2015. The aviation industry and development in and around the airport have changed significantly since then and these are principal drivers for the review of the SDP.

JB highlighted the new environmental policies included which have already been shared with the committee.

A member raised a question around Sustainable Aviation Fuel (SAF) and whether demand and usage of this has increased at EMA. He also asked if EMA are working with ecologists to ensure they reach the biodiversity net gain 10% targets by November 2023.

AF clarified MAGs strategy on this.

Sustainable Aviation Fuel (SAF) can be used in aircraft that operate now which provides a 70-80% reduction in emissions. SAFs are very expensive as they are not currently readily available and are currently only produced outside of the UK. There is ongoing work to improve this. DHL commented as they are the first operators to use SAF out of EMA. DHL is at the forefront of investing and has committed to a large investment at EMA and globally. They have ordered SAF and will use it as soon as the supply is available.

A member queried the work being carried out on climate change and CO2 emissions around flights. He also asked if emissions by aircraft are reported by EMA or by the individual operators. AF responded that EMA as an airport became carbon neutral in terms of its own emissions in 2012 and a goal of 2038 has been set for net carbon neutral emissions. MAG is spending a lot of time working with the wider aviation sector on reducing aircraft emissions; however, this is not something that happens quickly as there are so many external factors involved. Members can find information on climate change and emissions on the group website in the annual CSR reports and associated disclosures. EMA is one of just a few airports that disclose this information to the public.

A member thanked JB for the presentation and raised a point on noise and how some local communities are affected. The member has reviewed previous minutes on how queries around noise are dealt with and asked how seriously EMA takes the issue of noise which will only become more of an issue with growth and how they plan to communicate with communities. JB stated that EMA will be proactive in this and other areas. The SDP is a public statement on how they will work. Noise is one of the key points driving the SDP and is not being downplayed. The SDP will take its lead from the Noise Action Plan.

7. Freeport Update

The report was taken as read.

This item will now be a recurring item on the ICC agenda.

JB gave an overview that there are 8 English freeports confirmed in the 2021 budget, of which East Midlands Freeport is one.

This work on the East Midlands Freeport has been led by Leicestershire County Council and the full business case was submitted in April 2022. The response from

Government is expected in a matter of weeks. Subject to a positive response, the operation of the freeport should commence in early 2023.

Local residents will be involved in all consultation processes for any planned local development.

A member raised concerns around development plans, particularly in the Diseworth area. JB responded that there is an expectation of SEGRO to consult on any plans and that the sensitivities of any land development are considered. Any development partner will be required to have conversations with the local planning authority.

A member referred to the meeting in January 2022, where it became apparent that this land was included and asked who was consulted during the process. JB responded that the decision was made by the Freeport Board. The member questioned why the decision to include new land was allowed to be made without consultation. The Chair advised that this has been addressed in a comprehensive report sent by the airport and invited any members who had further questions to direct them to him.

A member commented he has been involved in the Freeport bid and shared brief details of an ongoing consultation process that he was part of in the Rushcliffe area.

A member questioned if the full business case document is published and available to read. JB will ask Freeport and come back

Action: JB to find out whether the East Midlands Freeport Full Business Case is publicly available and feedback.

8. Future Airspace and SRG

NR talked through his presentation and advised there will be a full briefing at the aforementioned special ICC stakeholder engagement session in July.

The engagement has been split into 2 groups led by the airport team and working with YouGov. The next level of detail will be looked at in Autumn 2022.

The Chair took no questions on this item due to time constraints and the upcoming session on 7th July 2022.

The Chair also requested that any questions be directed to him by email and he will ensure they are included in the above session.

9. Climate Change Adaptation Report

The report was taken as read and is available to read online. Link below.

https://www.magairports.com/media/1749/mag-2021-arp_v3_final.pdf

AF gave an overview of the main points of the report and highlighted the main issues facing EMA going forward and plans for future action.

A member thanked AF for the presentation and asked how much of the climate change study is academic and how much immediate planning is due to come in to protect against future climate evolution. AF gave details on some of the short and longer-term actions planned. Many of these initiatives have already been successfully in place for some time.

A member reminded everyone in the room of the importance of the committee and the value of communication with local residents on key issues such as this.

A member observed that there were many positive points in the presentation but urged EMA to consider issues like staff locality when recruiting.

10. Airport Update

a/ The Environment

The report was taken as read.

TR gave an update on the progress of the surface water improvement plan including recruitment in this area.

A successful ISO14001 audit was recently completed. Now working towards group accreditation and implementing ISO50001 by end of 2024.

A member raised a question about aircraft noise mitigation. Could this information be shared with members? AF responded that EMA's approach to noise management is published in the current Noise Action Plan (NAP). The new NAP, which will become effective in 2024 is being considered. AF hopes to welcome comments at the next MENT meeting on this and noted that the airport is still awaiting guidance on the development of its next NAP from DEFRA.

b/Planning

The Planning report was taken as read

There were no questions.

c/Community Engagement

The report was taken as read.

Face-to-face community engagement has recommenced, and dates are published on the website. Outreach events include:

- Wednesday 20th April - Kegworth Parish Rooms (2-5pm)
- Sunday 10th July - Ashby Show (9am - 5pm)
- Thursday 4th August - Melbourne Market (9am - 2pm)
- Saturday 13th August - Castle Donington Market (10-2pm)
- Saturday 10th September - Diseworth Show (1-5pm)
- Melbourne Arts Festival - 17th September
- Wednesday 5 October – Kegworth coffee morning at St Andrews Church (10.30 - 12.00)

ECO garden school competition, 26 applications have been assessed and will be judged on Monday 27th June with announcements made following that date.

There were 6 applications for the Low Carbon Energy fund. The Community Fund Committee will meet on 6th July 2022 to consider the applications and the airport will continue to promote this fund. Members will continue to be updated.

A member commented that he is spreading the word as much as possible to promote the fund and urges other members of the wider committee to do the same.

A member asked to continue the Low Carbon Energy element of the EMA Community Fund.

11. AOB

A member reminded EMA of Section 35 of the Civil Aviation Act 1982, that they must consult with communities on any planning matter. The Chair commented that Section 35 of the Act is open to very wide interpretation. During his time as Chair, he has seen how well members and EMA communicate and urges people to focus on this moving forward

The Chair suggested sustainable fuel, national aviation strategy and an update on Jet Zero be noted as future agenda items. If members have items they would like to see on future agendas, please contact the Chair.

A member expressed surprise at the lack of noise pollution on the agenda. The Chair responded that this is an area of the regular MENT meeting and is addressed at these sessions. EMA commented that members have been provided with transparency across the subgroups and that the new member portal includes all papers for all subgroups, which members can access at any time.

The Chair suggested looking at additional time being allocated for future meetings, maximum of 30 minutes.

The Chair advised that everyone present has an opportunity to make things better. He urged members to speak to their communities and feedback to this group.

The Chair thanked everyone for their attendance and reiterated that contributions are valued and important. There can also be a dialogue between meetings if this benefits the airport and community.

12. Date of next ICC General meeting(s)

Friday 28 October 2022 – Venue Castle Donnington Hub, 101 Bondgate, Castle Donnington, Derby DE74 2NH

There being no further business the Chair declared the meeting closed at 12:28.