

East Midland Airport Consultative Committee (EMACC)

General Meeting

Friday 5 December 2025 at 10:00 – 12:30 (9.15 for refreshments and breakfast)

Please note new venue: EMA Training Facility, Building 110 (next door to Pathfinder House)

Please use the bus or park in Short Stay 1. Head towards Arrivals/ Bus Interchange and walk east towards Pathfinder House to reach the new EMA Training Facility.

Refreshments and breakfast (pastries, savoury croissants and fruit platters) will be available from 9:15am. The meeting will start at 10:00.

<i>Time</i>		Lead	Paper
5	1. Welcome and apologies	Chair	
5	2. Declaration of Interests	Chair	
5	3. Minutes of the last meeting <ul style="list-style-type: none"> 4 July 2025 minutes Matters arising 	Chair	Draft Minutes
10	4. An update by the Chair (to include announcement of new vice chair and membership of sub-groups)	Chair	
30	5. Managing Director's Report	Steve Griffiths	Paper
15	6. Airport Update <ul style="list-style-type: none"> a) Environment b) Planning c) Community Engagement 	a) James Ayre/ Martin Churley/ Sue Thomas / Adam Freeman b) Jon Bottomley c) Colleen Hempson	Papers
25	7. Update on East Midlands Combined Authority	Ken Harrison / Edward Highfield, East Midlands Combined Authority	Presentation
20	8. MAG Decarbonisation update	Adam Freeman	Presentation
25	9. Hydrogen in Aviation	Max Lawrence-Griffiths	Presentation
5	10. AOB <ul style="list-style-type: none"> Future planned or proposed items 	All	
5	12. Date of the next meeting <ul style="list-style-type: none"> 17 April 2026 	Chair	

**EAST MIDLANDS AIRPORT CONSULTATIVE COMMITTEE (EMACC)
GENERAL MEETING – 5 DEC 2025**

MANAGING DIRECTOR'S REPORT

1. Business Update

- 1.1 The summer period ended with capacity broadly in line with FY25, as both TUI and Jet2 have added additional capacity. In the near-term Blue Island ceased operations in November which means in the short-term Jersey will be unserved until a new Jet2 service commences in Summer 2026. Looking ahead we are set to welcome SunExpress with a new three-times-weekly service to Antalya, which is a welcome addition to EMA's leisure network. A media campaign has been launched in November to ensure this service gets off to the best possible start.
- 1.2 Throughout November renovations have been taking place in Pathfinder House to modernise the office space, this has included the introduction of pods for smaller meetings and a total refurbishment of the kitchen and bathrooms.

In the Terminal significant investment has continued through the introduction of a dedicated 'Little Flyers' space for children whilst a sensory pod is shortly to be introduced for those guests with additional needs. Operations have also made a considerable investment in snow clearing sweepers and blowers to keep the airfield open in the winter months.

- 1.3 Over the course of the winter considerable improvements will be made to the Terminal's retail and hospitality offering. The current WH Smiths unit in the departure lounge will see a full refurbishment and expansion to increase its product offering to include health and beauty, whilst on the food side Pork & Pickle will receive a full refresh and a new Italian themed restaurant called 'Terracotta', aimed at families, will replace the current Frankie & Benny's restaurant.

Further work is also being undertake to the Escape Lounge to further enhance its look and feel for customers. Additionally, we have worked with World Duty Free to utilise spare check-in space to create pop-up sales of surplus stock to both staff and the public.

- 1.4 Cargo operations have continued the strong growth seen throughout the summer, with new scheduled services launched by Etihad and SF Express, one of China's largest freight forwarders, which has launched flights in partnership with One Air. Additionally, Hong Kong Air Cargo has launched a short series of proving flights which we hope will turn into a permanent service. This increased activity welcoming seven new airlines / operators this summer (Central Airlines, Atlas Air, Ethiopian Cargo, Saudia Cargo, Etihad Cargo, SF Express and Hong Kong Air Cargo) continues to highlight the importance of EMA as the UK's premier freight hub.
- 1.5 Awareness of EMA's beneficial central location within the UK and its commitment to cargo has led to several meetings with potential new operators and investors for our Cargo Max development plans, as they look to take advantage of our flexible and efficient operations and unlock UK seamless trade.

2. Airport Traffic Statistics

A high-level summary of operations is provided in Figures 2.1, 2.2 and 2.3:

Figure 2.1 – EMA Passenger numbers

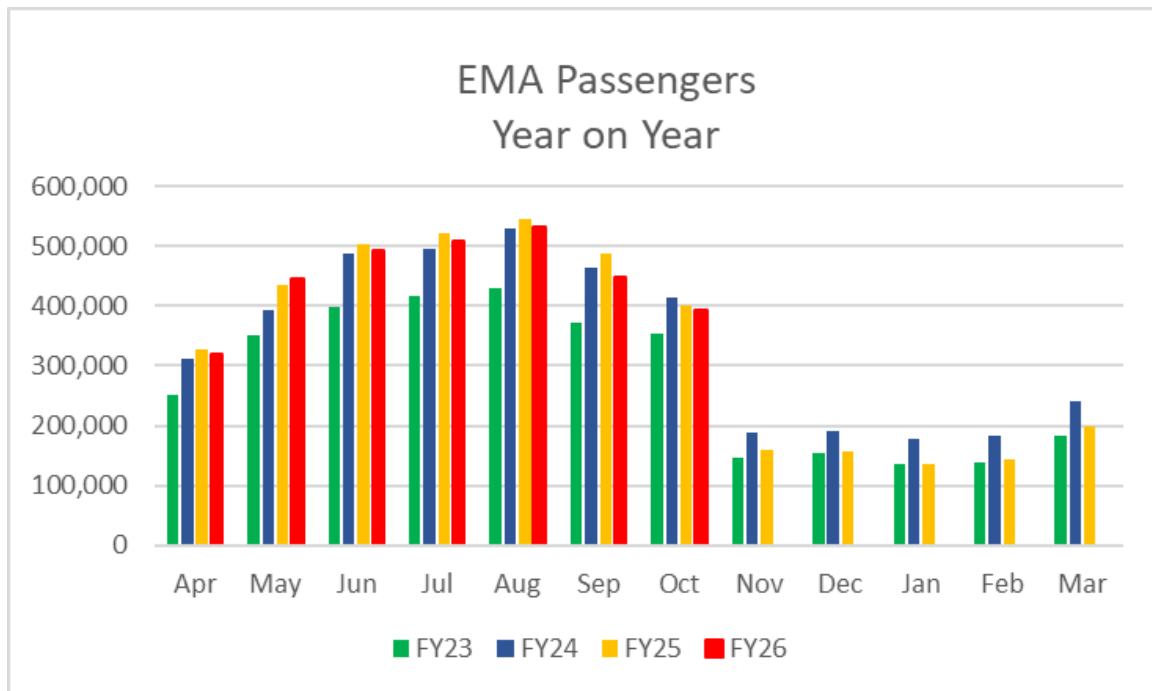


Figure 2.2 – EMA Cargo (tonnes)

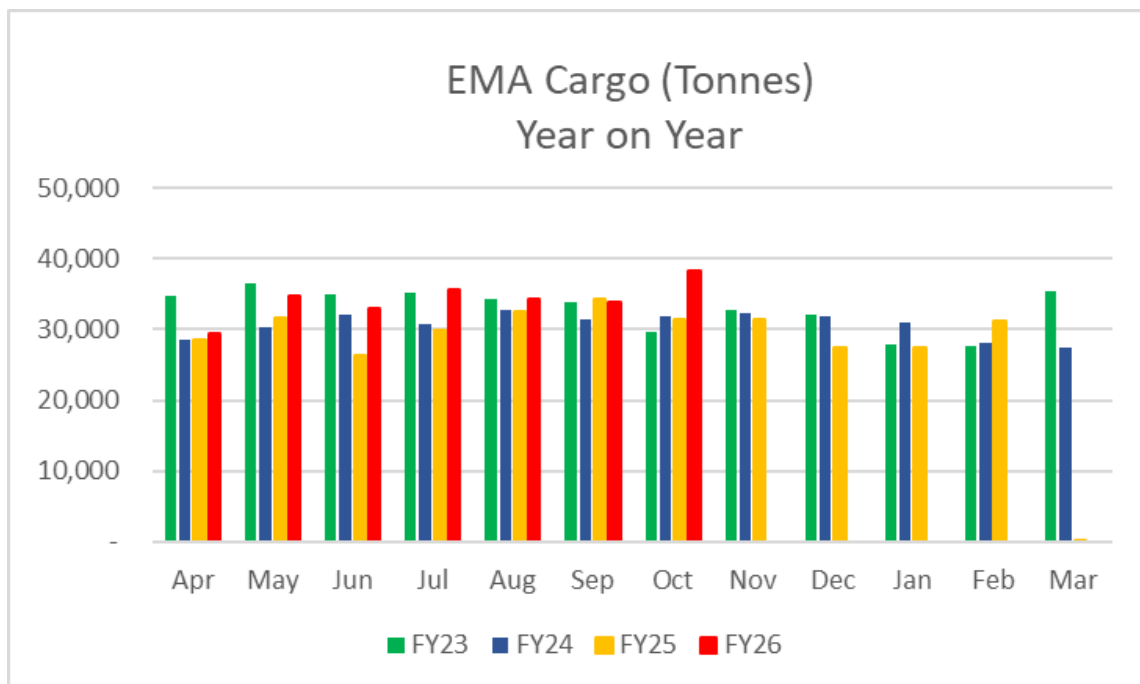
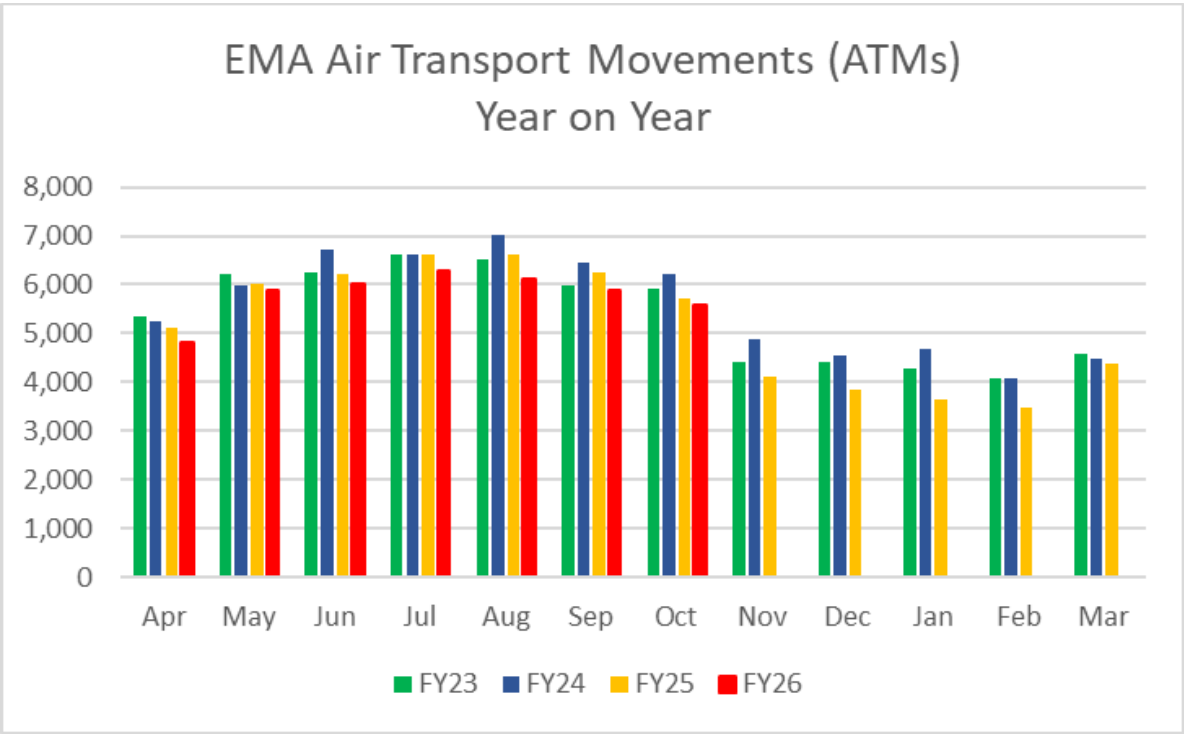


Figure 2.3 - EMA Air Transport Movements



3. Customer Service Update

- 3.1 Our terminal Net Promotor Score (NPS) for the period July to September 2025 is 61.1 against the MAG group target of 35. This score has seen a significant and sustained boost, following numerous improvements completing ahead of the summer season. The same period last year was 54.6. This strong result confirms that we are listening to our customers and using what we learn to deliver exceptional experiences and effortless travel for all customers travelling through EMA.
- 3.2 During our peak season, customers have benefitted from larger and more welcoming seating areas, improved wi-fi connectivity, new water refill stations and several major toilet refurbishments. There are also aesthetic improvements in our Car Park Meet & Greet Office, Escape Lounge, Lost Property Hub and particularly our Security search hall, which represents a major upgrade in aesthetics and efficiency.
- 3.3 Alongside the ‘post travel’ NPS satisfaction scores, we also continue to conduct and monitor our ‘in the moment’ ASQ feedback surveys, which allow us to compare detailed insights against other similarly sized airports across Europe and internationally. Like the NPS, our ASQ demonstrates strong performance in overall satisfaction across our summer season, remaining consistently above 4.05 (out of 5). This feedback is useful for highlighting specific areas for improvement, which allows us to respond faster to customer sentiment.
- 3.4 Looking beyond the ‘in terminal’ experience, we are proud of recent updates made to our www.eastmidlandsairport.com website. Our newly designed pages strike a more welcoming and aspirational tone, while making it easier to navigate on mobile and tablet devices, and presenting all the necessary information at the touch of customers' fingertips.
- 3.5 Inside the terminal, we continue to look ahead to future opportunities to improve the customer journey through our dedicated Customer Journey Working Group. Particular

attention is being paid to our inbound journey, as we progress opportunities to improve wayfinding and queue experience at the border. Other projects planned for this winter include establishing our 'Little Flyers' branding for families with young children. This will be achieved through improved activity packs, and a new dedicated area for our youngest flyers to play and interact in an airport-themed space. Our well-loved Quiet Room will also be relocated and refreshed, alongside the introduction of a new sensory space.

- 3.6 Our Customer Cadet scheme continues to provide us with a flexible team of customer helpers, recruited in partnership with Loughborough and Nottingham Colleges, available exclusively to students studying Aviation or Travel & Tourism. The cadets play an important supportive role to our Customer Services Ambassadors, helping us deliver a consistently high level of service to customers during peak times of the year which coincide with the students' academic breaks. The scheme also gives the students valuable paid experience of working in an aviation environment, which benefits their studies, and has secured a talent pipeline for our ongoing recruitment needs at EMA. 12 cadets have joined us this summer for a 12-month programme. Meanwhile, 20% of our permanent Assisted Travel team is now made up of cadet programme alumni.
- 3.7 Our Assisted Travel CAA rating remains at 'Very Good' following the CAA's most recent airport accessibility report. We were also recognised as winners at the inaugural Travel for Everybody Awards in October, where judges noted EMA "for their strong advisory group that actively influences improvements and are known for listening and implementing feedback quickly". We are pleased to be represented on the DfT Aviation Accessibility Implementation Group which was introduced this year after EMA contributed to making numerous recommendations within chairperson Baroness Tanni Grey Thomson's Aviation Accessibility report. Our ever-popular service has welcomed a record-breaking 100,000 customers in a year for the first time this October.

4. Security Update

- 4.1 This financial year so far (April to Nov 2025) the measure of customers passing through security in 15 minutes or less sits at 99.67%.
- 4.2 The new extended queueing space within the central search hall is now fully open and in use. The layout has been carefully designed to direct passengers efficiently and safely to the open security lanes, maximising available space while keeping passengers moving comfortably and within our target queue times. The search hall itself is now fully completed, featuring a brand-new, well-lit entrance portal that provides a warm welcome to passengers. This area now includes upgraded boarding card readers—with additional units installed to help improve processing times and overall flow.
- 4.3 All passenger security lanes are now fully operational, equipped with the latest next-generation security technologies. This includes state-of-the-art X-ray screening equipment, advanced body scanners, and a range of other modern screening methods. Combined with the expertise and professionalism of our highly trained Aviation Security Officers, these improvements ensure that East Midlands Airport continues to deliver a safe, secure, and efficient screening process for all passengers.
- 4.4 The building works at the front of the terminal have also been completed, and the temporary construction site has been removed, reopening the forecourt area and restoring full passenger access to the terminal entrance. This marks a significant milestone in our terminal improvement journey, enhancing both the look and feel of the airport environment.

- 4.5 Following the introduction of our new Cell Performance Leads, the benefits of this structure are already being realised. These colleagues are dedicated to monitoring performance across the lanes, making data-led decisions to drive efficiency and customer satisfaction. We've seen throughputs consistently reaching over 270 passengers per lane per hour, with peaks exceeding 350 passengers, all while maintaining our high standards of safety, security, and customer service.
- 4.6 There is no change to the current liquid rule at EMA, meaning passengers continue to only carry liquids of up to 100ml. While other airports using different equipment have already lifted the 100ml restriction, we await approval from the Department for Transport (DfT), working closely in partnership with Leidos on the final algorithm validation. Once approved, we will move forward in a coordinated approach with Manchester and Stansted Airports.
- 4.7 The new security hall represents a fantastic achievement for everyone involved. It not only enhances operational performance but also provides a modern, welcoming environment for passengers and colleagues alike. The addition of media walls displaying real-time information and updates brings the airport into a new era of digital connectivity, helping us to engage with our passengers in a fresh and dynamic way.



5. Policy and Public Affairs Update

- 5.1 October saw a busy month of political engagement during party conference season, with EMA hosting a dinner at Labour Party conference attended by seven of our regional MPs and the East Midlands Mayor, Claire Ward. As a group, MAG hosted a number of events at Labour Party Conference which were attended by key Government ministers including the Secretary of State for Transport and newly appointed Aviation Minister, Keir Mather.
- 5.2 Our engagement with local MPs continues outside of party conferences with Samantha Niblett (South Derbyshire MP) and Steve Yemm (Mansfield MP) both recently visiting EMA. During the visits we took them for a tour of our new security hall as well as discussing our cargo growth plans and the role this would play helping to drive growth, investment and job creation in the region.
- 5.3 Thanks to strong advocacy from local MPs, Baggy Shanker (Derby North) referenced EMA during a recent Parliamentary debate on airport expansion. In response, Heidi Alexander, Secretary of State for Transport, said: ***“I know that East Midlands Airport plays a particularly important role in air freight, second only to Heathrow. That is something we do not talk about enough, given its importance to the economy.”***
- 5.4 We recently attended a roundtable discussion in Parliament, hosted by the Chair of the APPG on Freight and Logistics, Rachel Taylor MP and our land development partner, Prologis. The focus of the roundtable was to explore how Government and business can collaborate to unlock investment and strengthen regional economies.
- 5.5 We have now published our 2025 Sustainability Report which outlines our progress over the past five years as we continue to work towards achieving a Net Zero Carbon Airport by 2038. Alongside our net zero ambitions, the report showcases some of the work EMA has been doing to provide education and employment opportunities, as well as ensuring the voices of those who live closest to our airport are heard, understood and valued.

6. Freeport Update

- 6.1 The application for planning permission for Freeport development south of the airport submitted by MAG is being progressed by our development partner Prologis. Prologis submitted a package of additional material, including an updated site masterplan and updated Transport Assessment on 14 November. It is anticipated that North West Leicestershire District Council will consider the application early in the new year.
- 6.2 SEGRO announced that their application for a Development Consent Order for the whole Freeport site south of the Airport was accepted by the Planning Inspectorate on 12 November. The next steps are the publication of the official application notice that will set out the process for interested parties to make representations and the key dates leading to a Public Examination in 2026.

7. Future Airspace Update

- 7.1 Wider Airspace Modernisation update

The Scottish Terminal Manoeuvring Area (TMA) sponsors - Glasgow Airport, Edinburgh Airports and NATS EnRoute (NERL) - launched their coordinated consultations in October, running until 25th January 2026. This marks the first interdependent cluster of Future Airspace Strategy Implementation (FASI) Airspace Change Proposals (ACPs) to reach the consultation stage, representing a significant milestone in delivering modernised airspace across the UK.

London Gatwick Airport (LGW) and NERL had been progressing a proposal to modernise arrival and departure routes to the south of the airport (London Airspace South - LAS). It had been intended to deliver these changes to the south of LGW ahead of the other London TMA ACPs. The NERL/LGW Stage 3 Gateway submissions had been expected in January 2026. However, due to the progress of the UKADS programme, the LAS proposals will now be integrated into UKADS rather than continuing as separate ACPs.

As previously reported, in June this year, the government confirmed plans to proceed with the creation of the UK Airspace Design Service (UKADS), which will be delivered by NERL. The focus for UKADS initially will be on modernising the complex London TMA. To support the creation of UKADS, several consultations and related policy documents have either been published or are expected in the coming months. These processes will ensure the necessary regulatory and operational framework is in place for UKADS implementation/delivery. This has included the below publications:

- [CAP3157](#) – CAA Consultation on the CAP1616 Airspace Change Process – currently open, closes 18th December 2025.
- [CAP3158](#) – CAA Consultation on draft guidance and requirements for UKADS – currently open, closes 12th January 2026.
- [CAP3159](#) – CAA Consultation on draft requirements and guidance for UKACS (which will replace the coordination role of ACOG) – currently open, closes 12th January 2026.
- DfT policy paper - [strategic objectives](#) for NERL's UKADS and UKACS licence obligations.

MAG will be submitting considered responses to all the current and future consultations and members may wish to consider [sharing their thoughts](#) on the CAA Consultation on the CAP1616 Airspace Change Process ([CAP3157](#)). We expect the DfT to consult on proposed revisions to the Air Navigation Guidance and Air Navigation Directions in the coming months.

Funding for the UKADS will be provided by a new Airspace Design Charge. In addition to meeting NERL's costs, to provide the airspace design service through UKADS, the charge will also fund a new UK Airspace Design Support Fund. This fund will be available to cover the relevant costs of the sponsors of eligible ACPs which are outside of the scope of UKADS such as those in other TMAs. We believe by providing suitable financial support, barriers to progressing FASI, particularly for smaller airports, will be removed. The DfT recently published draft rules and eligibility criteria for the fund.

Details of all consultations, supporting documents and policy papers are available on the [UKADS webpages](#) on the [CAA website](#).

7.2 East Midlands Airport Airspace Change Proposal (ACP) update [ACP-2019-44](#)

As members will recall, in the Manchester Terminal Manoeuvring Area (TMA) there are Airspace Change Processes underway (between ground and 7,000ft) at Manchester (MAN), East Midlands (EMA), Liverpool John Lennon (LPL), and Leeds Bradford Airports (LBA). NATS En Route Ltd (NERL) are undertaking works above 7,000ft.

As previously outlined, Stage 3 requires sponsors to progress through the gateway and consult at the same time as the other sponsors in the TMA cluster. MAN, LPL, EMA and NERL all completed Stage 2 in 2023. Having missed their August 2025 submission date LBA subsequently postponed their Stage 2 Gateway to April 2026. We are encouraged that LBA now plan to make their third attempt to pass in January 2026, a recent and welcome change of pace.

The delay in the progress of LBA affects the progression of MAN, LPL, EMA and NERL. Until LBA has passed the Stage 2 gateway it cannot progress through Stage 3. A Stage 3 Gateway will need to be timed to allow LBA to successfully complete Stage 2 and then commence/complete Stage 3 activities before it. A revised programme for the cluster sponsors, arranged by the Airspace Change Organising Group (ACOG), has still to be agreed. As a result, no new Stage 3 Gateway has been established.

As previously reported, we continue to make good progress independently on the work required for the Stage 3 Gateway.

**EAST MIDLANDS AIRPORT CONSULTATIVE COMMITTEE (EMACC)
5 Dec 2025 - ENVIRONMENT UPDATE**

Climate change

A substantive decarbonisation update is provided at Agenda item 8.

Noise Action Plan 2024 – 2028

The Flight Evaluation Unit has continued working on the actions within the Noise Action Plan, which are regularly reported to MENT.

Work has continued on the review of Training Flight procedures (NAP23) which was presented to MENT. Airlines have been engaged, and changes have been made to the training flight procedures to take into considerations the comments of MENT. This includes circuits being more balanced between the north and south of the airport, and the further investigation of some exclusion zones. We also brought a request to MENT from an EMA training operator, who asked for some flexibility of the midday cut-off. This flexibility could eliminate the need for additional training sessions to complete training that was required to stop because of the 12:00 cut-off and therefore allow for training to be finished on one day. MENT members accepted this proposal and agreed to allow operators to have more flexibility, provided it did not increase the number of pilots trained in each session.

More recently, our community noise portal 'Insightfull' has been further developed with dashboards being updated and comments received from MENT being incorporated into the site. This has been publicised at MENT and our Airport Parish Forum and will be communicated more widely soon.
<https://communitynoiseportal.eastmidlandsairport.com/>

Community noise monitoring

Our noise monitoring network includes fixed noise monitors located in Castle Donington, Kegworth, Melbourne, Sutton Bonington, Weston-on-Trent and Wilson. Additional noise monitoring is also undertaken using a portable noise monitor.

Last summer's reports, for monitoring which was undertaken in Gotham and East Leake are now published on the airport website.

We have installed a portable noise monitor at a site in Aston-on-Trent for the summer 2025 period, and the live data is on the airport's WebTrak system. Due to the lower than usual number of training flights over the location, we agreed to leave the monitor out for an extended period. The report based on data from the summer period (June-September) is currently being written by an independent consultant and will be published once complete.

Another Noise Action Plan commitment is to analyse data from the array of permanent noise monitors, and an independent consultant is developing reports for the Kegworth and Weston-on-Trent monitors, based on feedback from MENT.

EMA Surface Water Performance and Improvement Programme

We have continued to make strong progress in managing water quality across the airport estate. All annual maintenance activities for the Summer and Winter ponds have now been completed, ensuring the network is in a resilient position for the winter period.

Phase 2 of the improvement programme is progressing well. The SCADA system upgrade has moved through its planning stages and is scheduled for completion in FY26. This will significantly enhance data collection, visibility, and remote-control capability across the pond network.

Our work with the Environment Agency and water specialists on sewage fungus monitoring is also advancing. AI-enabled cameras have now been installed at key discharge points, providing continuous visual data to support early identification of issues and enable more proactive management.

The winter operating period began on 1st November. As of 14th November, we have not required any pumping to the River Trent, with water levels across all ponds remaining stable and at a good and notably low position for this time of year.

Overall, the network remains in a strong condition as we move further into the winter months, supported by improved maintenance, enhanced monitoring, and ongoing investment.

PFAS and Regulation 61 Summary

Per- and polyfluoroalkyl substances (PFAS) have become a major focus of worldwide attention including here in the UK. Used globally since the 1950's PFAS is found in a range of household products and pertinently in some Aqueous film forming foams (AFFF). Because of the extensive historic use of AFFF at airport sites, during emergency response and training, the Environment Agency have therefore asked all Airports in England as part of a Regulation 61 Notice to analyse discharges to determine concentrations of PFAS and other non-PFAS determinants.

A Regulation 61 notice is used by the Environment Agency to obtain information outside of environmental permits that enforce The Environmental Permitting Regulations. The notice sets out what information is required, combined with a timescale within which it should be provided.

Since the last update, work to procure analytical services for compliance with the monitoring programme plan element of the Regulation 61 notice has been completed. The analytical service provider is now being on-boarded and compliance monitoring has commenced in line with the agreed upon 12-month extension with the Environment Agency.

The updated timetable as set out as part of the Section 61 notice are shown below

Details	Deadline	Status	Comments
Full site survey, detailing all PFAS and non PFAS sources (historic & present)	26th May (3 months after serving notice)	Complete	Submitted reports for all 3 airports. Approved by the EA.
Screening PFAS – based on site survey, what will be sampled	26th June (4 months after serving notice)	Complete	Screen process completed and approved by EA.
Screening Non PFAS – based on site survey, what will be sampled	26th June (4 months after serving notice)	Complete	Screen process completed and approved by EA.

Screening – results	26th August (6 months after serving notice)	Complete	Submitted and approved
Monitoring Programme Plan (based on screening results) – send procedures for review by EA	26th October (8 months after notice served)	Complete	Re-submitted with reduced scope and approved.
Monitoring Programme Plan - results	(21 months after notice served) 26 November 2025 – 12-month extension granted by the EA. New deadline 26 November 2026	On-going	Analytical services have been procured and are being onboarded.
Surface Water Risk Assessment	(22 months after notice served) 26 December 2025 – 12-month extension granted by the EA. New deadline 26 December 2026	Not Started	This is a significant piece of work at all 3 airports, and a plan is being developed to engage an external consultant to help support

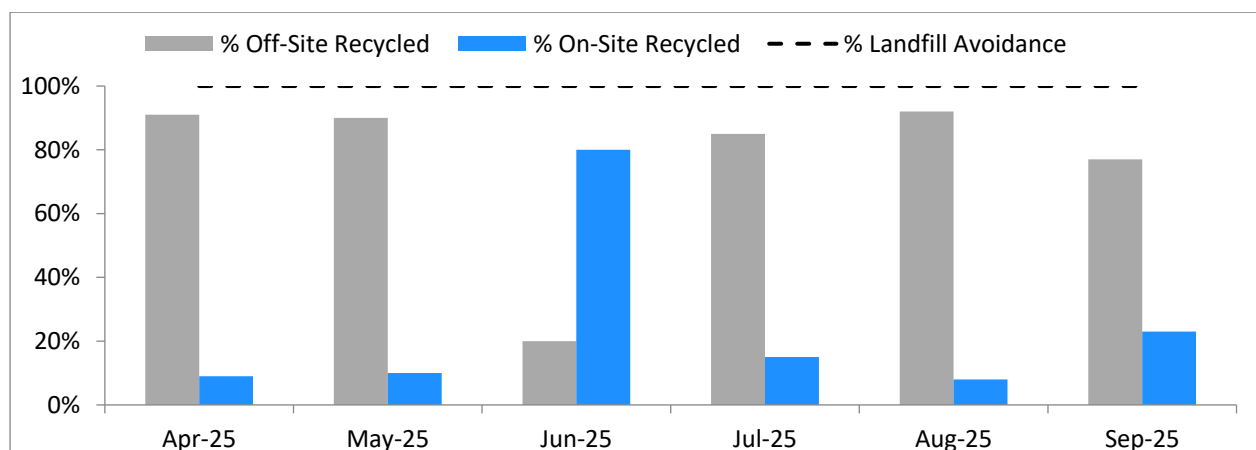
The transition ban on the use of PFOA (one of the PFAS family) has now been brought into legislation as of 5 July 2025. EMA have additionally directed a ban on PFAS containing firefighting foams to all third parties. Over and above the legislation. Checks are being conducted at third parties to track compliance and have removed all firefighting foam containing PFAS from airport use.

Waste Update

MAG has completed the Waste Facilities Management tender process; the bidder process is now in contractual interview discussions with the three remaining successful bidders. The new contractual period for the successful bidder will commence in April 2026

As a result, the partnership with Mitie Waste continues to maintain compliance with new regulations and ensure effective waste management practices.

Detailed from monitoring of the Waste Facilities Management contract, EMA continues to divert 100% of waste away from landfill as recorded from our waste management Contract.



Multi-author report produced by:	
Sue Thomas MAG Head of Noise and Community Engagement Strategy	Martin Churley MAG Head of Environment & Sustainability
James Ayre EMA Asset Management Director	Adam Freeman MAG Decarbonisation and ESG Director

**EAST MIDLANDS AIRPORT CONSULTATIVE COMMITTEE (EMACC)
PLANNING UPDATE – 5 Dec 2025**

Current / Pending Applications

1. Outline planning permission (means of access from A453 fixed; all other matters reserved for future determination) for the construction of employment floorspace (use classes B2/B8) with ancillary (integral) offices (use class E(g0 (i))); and associated infrastructure including earthworks. Internal estate road, parking, and landscaping (all). Land South of A453 Ashby Road, north of Hyams Lane, Castle Donington – 24/00727/OUTM – Validated 7 June 2024.

Planning Resolutions Since the Last Meeting

1. Erection of canopy. Air BP Fuel Farm, building 10, Viscount Road – 25/00749/AIR – approved as Permitted Development 27 June 2025.
2. Relocation of Airport Fire Service Storage Containers, Airside. North of Beverley Road- 25/01329/AIR- approved as Permitted Development 23 October 2025.
3. Demolition of existing building and storage units and erection of a new building to house the Engineering and Ground Operations teams for Jet 2- 25/01437/AIR- approved as Permitted Development 11th November 2025.

Planning Policy

North West Leicestershire Local Plan: The new Local Plan will address the future development needs of the district up to 2042. It will include site allocations and specific policies and criteria against which planning applications can be considered and also have regard to national policy including the National Planning Policy Framework.

The Council held a consultation on additional draft housing and employment site allocations between 21 March and 2 May 2025. The Council is considering the responses made and a report on draft Local Plan policies (including policies relating to EMA) was made to the Council's Local Plan Committee on 11 June. Public consultation on a full publication version of the Local Plan (Reg 19) is expected in May / June 2026. Following a submission to Government in July 2026, a Public Examination could be held in December 2026, with adoption in Summer 2027.

South Derbyshire Local Plan: The Council are in the process of revising and updating the planning policy for the district. The Council consulted on the publication version of the Local Plan in March – April 2025. EMA submitted a response.

SEGRO EMG2: SEGRO have re-submitted a DCO application in October 2025, and it was accepted by PINS on 12th November. SEGRO now enter the 'pre-examination' stage of the formal process which takes approximately 3 months.

EAST MIDLANDS AIRPORT GENERAL COMMITTEE (EMACC)

COMMUNITY ENGAGEMENT UPDATE – 5 Dec 2025

Launch of EMA 2025 Sustainability Report

The annual EMA Sustainability Report has now been published and can be found [here](#). The report outlines the airport's sustainability work between 2020-2025 and tracks progress against our commitments on decarbonisation, providing pathways to education, skills and employment opportunities and engaging with neighbouring communities. You can read a recent press release about the report [here](#), which includes some of the achievements revealed within the report. MAG has also obtained a Five Star GRESB ESG Rating, and we've also been listed as a European Climate Leader by the Financial Times.

Community Engagement activities

The EMA Parish Forum is held twice a year and in the past 12 months we have held meetings on 27th March and 11 November 2025. Our 2025 programme of face-to-face outreach events is now complete, with the final event taking place at Diseworth Village Show on 13 September. Nine events were attended from April to Sept 2025. The EMA Community Flyer is our quarterly e-newsletter, updating stakeholders and local people on our Sustainability Strategy initiatives. Anyone can sign up to receive our quarterly Community Flyer directly and read the Autumn 2025 Flyer on our website [here](#).

Youth Forum

We are excited to announce that the 2025-2026 programme for the East Midlands Airport Youth Forum is now live and you can find details on our website here [Youth Forum | East Midlands Airport](#)

We wish to engage with a wide range of young people to help us shape our business, including considering the impact of our operations on climate, nature and people. This year there are four planned sessions starting in November 2025, themed around **'MAG – Growing into the Future'** and culminating in our third MAG Youth Summit in March 2026, which will bring together young people from across the East Midlands, Manchester and Stansted areas.

The opportunity to become a member of the Airport Youth Forum is open to young people aged between 17-25 who are either in an apprenticeship, or attending a local Sixth form, College or University. For more information or to apply to become a member of the EMA Youth Forum you can email community@eastmidlandsairport.com

Airport Diamond Anniversary Family event at the Aeropark Aviation Museum

A family fun weekend to mark East Midlands Airport's 60th anniversary attracted thousands of people to East Midlands Aeropark over the weekend.

Despite some substantial downpours of rain, plenty of families turned out to enjoy the attractions at the Aeropark, which include a large number of heritage aircraft. The event was officially opened by North West Leicestershire MP Amanda Hack from the front of a former cargo plane on the Saturday. Bouncy castles and community stalls kept kids entertained, along with appearances from the airport's fire service and other attractions.

The appearance of the Red Arrows – delayed due to weather issues – was the main event for many, as the world-famous aviation team left red, white and blue smoke trails in the skies above the airport on the Sunday evening.

All proceeds from the event went to support the Aeropark Volunteers Association, who are the charitable body in charge of running and operating the Aeropark. A huge thank you to both the Aeropark volunteers as well as **over 40 airport colleague volunteers, who put in more than 500 hours of volunteer time to make this incredible event happen!**



Airport Trail upgrade project

To commemorate the airport's 60th year, the EMA Community Fund provided £60,000 to upgrade the Airport Trail. The funds supported renewed wayfinding and information boards as well as improvements to footpath surfaces and the planned reinstatement of a stretch of hedgerow due to be planted in November.

The Airport Trail is ten kilometres long with picnic grounds to the north-east. It provides access to country walks for local communities and vantage points both for nature lovers and aviation enthusiasts.

A series of nine new information boards have been installed at key points around the trail, providing details about local history, wildlife in the area and other points of interest. Members of the Kegworth Heritage Centre, Castle Donington Museum and Diseworth Heritage Centre provided valuable information which was included on key information boards. Information boards for the five works of art on the trail have also had a refresh and one of the art installations, called Stepping Stones, has been relocated from the north to a new location south of the airport near the central ponds.

New gateway signs have also been installed at entry points to the trail. These were designed and created by students from Derby-based alternative education provider Engineered Learning, with precision metal cutting spelling out 'Airport Trail' alongside an image of a tree. Engineered Learning provides opportunities for vulnerable young people to learn engineering skills in order to increase their employability. Read the updated Airport Trail Guide [here](#).



Volunteering

Our target is 30% of all colleagues, and 100% of our leadership team to take part in social value and volunteering activities. Last year EMA met these targets for a second consecutive year, with 261 (31%) of total staff have given 3,798 hours – the equivalent of 475 days - to various volunteering projects. 57 of those were leaders within our business, which means that 100% of our leaders volunteered in our local community last year. In the first six months of this year 20% of all airport colleagues have given 2,443 hours (equal to 305 days) including 60% of leaders.

This June as part of National Volunteer Week and in celebration of World Environment Day 2025 we held two litter picking sessions involving teams of volunteers from the airport, Mitie Waste & Environmental Services and DHL. The teams picked a whopping 35 kg of litter around the A453 south of the airport as well as southern parts of the airport trail.

In July over 40 airport colleague volunteers put in more than 500 hours of volunteer time, helping to run stalls and marshal the event car parks for the three-day EMA 60th anniversary weekend at the Aeropark

This September nine colleagues from the airport volunteered to support East Midlands Railway (EMR) and Derbyshire Wildlife Trust on a project to improve biodiversity at East Midlands Parkway station, transforming the site's surrounding green space into a thriving refuge for wildlife. The project will introduce new habitats across the site, including hibernacula, log piles and rock trenches for reptiles and amphibians; nest boxes to support

declining bird species such as whitethroat, bullfinch and linnet; and bug hotels, sandy banks and wildflower seed mixes to provide vital resources for pollinators like butterflies and bees.



Also in September EMA annual Charity Golf Day, organised once again by Tina Dakin (pictured below) from EMA ATC, raised a 'best ever' £9,595, which will be split between Rainbows Hospice and our MAG Charities (Magic Breakfast, The Children's Society & MEDCARE).

On 19 November airport volunteers will be planting 1,400 whips (baby trees) to restore a section of hedgerow along the northern stretch of the Airport Trail. This work forms part of the wider Airport Trail upgrade project which has been supported with funding from the EMA Community Fund as part of the airport's 60th anniversary celebrations. The work will benefit wildlife along the trail as well as local people and visitors who come to walk the trail.

This November we've also been busy preparing for all our festive volunteering activities, starting with gift wrapping in our Security Central Search. Colleagues from across the business joined our security teams to wrap over 1000 gifts for local children.

These and other gifts will be given to local children and older people at the following events that the airport is either supporting or running this festive season.

On 23 November the Airport is supporting local community group One Kegworth to create a magical Christmas Tea Party for over 75-year-olds living in Kegworth. Guests will be treated to afternoon tea and entertainment and Santa will be handing out gifts provided by EMA.

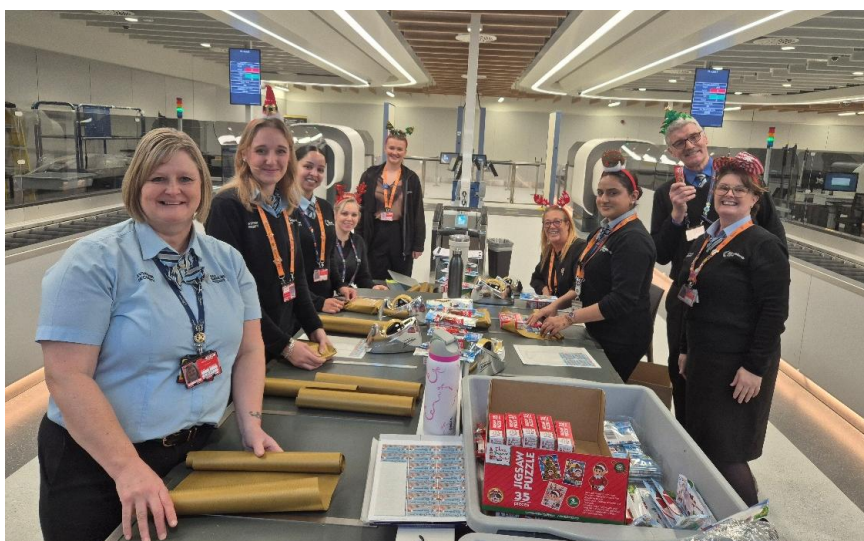
On 29 November children and their families from Cobden Primary School and Rendell Primary School in Loughborough, as well as families being supported by local Melbourne-based charity Me & Dee attend a performance of the 'Cinderella' Pantomime at Loughborough Town Hall. In addition to 190 tickets, we have also purchased gifts for the children, which will be given out by Santa and his elves during the interval.

On 3 December 'When you Wish Upon a Star' – a charity that grants wishes for children with terminal and life limiting illnesses – are back this year with their annual flight to Lapland on

Wednesday 3 December. Airport volunteers will be working behind the scenes to make the families send-off as easy and unforgettable as possible.

On 14 December Airport volunteers will be joining local volunteers from community group One Kegworth, to help put together Christmas hampers and deliver them to all those over 75-year-olds living in Kegworth who were unable to attend the Christmas Tea Party.

On 11, 17 and 18 Dec Santa and his elves will be arriving on an Airport Fire Engine at Kegworth Primary School, Cobden Primary School in Loughborough and Brackenfield SEN school in Long Eaton with gifts for the children.



The Friary Drop-in Centre in West Bridgford, Nottingham, a charity working to end homelessness, were recently gifted 50 rucksacks each containing a hat, toothbrush kit, deodorant, pair of socks, pair of gloves, pack of wipes, foil blanket and a chocolate bar. They also recently received a grant of £1,360 from the EMA Community Fund towards computer equipment.



EMA Community Fund

Last year (April 2024 to March 2025) the EMA Community Fund has helped deliver 115 community projects through grants totalling £282,158, which includes £50,593 towards 7 Eco-Garden projects and £87,358 towards 9 Low Carbon Energy Fund projects.

This year the Committee has held three of its quarterly meeting for FY26 so far. The committee met most recently on 3 November and distributed £34,001 in grants to 26 local charities and community groups. In total so far this year 71 projects have been awarded a total of £88,400 in funding, with one meeting remaining which will take place on 3 February 2026.

You can find out more about applying for a grant on our website [here](#) .
Here are some recent examples of community initiatives that have received funding:

Hemington and Lockington (HemLock) Sports Pavillion opened this summer. The facility benefitted from an EMA Low Carbon energy grant of £10,000 towards solar panels. Below is an image of children from Hemington Primary School who held their sports day at the pavilion as part of the opening event programmes.



An opening event was held by 1st Nanpantan Scouts on 13 September and attended by committee members Cllr Sowter and Cllr Taylor (pictured below). The scout group was awarded £1,780 towards accessible toilets in their brand-new scout hut (image below).



Hannah's Hope were recently awarded a grant of £2,000 towards beds, mattresses and bedside tables for a 3-bedroom 'respite' lodge at Mercia Marina, to support local teenage cancer patients and their families (image above).

Bunny CofE Primary School recently completed their Eco Garden – they were awarded £9,470 from the EMA Eco-Garden Fund



West Bridgford Hockey Club recently received an EMA Community Grant of £1,850 to purchase hockey goals. Pictured at a recent event is Cllr Angus Sowter from the EMA Community Fund Committee with members of the club.

UPDATE – East Midlands Combined County Authority for EMACC

5th December 2025

CLAIRE WARD
MAYOR OF THE
EAST MIDLANDS

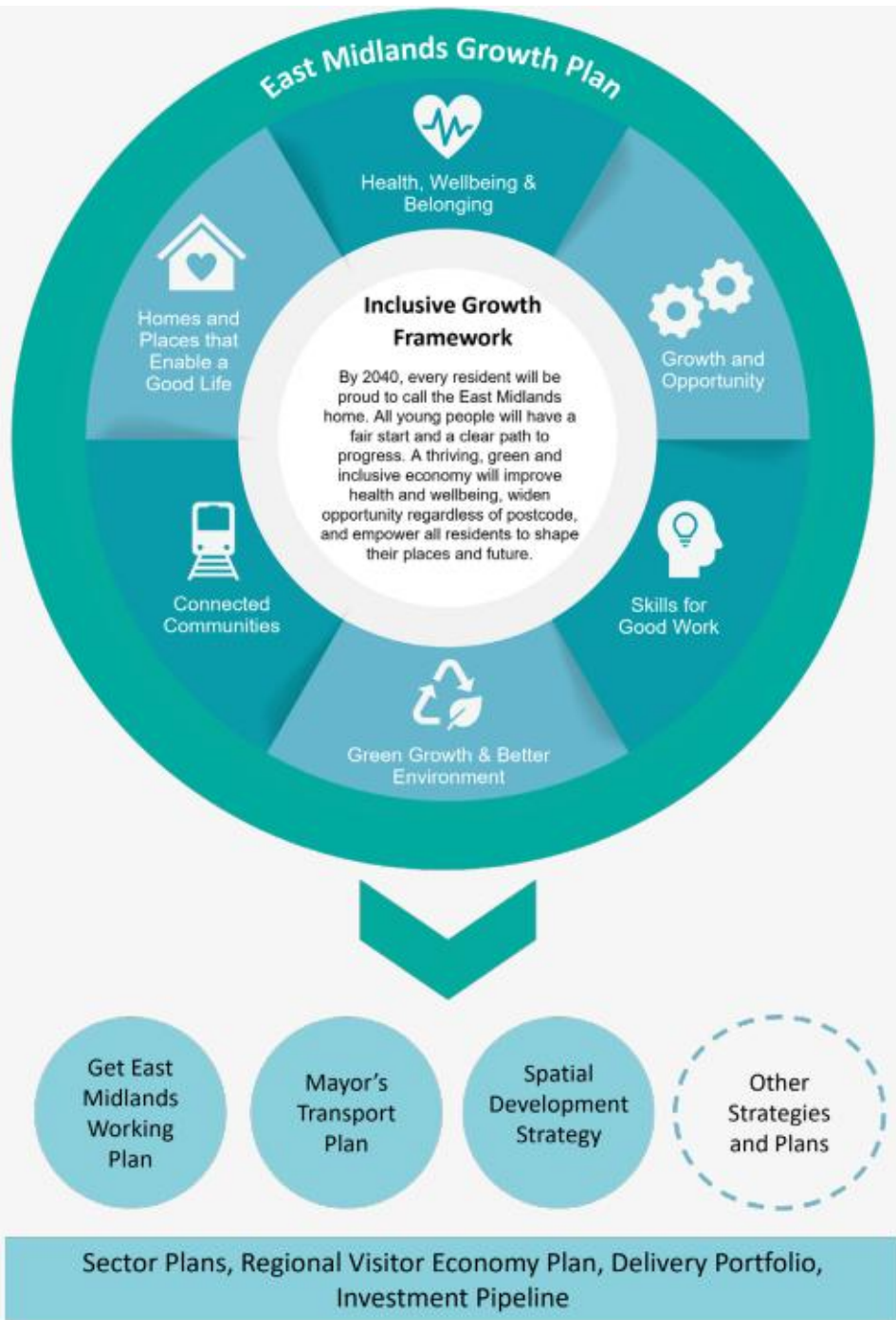


EMCCA's Inclusive Growth

One core mission and six supporting Ambitions:

Our core mission is that by 2040...

- Every resident will be proud to call the East Midlands home.
- All young people will have a fair start and a clear path to progress.
- A thriving, green, and inclusive economy will improve health and wellbeing.
- Opportunity will be widened regardless of postcode.
- All residents will be empowered to shape their places and future.



Connected Communities Ambition:

By 2040, communities in the East Midlands will benefit from reliable, inclusive and sustainable connectivity, through integrated transport and high-quality digital infrastructure, broadening access to opportunity and reducing reliance on private cars, while driving investment across the region.

Introducing our Spatial Development Programme - Vision for Growth



What is The East Midlands Vision for Growth?

This Vision sets out a clear and compelling future direction, establishing long-term development objectives.

It provides a platform for investors, partners, and developers to align their values, goals, and decisions - coordinating efforts to deliver bold and inspirational outcomes.

This document is non-statutory, but may influence planning decisions, investments and funding bids - with EMCCA having significant resources to deploy.



Some of the key requirements for successful planning, delivery and governance of the Vision have already been put into place, including for example the formation of EMCCA itself; regional transport thinking in the form of the Stations Growth Strategy; and future energy strategy planning with Kaya Partners. The work already undertaken and illustrated here has been instrumental in setting the foundations for the Vision and opening a pathway for growth.

The East Midlands Vision for Growth: Seven Growth Strategies

We have identified seven emerging Growth Strategy Areas, each offering a range of opportunities for growth and investment.

Our current investment focus is on the **Trent Arc**, **Canal Corridor**, and **Supercluster**. At the same time, we are actively working with partners and stakeholders to shape and develop deliverable plans for the **Peaks and Dales**, **Heartlands**, **Derwent Valley Mills**, and **The Loop**.



KEY

--- Growth Strategy Areas ● Growth Opportunities

Canal Corridor

- CC1 - Explore Park Investment Zone
- CC2 - Markham Vale Enterprise Zone
- CC3 - Chesterfield Town Centre
- CC4 - Hartington and Staveley Investment Zone

Supercluster

- SC1 - West Burton Power Station
- SC2 - Cottam Power Station
- SC3 - High Marnham Power Station

Trent Arc

- TA1 - Nottingham City Centre
- TA2 - Toton and Chetwynd
- TA3 - Ratcliffe Power Station (Freeport)
- TA4 - Infinity Park Investment Zone & South
- Derbyshire Growth Zone
- TA5 - Willington Power Station
- TA6 - EMIP (Freeport)
- TA7 - Derby City Centre

Derwent Valley

- DV1 - Derwent Valley Mills

Peaks and Dales

Heartlands

The Loop

Trent Arc

Growth Opportunities

We are looking for partners to work with us and deliver seven significant growth and investment opportunities within the Trent Arc. These range from major city centre regeneration programmes; to cutting edge industrial and technology centres; to new communities.

Ref	Name	Description
TA1	Nottingham City Centre	Investment opportunities as part of the East Midlands Stations Growth Strategy, including Broad Marsh; Canalside; Island Quarter; Southside; Southside Works and Waterside.
TA2	Toton and Chetwynd	Opportunity to deliver a residential-led mixed use community, with direct access to significant green and blue infrastructure at the Attenborough Nature Reserve, and public transport connections to Nottingham City Centre.
TA3	Ratcliffe Power Station	Former power station site benefitting from Freeport status; immediate adjacency to East Midlands Parkway station; and access to National Grid Infrastructure.
TA4	Infinity Park Investment Zone & South Derbyshire Growth Zone	Investment Zone site in close proximity to East Midlands Airport. It offers the opportunity to co-locate with innovative industries including advanced manufacturing, logistics, nuclear R&D as well as the opportunity to deliver thousands of new homes as part of a major new community.
TA5	Willington Power Station	Large former Power Station site with potential to deliver commercial and industrial uses with access to National Grid infrastructure.
TA6	East Midlands Intermodal Park (EMIP)	Freeport site in a strategic location with access to key manufacturing and logistics hubs. Designed to attract high value industries like automotive, aerospace and logistics. Potential for supply chain collaboration and innovation.
TA7	Derby City Centre	Investment opportunities as part of the East Midlands Stations Growth Strategy, including the Station Quarter; Northern Gateway; Assembly Rooms; Riverside; Becketwell; Castleward; Nightingale Quarter and Pride Park.



KEY



Growth Strategy Areas
Growth Opportunities

Trent Arc

TA1 - Nottingham City Centre
TA2 - Toton and Chetwynd
TA3 - Ratcliffe Power Station (Freeport)
TA4 - Infinity Park Investment Zone & South Derbyshire Growth Zone
TA5 - Willington Power Station
TA6 - EMIP (Freeport)
TA7 - Derby City Centre

The Trent Arc is set to deliver:

- More than 30,000 new homes
- Over 40,000 full time equivalent (FTE) jobs
- £2.4bn in Gross Value Added (GVA) per annum once fully developed
- 2.7 million sqm of commercial floorspace



East Midlands
Combined County
Authority

Discussion & Next Steps

Next steps

- Consultation on the Mayors Transport Plan (LTP)
- Preparatory stages of a Spatial Development Strategy

Questions & Discussion



DECARBONISATION PLAN

Adam Freeman
Decarbonisation & ESG Director

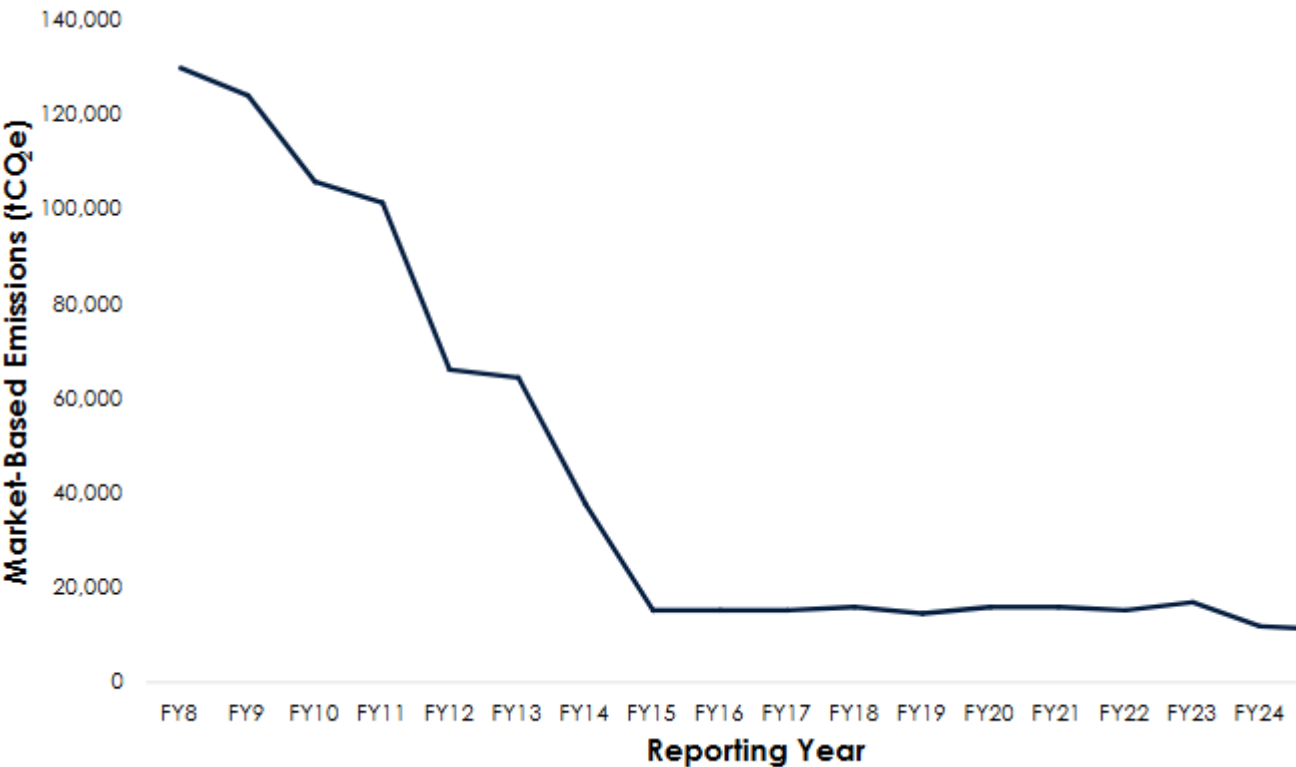
East Midlands Airport Consultative Committee
5th December 2025



A LOOK BACKWARDS



- 2007** Carbon neutral commitment for MAG's own (scope 1 & 2 emissions)
- 2015** Achieved carbon neutrality target, certified through Airport Carbon Accreditation
- 2024** Committed to setting a near-term target through the Science-based Targets Initiative (SBTi)
- 88%** Reduction in our scope 1 & 2 emissions between 2007 and 2024



Creating a sustainable future for all

MAG Sustainability Strategy 2025



OUR FRAMEWORK IS BUILT ON TWO STRATEGIC PILLARS:



PROTECTING OUR ENVIRONMENT

MAG is committed to playing its part in making air travel sustainable, working towards national and international targets. We will safeguard the natural environment and promote resource efficiency.



COMMUNITY AT OUR CORE

We believe that airports should be a force for good in the communities we serve, creating opportunities and meaningful connections.

WITH FIVE CLEAR STRATEGIC FOCUS AREAS:



DECARBONISING AVIATION



PROTECTING NATURE



RESPONSIBLE RESOURCES



OPPORTUNITY FOR ALL



LOCAL VOICES



OUR FOUNDATIONS:

A SAFE AND RESILIENT BUSINESS

MAG adheres to the highest safety standards. Operating our business safely is a top priority, ensuring our passengers, colleagues and onsite partners feel confident to travel with us.

OUR PEOPLE

Our company values drive us to bring out the best in our colleagues and enable them to be their authentic selves. Following our Equity, Diversity and Inclusivity (ED&I) targets, we continuously improve and celebrate our diverse workforce.

STRONG GOVERNANCE

MAG is committed to maintaining high standards of corporate governance, using the Wates Principle as a guide to best practice. Our sustainability agenda is overseen by our CSR Committee, which is a sub-committee of the Board. The CSR Committee is responsible for ensuring we meet our commitments effectively.

DECARBONISING AVIATION

NET ZERO

2038

transition from carbon neutral airport operations to net zero (scope 1 and 2 market-based emissions) no later than 2038.

EMISSIONS

48%

reduction in MAG scope 1 and 2 market-based emissions between 2019 and 2030.

AIRCRAFT EMISSIONS

27%

reduction in emission intensity per revenue tonne kilometre for aircraft departing MAG airports between 2019 and 2035.

RENEWABLE ELECTRICITY

30%

of our electricity will be supplied from renewable sources directly connected to our airports by 2035.

CARBON REMOVALS

50%

we will purchase carbon removals so that, by 2030, they address 50% of our residual scope 1 and 2 market-based emissions.



WHERE WE'RE HEADED, AND WHAT WE'RE DOING



NET ZERO

2038

transition from carbon neutral airport operations to net zero (scope 1 and 2 market-based emissions) no later than 2038.

EMISSIONS

48%

reduction in MAG scope 1 and 2 market-based emissions between 2019 and 2030.

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Key Interventions

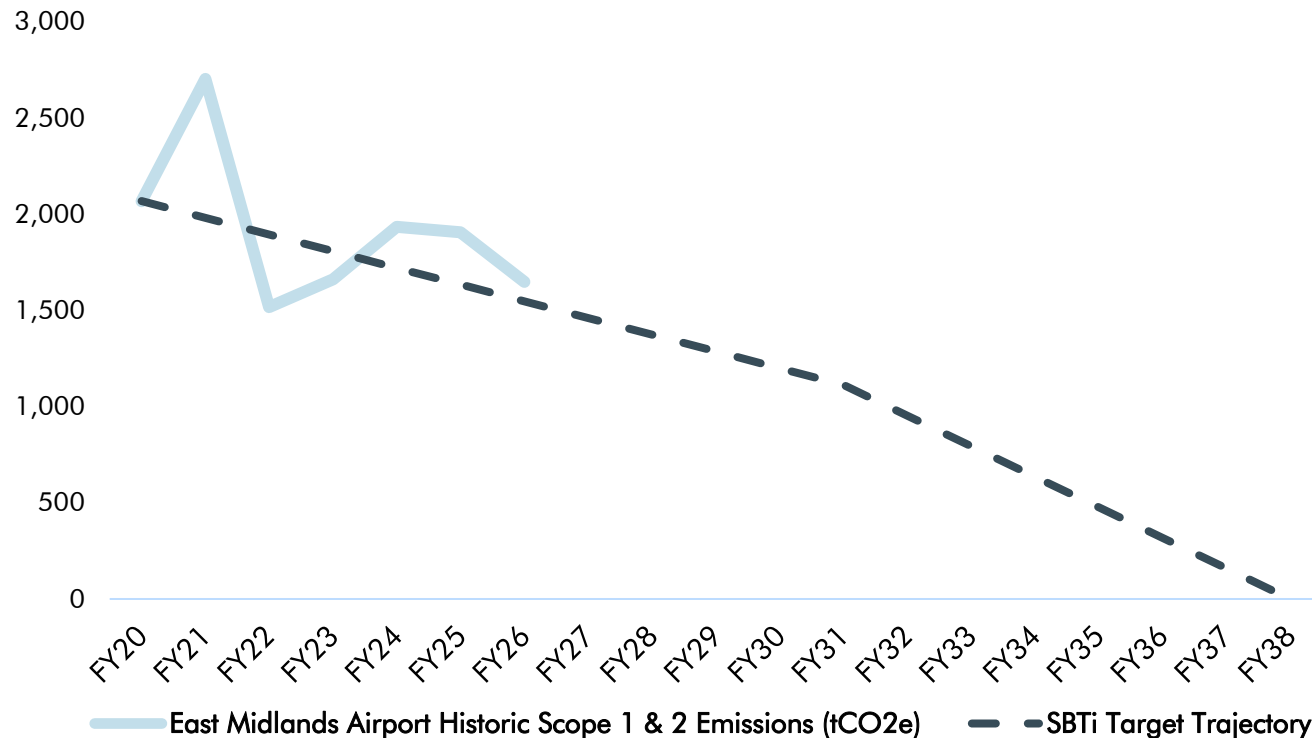
Compatible vehicles to operate on biodiesel from 2025

100% renewable energy by 2030 including biomethane, enabling near-term heat decarbonisation

Transition our fleet to ultra low emission vehicles by 2030 (where operationally feasible)

Heat networks and innovative sources to decarbonise heat

30% of our electricity from renewables directly connected to our airports by 2035



DECARBONISING AVIATION



AIRCRAFT EMISSIONS

27%

reduction in emission intensity per revenue tonne kilometre for aircraft departing MAG airports between 2019 and 2035.

Key Interventions

Industry leadership
(Sustainable Aviation; Jet Zero Task Force, ACI)

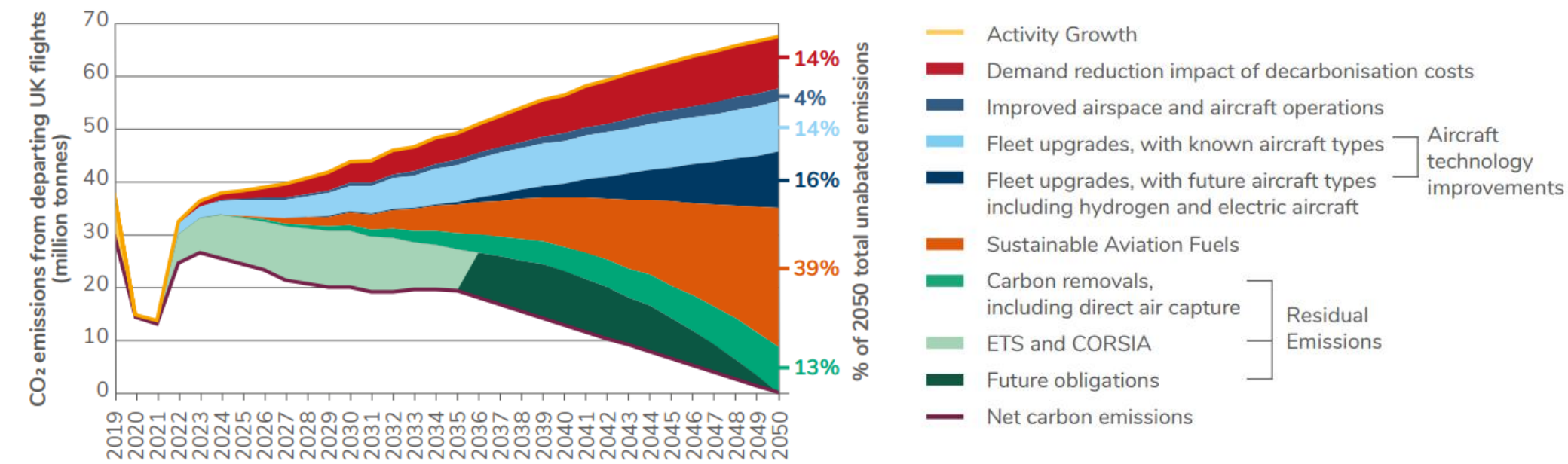
Developing SAF initiatives

Encouraging fleet transition

Supporting carbon removals

Sponsoring PhDs in Hydrogen

Sustainable Aviation Net Zero Carbon Road-Map



Cleared for Take-off? Future Opportunities and Challenges of Using Hydrogen to Achieve Net-Zero for Aviation



Max Lawrence – Griffiths

School of Architecture, Building and Civil Engineering, Loughborough University, LE11 3TU

Background

- Aviation contributes between **2-3%** of all global carbon dioxide emissions
- Current efforts to reduce emissions are **insufficient** for achieving net-zero by 2050:
 - Contemporary demand growth
 - Technological maturity of existing aircraft
 - Lack of sustainable leadership
- Need for **radical solutions** and innovations



The Case for Hydrogen

- **Biofuels** have gained the focus of attention as an alternative aviation fuel but have several **issues**:
 - Continued engine emissions
 - Sustainability of production
- In contrast, **hydrogen** fuels have the potential to completely **eliminate** in-flight generation of carbon dioxide emissions
- Hydrogen electric aircraft have additional opportunity to **reduce local noise** impacts



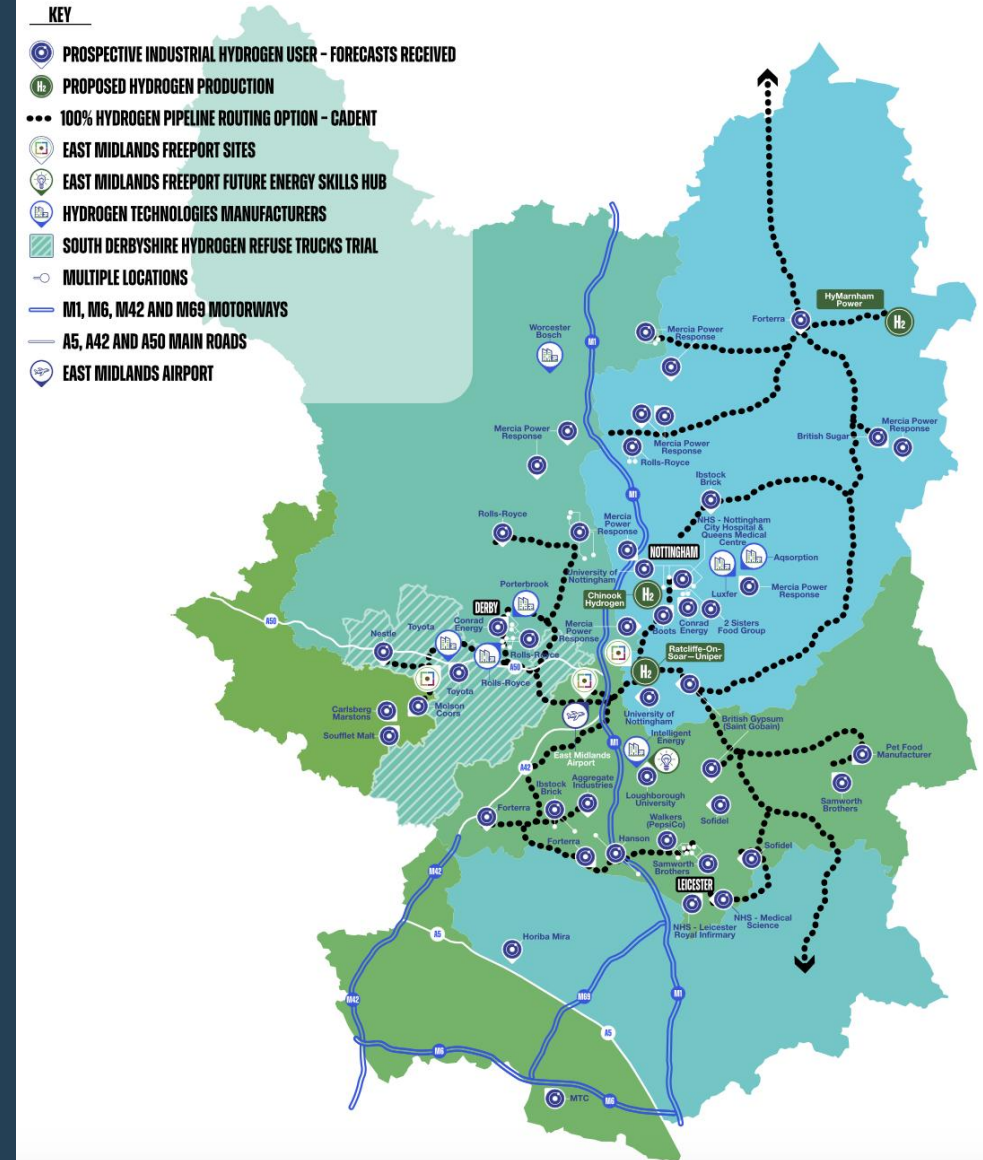
Hydrogen Challenges

- Whilst hydrogen aircraft prototypes have been tested, this technology remains in its **infancy**
- Questions exist concerning the operational impacts of hydrogen:
 - Supporting **infrastructure** requirements
 - **Cost** for airlines and airports
 - Aircraft **performance** v conventional aircraft
- Requirement for a **collaborative** stakeholder approach and clear **policy** support



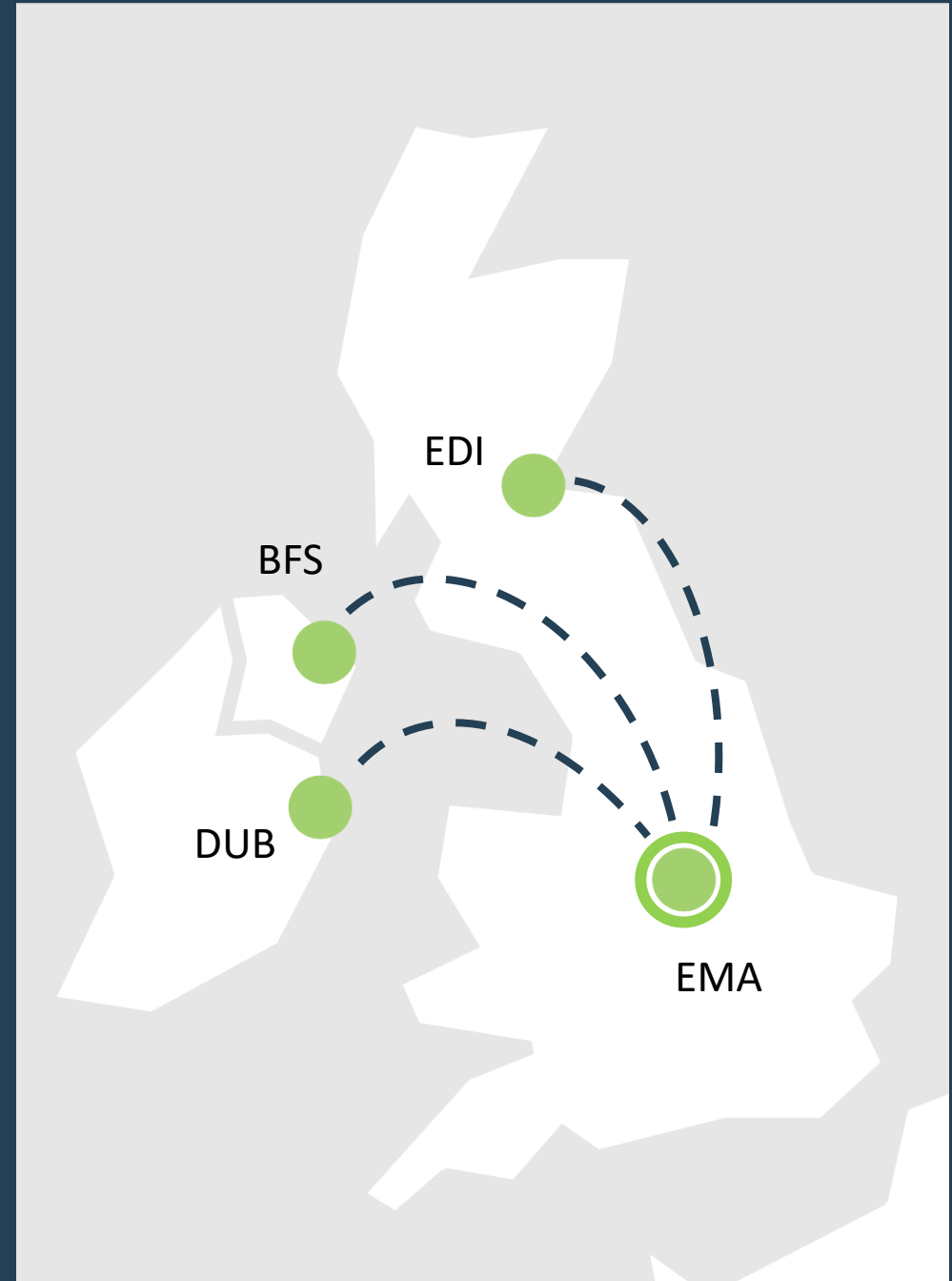
Opportunities at EMA

- Strategic **alignment** of the East Midlands region
- **Collocation** of production and demand centres
- EMA could become a **pioneer** for hydrogen aviation
- Achieving net-zero for aviation is reliant on wider **collaboration** and **willingness** from industries / government



Network Opportunities

- Opportunity to target initial hydrogen deployment for **short-haul regional** aviation
- Reliance on **collaboration** with other hydrogen cluster projects within the UK and beyond
- **Limitations** of first generation hydrogen aircraft hinder wider initial deployment:
 - Aircraft range
 - Onboard passenger and cargo capacity



Future Considerations

- **More work** to be done beyond assessing the technical feasibility of hydrogen uptake:
 - **Cost** impacts for airlines and airports
 - Aircraft manufacturing and **supply chains**
 - **Contrail** formations
 - **Safety** and regulation of hydrogen aircraft
- **Proximity** of 2050 net-zero deadlines will make fully transitioning to hydrogen before then difficult
- **Hydrogen alone is not a silver bullet**

