

East Midlands Airport Consultative Committee (EMACC)**General Meeting****Friday 6th December 2024 - 1000 – 1230****Venue – Castle Donington Hub, 101 Bondgate, Castle Donington, Derby DE74 2NH****Present:**

Title	Name	Initial
Independent Chair	Mr G Liguori	Chair
Independent Secretariat	Mrs C Pull	

Organisation – Airport User:

Title	Name	Initial
Nottingham College	Mr R Atherlay	
EMA Accessibility Forum	Ms C Link (Teams)	
Job Centre Plus	Ms J Alton	
DHL	Mr J Neill	JN
DHL	Mr J Stephens	
East Midlands Chamber of Commerce	Mr I Evley (Teams)	

Organisation – Local Authority:

Title	Name	Initial
Nottingham County Council	Cllr M Barney (Teams)	
North West Leicestershire District Council	Cllr R Sutton	
Rushcliffe Borough Council	Cllr A Brown	
South Derbyshire District Council	Cllr S Taylor	
Leicestershire County Council	Cllr T Pendleton	

Organisation – Local Group:

Title	Name	Initial
Melbourne Civic Society	Mr M Keay	
Leicestershire & Rutland Association of Local Councils	Cllr A Sowter	
5 Parishes Community Group	Mr J Coles	
People Against Intrusive Noise (PAIN)	Dr P Grimley (Teams)	
Kings Newton Residents Association	Dr C Tyler (Teams)	
Derbyshire Association of Local Councils	Cllr S Marbrow (Teams)	
Protect Diseworth	Mr J Snee	
Save Aston & Weston Village Environment (SAVE)	Mr E Green	
Nottinghamshire Association of Local Councils	Cllr H Gibbins (Teams)	

East Midlands Airport (EMA):

Title	Name	Initial
EMA Managing Director	Mr S Griffiths	SG
MAG Planning Services Director	Mr J Bottomley (Teams)	JB
MAG Chief Sustainability Officer	Mr N Robinson (Teams)	NR

EMA Community Engagement Manager	Ms C Hempson	CH
Group Head of Community Engagement (MAG)	Mr R Pattison	RP
EMA Asset Maintenance Director	Mr J Ayre	
MAG Decarbonisation & ESG Director	Mr A Freeman	AF
EMA Head of Corporate Affairs	Mr I Reed-Aspley	
MAG Community Administrator	Miss M Redman	

Apologies	Name	Initial
CPRE Derbyshire	Mr J Ydlibi	
UPS Ltd	Mr R Currie	
Derbyshire County Council	Cllr M Ford (Teams)	

Absences	Name	Initial
Derby City Council	Cllr J Smale	
Loughborough University (Vice Chair)	Dr A Timmis	
Broxtowe Borough Council	Cllr P Smith	
Charnwood Borough Council	Cllr C Hamilton	
Erewash Borough Council	Cllr H Broadhurst	
UNITE	Mr T Tinley	

Agenda Item	Description
1	Welcome and apologies
	<p>The Chair welcomed everyone to the meeting, noted apologies from John Ydibli, Richard Currie, and Martyn Ford.</p> <p>The Chair and committee said thank you and goodbye to minute taker CP who leaves her post following this meeting. Minutes of all future MAG consultative committee meetings will be taken by the new MAG Community Administrator.</p>
2	Declaration of Interests
	There is a standing declaration from Cllr Taylor in relation to the Freeport.
3	Minutes of the last meeting
	<p>The minutes of the previous meeting of the 9th of July 2024 were taken as approved as an accurate record.</p> <p>Matters arising:</p> <p>Actions 4.1 & 4.2 are complete.</p> <p>Action 7 will be included in the next MENT agenda.</p> <p>All DHL actions are covered in item 8 of today's agenda.</p>

4	An update by the Chair
	<p>The Chair provided an overview of his activity by month since the last meeting:</p> <p>July</p> <p>The Chair attended a workshop run by the University of Leicester and the UK Health Security Agency (UKHSA) on the effects of noise on health. Topics covered included sleep disruption, stress, and emotional responses. Many attendees expressed concerns about the aviation industry's lack of engagement on the issue. They emphasized the need for high-quality, widely accepted research to facilitate productive policy discussions. The workshop aimed to explore where the University of Leicester and UKHSA could make an impact.</p> <p>September</p> <p>The Chair attended ANEG (Airspace and Noise Engagement Group) on behalf of UKACCs. He raised again the land use planning and aviation noise issue, including asking the DfT to be proactive in evidence gathering, and that DfT raises awareness with 3rd parties such as the Law Society. ANEG discussions are to be flagged with relevant ministers and The British Standards Institute is reviewing its standards for insulation which will be subject to public consultation.</p> <p>The Chair thanked the committee members who took part in the task and finish group who met on the 24th of September. The group reviewed and commented on EMA's community survey results.</p> <p>The Chair contributed to UKACC submission on the Ministry of Housing, Communities and Local Government Consultation on land use planning. The aim of the response is to persuade MHCLG to add specific planning guidance to Local Authorities, and to improve upon mitigations on LUP within the new NPPF.</p> <p>October</p> <p>The Chair attended a meeting with the CAA regarding their Noise Action Plan (NAP) review. The project will undertake a critical review of NAPs to assess their effectiveness, efficiency, and alignment with DEFRA guidance. EMA is one of 10 airports included. The review will exclude noise mapping, frequency of NAP updates, and mandated metrics, focusing instead on additional metrics adopted by airports. Findings and recommendations are expected by April 2025 and community members will have received an email on this and an invitation to take part in a survey.</p> <p>November</p> <p>The Chair was invited to join the CAA Community Information and Feedback Forum who met to discuss the shape of the forum and its membership. The Forum provides a structured and open relationship with key community representatives from ACCs and other representative bodies.</p> <p>The Chair attended a UK Airspace Design Service Consultation Webinar which was an overview of where the CAA presently is with the UK Airspace design service. The</p>

	<p>consultation is about developing a new way to deliver ASC, and the UK is an outlier as to how it delivers ASC. The consultation will be carried out in 2 phases. The Chair noted that the aviation minister appeared very engaged in his brief.</p> <p>The Chair also chaired the airport's SRG on ASC and contributed to UKACCs response to the CAA's Consultation on Aviation Environmental Review.</p> <p>Going forward UKACCS have asked the Chair to be more involved with the UKACCS executive which will directly benefit EMACC. This will include attending monthly meetings with the DfT and quarterly meetings with the CAA Sustainability Team.</p> <p>The Chair will run his annual survey at the end of the year and asked members to respond as soon as it is received.</p> <p>The Kegworth crash memorial service is due to take place on Wednesday 8th of January 12pm.</p> <p>A member stated that a lot of the Chair's report referred to noise and asked what the airport's thoughts are on the new town near the DHL building and will they get involved. The Chair asked JB to address this question during agenda item 8.</p> <p>A member thanked the Chair for attending the Leicester meeting and asked him to keep him informed of any future development. The Chair agreed to do so.</p>
5	<p>Managing Director's Report incl Freeport and Future Airspace updates</p> <p>The report was circulated, taken as read and is available in SharePoint.</p> <p>SG introduced new Asset Director JA to the committee.</p> <p>SG took the group through the highlights of the report.</p> <p>A member asked what type of organisation the new Freeport development partner is and what their interest is in the airport. SG advised this is a well-established international partner who will bring foreign investment into the UK. The partner is very much aligned to the Government's Industrial Strategy. They operate in high tech logistics, advanced manufacturing, pharmaceutical and biotech. Approximately 3% of GDP goes through their facilities globally. They understand their responsibilities and working with the airport and local community engagement will be at the top of their agenda.</p> <p>A member thanked SG for the report. He recently used and praised the new Future Security facilities and asked where other airports are with this project. SG responded that other UK airports are in a similar situation. Across MAG there are approximately 75 new security lanes to upgrade, with around 20 already completed. The remaining lanes should be completed by mid-2025. The message to customers remains the same, to separate liquids and electrical devices until all lanes are completed to avoid mixed messaging. New lanes at EMA will come online between now and spring. By</p>

	<p>next summer they hope to have all lanes operational. SG believes that other UK airports are at a similar stage of the process.</p> <p>The member highlighted comments from his community on the reintroduction of a 747-400 with One Air and asked if there will be fines introduced. SG advised that all aircraft must comply with the NAP which restricts these aircraft from operating between 11pm and 7am. It has been made very clear that they are not permitted to operate these aircraft during these hours.</p> <p>A member also praised the new 3D scanners and the improvement to the security area and the excellent overall customer experience. He stated however that the incoming experience was very different and asked if the development plan will move into Arrivals. SG said yes but there are constraints on the Immigration Hall. This area won't be increased due to lack of demand and the capability. The Immigration experience is often dictated by the flow of aircraft arrivals and departures. He acknowledged that the post immigration experience is not where they would like it to be. The toilets after Immigration will be renovated during the winter period and the general comfort level in this area will be reviewed. Customer satisfaction scores show that there is work to be done in this area.</p> <p>A member thanked SG for reassuring the committee on the Ryanair aircraft situation. He asked SG to give insight and reassurance about passenger flights, particularly around TUI and the possible reopening of Doncaster Sheffield Airport (DSA). SG advised that TUI added additional capacity at EMA while DSA was still open. Airlines see the strong performance of the EMA and operators have committed to the airport contractually until 2028. SG advised that he is unsure if the plans to re-open DSA will be successful as they struggled previously to bring in business. The success of EMA is due to the 2-dimensional passenger and cargo operation.</p> <p>The member referred to traffic plans for Junction 24 in relation to the Freeport and asked if the airport will be involved. SG advised that the airport won't be directly involved but is aware of the plans. The private sector members are doing a piece of work to address the traffic issue to enable a bigger development in this area. The airport is focussing on the application they have submitted and are working with Leicestershire County Council (LCC) on traffic modelling. JB added that the LCC model is being used by other developers across the area, so everyone is working from the same base. The member asked SG to confirm that the airport will need traffic modelling on the A453. SG confirmed this.</p>
6	Airport Update
	<p>Reports were circulated, taken as read and is available in SharePoint.</p> <p>a) Environment</p> <p>JA took members through the highlights of the report. The Western summer and winter pond relining project is now complete and all aeration systems have been</p>

	<p>refurbished. Project included desilting and new SCADA system. Time-lapse videos can be viewed here: https://youtu.be/HzQc-a8zYM https://youtu.be/Sp-O5zchHhc</p> <p>SG added that the Sweeptech operation has been re-contracted for this year. The airport saw a real added benefit from using this technique as it vastly reduces the amount of de-icer being washed into the drainage system.</p> <p>The airport will continue to engage with the village of Diseworth, particularly during periods of heavy rainfall.</p> <p>A member thanked the airport for the report and stated that air quality should feature more in this area. He would like this topic to be discussed regularly at future meetings. NR stated that he would be happy to bring a paper to this at a future MENT meeting. He assured the committee that the airport are looking at this regularly and that air quality is constantly monitored and reported on. The airport has been assured that despite the developments in the area, air quality is within the requisite limit.</p> <p>The Chair added that one of UKACCS consultation responses for the Aviation Environmental review is about having better quality reporting from airports in general that tries to capture more data. He will share the information once the consultation response is final.</p> <p>A member has previously asked LCC if they could disaggregate airport and local traffic pollution in terms of the two types, but they couldn't. He requested that the airport look at how they contribute to air quality to ensure their data is not mixed up with local traffic air quality. This will help give a balanced opinion given the increase of the local traffic volumes.</p> <p>The Chair added that this a request has been put into the aviation environment review submission, to have a broken-down view of data by activity. UKACCS believe this may be possible albeit ambitious.</p> <p>Action 6.1: The airport to add an item on air quality for a future MENT meeting. The details will be discussed at the agenda-setting meeting on 13 January 2025. The item should consider whether or not it is possible to separate airport pollution from other sources.</p> <p>A member referred to a report on pollution shared at MENT a few years ago which showed that the pollution levels at J23 and J24 were much higher than those from the airport. This shows that it is possible to separate the data. The Chair asked the airport to check previous MENT minutes.</p> <p>Action 6.2: The airport to look for information on the air quality report which separated road and airport data in previous MENT minutes.</p>
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	<p>AF added that the airport published their annual sustainability reports in November, as they do every year. This report includes results of air quality monitoring and that this monitoring demonstrates compliance with the Government's health-based air quality objectives.</p> <p>A member asked when the results of the Gotham and East Leake community noise monitoring will be available, and if they would be presented at the next MENT. CH confirmed that this information should be ready for MENT. This will be picked up at the agenda setting meeting.</p> <p>Action 6.3: The two SUONO reports on the results from the portable noise monitors at Gotham and East Leake will be presented at the next MENT. This will be confirmed at the agenda-setting meeting on 13 January 2025.</p> <p>b) Planning</p> <p>JB took members through the highlights of the report.</p> <p>JB responded to the member question on the Isley Woodhouse new large residential development. This has been put forward by NWLDC as a proposed allocation the draft local plan which is moving through the planning process. The last stage of the consultation was late 2023, early 2024. The airport submitted a lengthy response which included a number of concerns around noise and safeguarding which made this an unsuitable location. The document is available in the public domain.</p> <p>JB made members aware that the promoters and developers of Isley Woodhouse are undertaking a period of public consultation on the draft master plan which is now live on a web portal and available to members to comment. This consultation closes on 13th of December.</p> <p>A member thanked JB for the report and raised the point of increased infrastructure due to the Freeport and would like to see the emphasis on not developing additional highway capacity. Accidents on the A453 causes issues for local traffic and the airport and there must be another solution. He suggested a route further south nearer Junction 23. The member asked for this to be considered and asked the airport to help push for additional infrastructure to support with these issues. JB agreed that access is very important for the airport. The airport has a process of engagement with Midlands Connect and the National Highways road investment strategy. Their next funding period is 2025-2030 which will be a challenging period in relation to new projects. At last consultation MAG took the opportunity to highlight issues and brought up J23-25 as being particularly important. This has already put this on the radar of National Highways as an area which would benefit from investment.</p> <p>The Chair urged elective representatives again to use the resource available to them from SASIG. Local authorities, parish councils and elective representatives can use their resources and lobby government. It is too late to take action once the</p>
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	<p>development is finished and people move into the area and are affected by the noise.</p> <p>Members confirmed that discussions have taken place, and actions have been taken at local level.</p> <p>A member thanked the Chair for opening this issue up for discussion. Members are very concerned that the issue of infrastructure around these areas is not being taken seriously. With the development of the Freeport and proposed new housing developments the area will be unable to cope with the increased levels of traffic and the impact on the local area will be terrible.</p> <p>c) Community Engagement</p> <p>CH took members through the highlights of the report.</p> <p>CH asked members to share their feedback with her on the EMA CSR report.</p> <p>A member asked if there is a fixed ratio on how match funding works and if resource available to the organisation is looked at when funding is awarded. CH explained the process for awarding funding which includes looking at each organisation's financial situation. She explained that the maximum grant is £2000 per application.</p> <p>CH informed members that the Low Carbon Energy and Eco Garden grant funds have now closed.</p>
7	Sustainable Development Plan
	<p>JB took members through a verbal update.</p> <p>The final draft of the document is ready to go to public consultation in January 2025. He highlighted the areas covered in the document.</p> <p>Advance notification of the publication date will be given to a wide range of stakeholders including the committee.</p> <p>The Chair thanked JB for his update.</p> <p>A member asked how long the consultation period is likely to be. JB advised a minimum of 8 weeks.</p>
8	DHL Sustainability Update
	<p>The Chair introduced JS of DHL.</p> <p>JS introduced his team and took members through a presentation.</p> <p>A member raised the point of hydrogen and asked if DHL is looking at this as an option for their vehicles. JS gave some comparisons on costs of various fuel and showed that hydrogen currently isn't cost effective to operate the business.</p>

A member requested that DHL ask their delivery drivers to slow down. JN will take this comment away and raise with the relevant manager.

JS commented on the rail freight hub. This is not currently utilised by DHL, but it is in future plans. The business will regularly review to see if improvements could be made by using this facility.

A member asked how much of the warehouse site is automated and how many people are employed there. JS advised the facility is automated with approximately 600 warehouse operatives.

A member asked JS if he had a view on the different types of hydrogen. JS advised again that the business is looking to decarbonise, but highlighted again that whatever the solution, it must be cost effective.

A member raised the point of the rail freight interchange at East Midlands Gateway and referred to a recommendation that wasn't followed for rail heads to go to or pass by each unit. He asked if this would restrict their use of rail freight as an option. JS advised that this shouldn't be an issue for this particular site as a tug could be used. The main problem is capacity on the main markets meaning trucks would always be needed for the final mile. Train capacity and services aren't reliable or regular enough. Some businesses have moved forward in this area so it's achievable and does make a difference.

A member asked JS what he meant by net zero and does this include offsets and CO₂ removal. JS explained the difference between net zero and zero emissions. DHL do not use offset as this isn't a sustainable way of operating. DHL work with insets which means they work with their customers to ensure they pay for more things that company can do.

On the aviation side, he feels JS seemed a bit sceptical on SAF. JS explained there is a finite supply of waste fuel. This fuel must be made ethically and not from palm oil, as that would not be a sustainable fuel. DHL spend a lot of time ensuring what they secure and from where to make sure it's as ethical as possible. Only so much waste fuel available and DHL has a seat on the Jet Zero task force and are pressing this point as a large purchaser to produce more in the UK.

A member referred to older aircraft like Boeing 757 and asked if DHL had any plans to replace these aircraft. JS advised no one is building newer freight aircraft in this size category. These aircraft types are old but are the best in their field within this size category. These will eventually have to be replaced, and discussions are constantly taking place with manufacturers around solutions.

The member asked if DHL have any plans to continue training flights out of the airport. JS advised he will provide the information to the Chair on this following the meeting.

	<p>Action 8.1: DHL will report on their plans for training flights at the next EMACC General meeting on 4 April 2025 or sooner if possible.</p> <p>The Chair thanked the DHL team for their presentation and attendance.</p>
9	<p>Materiality Survey presentation</p> <p>AF took members through a presentation.</p> <p>A member asked if issues like cyber security would feature under this topic. AF confirmed that there is a data privacy and security category in the sustainability materiality assessment and that this is an issue the airport takes very seriously. This exercise is about picking the strategic issues that go into the 2025 sustainability strategy. The Airport Chief Information Officer and his team lead on data and security. The airport would be happy to bring a piece on this to a future meeting.</p> <p>A member asked if this work would delay the SDP. AF responded that there is no delay. JB and the team were involved in this process.</p> <p>A member asked for the slides to be circulated. CH will circulate these following the meeting.</p>
10	<p>AOB</p> <p>A member raised the issue of lighting on site at the airport. Lights across the site were updated from the old Halogen to new LED lights, to improve safety and security. Some of these lights have created light pollution issues for the residents of Diseworth during the winter months. Discussions are taking place with the airport who are trying to find a solution. This could become an ongoing problem with developments, particularly on the east side. He asked that the existing issue is monitored and maintained, and that lighting is considered in all further development. The Chair asked the member if he would like this topic to be covered in a future committee meeting and suggested that it be added to the agenda setting meeting in January. The member agreed.</p> <p>Action 10.1: Issues with light pollution to local villages from proposed developments to be discussed at the agenda setting meeting in January.</p> <p>A member asked if future MENT and TEP members could be held face to face in future. The Chair will arrange a poll for the sub committees</p> <p>Action 10.2 The chair will poll members on their preferences for subcommittee meetings, i.e., in-person or virtual. UPDATE: The chair will run the committee's fourth annual survey by the end of 2024 and will again include questions to members on this issue.</p> <ul style="list-style-type: none"> • Future planned or proposed items

	The Chair asked members to contact himself or CH with suggestions of future items.
11	Date of the next meeting
	<ul style="list-style-type: none">• Friday 4th of April 2025 <p><i>There being no further business the Chair thanked everyone for attending and declared the meeting closed at 1230</i></p>