



East Midlands Airport Consultative Committee (EMACC) General Meeting



Date: Friday 3rd July 2026



Time: 10:00 – 12:30



Location: EMA Training Hub, Building 110, East Midlands Airport & Microsoft Teams (Hybrid)

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. 17 th April 2026 Minutes b. Matters Arising	Chair	Draft Minutes
10 minutes	4. An Update by the Chair:	Chair	
30 minutes	5. Managing Director's Report:	Steve Griffiths	Paper
20 minutes	6. Airport Update: a. Planning update b. Community Engagement update c. Environment Summary	a. Jon Bottomley b. Colleen Hempson c. Taken as read	Papers
25 minutes	7. How EMA approaches media outputs:	Stephan Richeaux	Presentation
25 minutes	8. Future Airspace Update:	Neil Robinson	Presentation
5 minutes	9. AOB: Future Planned or Proposed Items:	Chair	
5 minutes	10. Future Meeting Dates: Friday 4 th December 2026	Chair	

1. Attendees:

Attending:

Title/ Organisation	Name	Initial
East Midlands Airport Consultative Committee (EMACC) Independent Chair	Guido Liguori (IP)	Chair
Independent Secretariat	Carol Pull (IP)	CP
Airport User Group:		
DHL Aviation (UK) Ltd	Will Fuller (V)	WF
East Midlands Chamber of Commerce	Ian Evley (V)	IE
EMA Accessibility Forum	Christiane Link (IP)	CL
Job Centre Plus	Joanne Alton (IP)	JA
CPRE Derbyshire	John Ydibli (IP)	JY
Local Authority Group:		
North West Leicestershire District Council	Cllr Ray Sutton (IP)	RS
Nottinghamshire County Council	Cllr Andy Brown (IP)	AB
South Derbyshire District Council	Cllr Stephen Taylor (IP)	Cllr ST
Derby City Council	Cllr Martin Rawson (V)	Cllr MR
Rushcliffe Borough Council	Cllr Andy Edyvean (IP)	AE
Local Interest Group:		
Derbyshire Association of Local Councils	Cllr Stephanie Marbrow (V)	SM
Nottinghamshire Association of Local Councils	Cllr Hillary Gibbins (V)	HG
Leicestershire and Rutland Association of Local Councils	Cllr Angus Sowter (IP)	AS
Melbourne Civic Society	Martin Keay (IP)	MK
People Against Intrusive Noise (PAIN)	Dr Paul Grimley (IP)	PG
People Against Intrusive Noise (PAIN)	Tom Barton - Substitute (IP)	TB
Save Aston and Weston Village Environment (SAVE)	Ed Green (IP)	EG
Kings Newton Residents Association	Dr Chris Tyler (IP)	CT
5 Parishes Community Group	Terry Green (IP)	TG
MAG / EMA Representatives:		
EMA Managing Director	Steve Griffiths (IP)	SG
MAG Head of Noise and Community Engagement Strategy	Sue Thomas (V)	ST
Head of Corporate Affairs (EMA)	Ioan Reed-Aspley (IP)	IR-A
Head of Media	Stephan Richeux (IP)	SR
EMA Community Engagement Manager	Colleen Hempson (IP)	CH
MAG Planning Services Director	Jon Bottomley (V)	JB
Public Affairs Manager	Miles Pattison (IP)	MP
MAG Future Airspace Consultation Lead	Emma Welch (IP)	EW
MAG Head of Future Airspace	Marie Rahim (IP)	MR

(V): attending virtually.

(IP): attending in person.

Apologies:

Title/ Organisation	Name
Nottingham College	Robin Atherlay
Derbyshire County Council	Cllr Martyn Ford
5 Parishes Community Group	Julian Coles (substitute attended)
Broxtowe Borough Council	Cllr Richard MacRae

Absences:

Title/ Organisation	Name
UPS Ltd	Sarah Bell
Erewash Borough Council	Cllr Harrison Broadhurst
Leicestershire County Council	Cllr Charles Pugsley
Loughborough University	Dr Andrew Timmis
Charnwood Borough Council	Cllr Jenni Tillotson

The Chair welcomed everyone to the meeting.

Apologies and absences are noted above.

2. Declaration of Interests:

There is a standing declaration of interest from Cllr Taylor regarding the Freeport.

3. Minutes of the Last Meeting:

a. 17th April 2026 Minutes:

The minutes of the meeting held on 17th of April 2026 were approved as an accurate record.

b. Matters Arising:

Action 7.1 will be resolved at the next MENT meeting and will be removed from the General action list.

4. An Update by the Chair:

The Chair and Cllr Brown informed members of Cllr Brown's upcoming sponsored walk in aid of Guide Dogs for the Blind and shared details of how donations could be made.

The Chair continues to have regular meetings with the DfT.

The Chair provided an update on the CAA recommendation that Airport Consultative Committees work with local authorities to identify and designate potential quiet areas. He noted that DEFRA guidance is not expected in the near future. The Chair had emailed all elected representative members and other who might have an interest with a view to arranging a discussion on the CAA's recommendation. Responses have been received from six local authority representatives and CPRE, with agreement that an initial discussion should take place ahead of any formal guidance. The Chair proposed that interested members meet immediately following the next EMACC meeting to discuss further.

The Chair thanked members and the airport team who facilitated and attended the recent TEP tour. All who attended found it to be interesting and valuable.

5. Managing Director's Report:

The report was circulated and taken as read.

Report highlights:

MAG group results FY25/ 2026

- ➔ MAG announced strong group results for FY2025/26, welcoming 66.3 million passengers across its airports and generating £1.5 billion in revenue.
- ➔ £593 million had been reinvested into the business during the year, with investment exceeding operating profit, demonstrating the group's continued commitment to improving its airports and supporting local communities.
- ➔ Over the next five years, MAG plans to invest £2.5 billion across the group.

East Midlands Airport operations

- ➔ EMA handled 4 million passengers during the year.
- ➔ Jet2 celebrated its 15th year at EMA and announced additional routes, including Budapest Berlin and Paris, together with increased capacity on a number of existing destinations.
- ➔ Loganair return to the airport with a new Jersey service.

Cargo

- ➔ EMA retained its position as the UK's largest dedicated freight airport, handling more than 413,000 tonnes of cargo, the highest volume since before the pandemic.
- ➔ Seven new cargo operators established operations during the year, and the airport's cargo growth masterplan continues to support future expansion.

Summer operations and customer experience

- ➔ There has been a strong start to the summer season and preparations are in place for increased passenger numbers during the school holiday period.
- ➔ Customer satisfaction remained high, with 97% of customers rating their experience as good or excellent.
- ➔ Security performance also remained strong, with over 99% of passengers passing through security in under 15 minutes. The airport was recently announced as the UK's best-performing airports for security processing.

Community engagement

- ➔ Continued engagement with local communities, parliamentarians and other stakeholders was highlighted, including a MAG reception in Parliament focusing on skills and employment.
- ➔ The Meet the Buyers event returned after a two-year break, bringing together airport partners, contractors and local suppliers to promote opportunities within the airport supply chain and support regional economic growth.

Item 5. Questions & Answers:

AS asked what the implications would be about the newly announced temporary use of the airport by the RAF and if any flights operated would be subject to the airport's normal operating procedures and noise controls. SG explained that the RAF would be making use of the airport during runway works at RAF Brize Norton. Military aircraft operating from the airport during this period will be passenger flights transporting service personnel and their families, rather than operational military deployments. He confirmed that these flights will operate in accordance with the airport's normal operating procedures, including applicable regulations and curfews. SG anticipated there would be approximately three departures (around six aircraft movements) per week. He also noted the value of maintaining a strong relationship with the MOD, including supporting personnel transitioning into civilian employment.

PG queried a discrepancy between the freight movement figures reported in Section 1.7 of the report and those previously presented to MENT and requested clarification.

Post-meeting response:

IR-A confirmed that the figure of 60,000 related to the airport's total annual aircraft movements and had been included in error. The correct number of dedicated air cargo movements for FY2025/26 was 22,826. He also explained that, despite an increase in cargo tonnage during the year, dedicated cargo flights reduced by 6.1% compared with the previous year, reflecting the use of larger aircraft and improved load factors. The airport apologised for the error in the MD's report.

The Chair asked whether recent media reports regarding a proposed acquisition of SEGRO by Prologis would have any implications for the airport's partnership arrangements. SG advised that the approach had been reported publicly and that discussions were ongoing at a corporate level. He added that Prologis had reassured the airport that the proposed transaction would not distract from its existing partnership or ongoing work and that day-to-day engagement with the UK team continued as normal.

6. Airport Report:

The papers were circulated and taken as read.

a. Planning Update:

JB advised that NWLDC had approved the draft local plan for public consultation. RS confirmed that the consultation would run from 16 July to 12 September 2026.

b. Community Engagement:

CH took members through highlights of the report.

- ➔ The biennial community impact survey received 201 responses, an increase on previous years, with a good geographical spread of respondents.
- ➔ The neutral response option was removed from some survey questions to provide a clearer indication of stakeholder views. Between 80% and 85% of respondents agreed that the airport acts as a responsible business and responds to local issues. The full survey results will be published on the airport website.
- ➔ The summer community flyer will be published later in July 2026.
- ➔ The airport's community outreach programme is nearing completion for the year. Members were advised that the Aeropark is expected to celebrate its 25th anniversary with an open event on 2 August 2026, subject to final confirmation.
- ➔ The Community Fund Annual Report is now available on the airport website.
- ➔ The airport reported that it remains on track to meet its volunteering targets, with around 15% of colleagues and 40% of leaders having already participated in volunteering activities during the year.

Item 6b Questions & Answers:

PG queried the decision to remove the neutral response option from parts of the survey, as some respondents may genuinely have no opinion on certain questions. He suggested having a broader range of responses available. CH explained that neutral responses had been removed from selected questions where a clear indication of agreement or disagreement was sought. She explained that respondents weren't required to answer every question and the published report would show the number of responses received for each question, allowing non-responses to be identified. CH added that the survey approach would be reviewed for future surveys, including the potential to report "did not answer" responses separately. A range of response scales continues to be used where appropriate for other survey questions.

c. Environment Summary:

Taken as read.

7. How EMA approaches media outputs:

The Chair welcomed SR who took members through a presentation.

Key points included:

- ➔ The airport's media activity is designed to promote and protect its reputation, reflecting its role as a major employer and economic driver within the region.
- ➔ Approximately 100 press releases are issued each year, generating coverage across local, regional, national and specialist media.
- ➔ Much of the airport's proactive media output is driven by employee stories and focuses on day-to-day operations, customer experience, investment, cargo operations and community engagement.
- ➔ The airport also responds proactively to media enquiries and uses its communications channels to provide timely updates during operational incidents.
- ➔ Social media forms a key part of the airport's communications strategy, with updates shared across multiple platforms and strong audience engagement reported.

- ➔ The airport continues to receive requests from external organisations to use the airport as a location for television programmes, filming and commercial photography.

Item 7 Questions & Answer:

RS welcomed the presentation and praised the airport on their corporate effort in this area.

EG asked if the airport is purely posting on social media or if they also use it to engage with customers. SR advised that social media is used both to communicate news and operational updates and to engage directly with customers by responding to queries and providing practical information. Dedicated teams monitor and respond to customer enquiries, particularly during periods of disruption, and social media also plays an important role in promoting safety messages and raising awareness of airport services. SR informed members that the airport's Media Centre contains current and historic press releases. This can be viewed using the link below:

<https://mediacentre.eastmidlandsairport.com/>

It was noted that a more detailed presentation on the airport's social media activity had previously been delivered to the TEP sub-committee and had been well received. The Chair agreed that the presentation would be of interest to the full committee and requested that an updated version be included as a future agenda item.

Following a discussion on media coverage of airport news, the Chair confirmed that a link to the airport's Media Centre would now be included in the weekly member bulletin which will enable members to access airport press releases directly.

Actions:

Action 7.1 Future social media presentation to be added to the list of items to be discussed at the next agenda setting meeting

Action 7.2 The Chair will add the link to the airport's press centre to his future bulletins.

8. Future Airspace (FAS) Update:

The Chair welcomed MR to her first EMACC meeting.

MR and EW took members through a presentation.

Key points included:

- ➔ An update on national policy developments supporting the UK Airspace Modernisation Strategy, including the establishment of the UK Airspace Design Service (UKADS) and the UK Airspace Coordination Service (UKACS) to provide strategic oversight and coordination of future airspace changes.
- ➔ UKACS replaces the former Airspace Change Organising Group (ACOG) and is already helping to drive progress across the Manchester Terminal Manoeuvring Area (MTMA) cluster.
- ➔ Members were advised that East Midlands Airport remains part of the Manchester MTMA cluster, alongside Manchester, Liverpool and Leeds Bradford Airports, with all four airports now progressing through Stage 3 of the Airspace Change Process at the same pace.
- ➔ Stage 3 activity includes collaborative airspace design, detailed options appraisal, assessment of environmental impacts including noise and greenhouse gas emissions, simulation work and preparation for coordinated public consultation across the cluster.

- ➔ The airport continues to work collaboratively with partner airports to ensure a safe, coordinated airspace design and a consistent approach to future public consultation.
- ➔ The timetable for the Stage 3 Gateway and public consultation remains subject to CAA agreement. Members will be updated once the programme has been confirmed.
- ➔ All airports within the Manchester cluster are required to progress through the Airspace Change Process together, meaning no individual airport can move ahead independently.

Item 8. Questions & Answers:

JL asked whether the proposed reopening of Doncaster Airport would affect the Manchester cluster. advised that, at present, Doncaster is not included within the MTMA cluster, which currently comprises East Midlands, Manchester, Liverpool and Leeds Bradford airports. It was noted that Doncaster may become part of the wider process in future, but as the airport is at an earlier stage, any future airspace proposals would need to be considered through the CAA's airspace change process and take account of any changes already implemented by other airports in the cluster.

PG commented that, despite the presentation, it remained unclear what the immediate implications were for the airport and expressed his concern that the Airspace Change Programme had become increasingly complex, making it difficult to understand the progress being made.

The Chair reminded members that EMACC receives high-level updates, with more detailed discussion of the Airspace Change Programme taking place through MENT. The Chair and airport acknowledged the complexity of the programme, which has evolved significantly since 2018. MR noted that recent changes, including the establishment of UKADS and UKACS, are intended to simplify governance and improve coordination between airports. The Manchester cluster is now aligned and that the next phase will focus on progressing the Stage 3 Gateway and preparing for public consultation, subject to CAA approval. SG is optimistic that, with the new governance arrangements now in place, the programme should begin to progress more clearly.

RS requested clarification on the anticipated timetable for the Airspace Change Programme, asking when members could expect further updates, when public consultation was likely to commence and whether design work was continuing in the meantime. The airport confirmed that members would be notified as soon as the Stage 3 Gateway date had been agreed and that this information would also be published on the Airspace Change Portal. It was explained that detailed design work is continuing collaboratively across the Manchester cluster; however, proposals cannot be shared prior to public consultation as this could prejudice the consultation process. Following submission at the Stage 3 Gateway, the CAA will review the documentation for all four airports before public consultation can begin. In the meantime, the airport will continue to communicate progress and prepare stakeholders for the forthcoming consultation.

MK raised concern that local representatives aren't being consulted at this stage and there appeared to be fewer opportunities for local stakeholders to influence the process. He questioned whether local views would continue to be considered. MR explained that Stages 1 and 2 focused on stakeholder engagement, whereas Stage 3 is the formal consultation phase. She confirmed that feedback received during the earlier stages had been considered and incorporated into the ongoing design work where appropriate. However, the developing proposals cannot be shared until the formal consultation process begins, in accordance with the CAA process. Once approval had been received from the CAA through UKACS, a programme and consultation timetable would be communicated to stakeholders, with further information also available via the Airspace Change Portal.

EG asked if the introduction of UKADS changes the design process or rules. EW confirmed that UKADS is not directly responsible for the East Midlands Airspace Change Proposal and that its role is limited to the London region. She explained that, for East Midlands, UKACS is coordinating the process, but

the design work continues from the shortlist of options taken forward at Stage 2. There has been no fundamental redesign of the proposals. SG emphasised that meaningful public consultation remains central to Stage 3 of the Airspace Change Programme and that the recent period of limited public activity reflected regulatory changes rather than any reduction in the airport's commitment to stakeholder engagement.

CT sought reassurance that the Airspace Change Programme would continue to comply with the relevant Air Navigation Guidance (ANG) and regulatory requirements as they evolve. EW advised that the updated ANG had not yet been published following consultation and that the Airspace Change Proposal would be developed in accordance with whichever version of the guidance and associated CAA requirements applied. She confirmed that compliance with the relevant regulatory framework is a mandatory requirement of the Airspace Change Process, and reassured members that its proposals would adhere to those requirements.

The Chair highlighted that UK Airspace Coordination Service (UKACS) is a different organisation to UKACC which is UK Airport Consultative Committee liaison group.

9. Any Other Business (AOB):

The Chair asked members to send suggestions for future agenda items to himself and CH before the agenda setting meeting on the 7 September 2026.

The Chair requested that a future agenda item be brought to the committee on Local Government Reorganisation and its potential implications for the airport and committee membership. Further clarity from Government is expected over the next few months, so an update after this time would be more meaningful.

The Chair also advised that efforts continue to secure representation from the Mayor's Office on the committee.

10. Future Meeting Dates:

Friday 4th of December 2026

Action Log:

Action 7.1: Future social media presentation to be added to the list of items to be discussed at the next agenda setting meeting

Action 7.2: The Chair will add the link to the airport's press centre to his future bulletins.

There being no further business, the Chair thanked everyone for their participation and closed the meeting at 11.53am.