



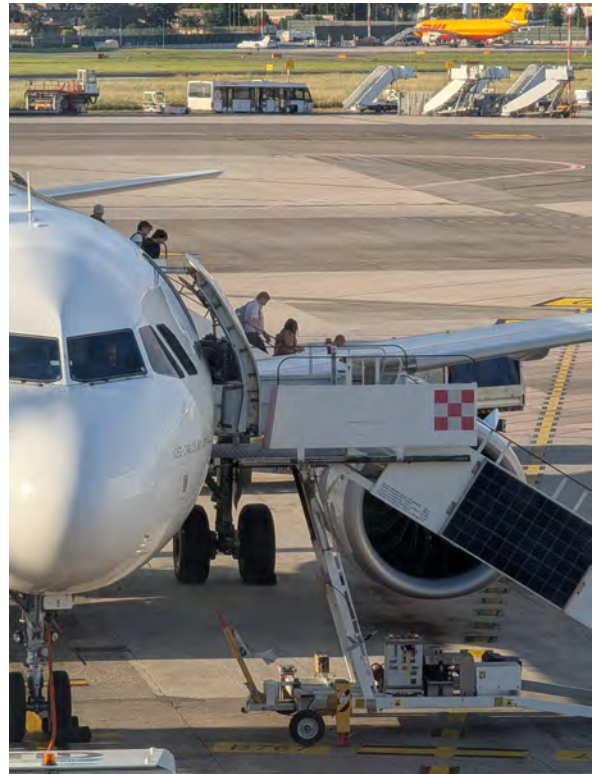
EAST MIDLANDS AIRPORT CONSULTATIVE COMMITTEE



Annual Review 2025

Introduction from the Chair

This is my third annual review as Chair of the East Midlands Airport Consultative Committee (EMACC). The year's activities have focused on our core purpose: providing an independent forum for dialogue between East Midlands Airport (EMA), its users, businesses, local authorities, and the communities it affects. I will explain more about what a Consultative Committee is below.



Our relationship with EMA is based on a process of inquiry and response. As a committee, we hold the airport accountable for its operations and future plans by reviewing the detailed reports and presentations we receive. This process is intended to ensure that our members' perspectives are heard and considered in the airport's decision-making. My role, and that of the committee, involves balancing the airport's strategic and economic objectives with the impacts on communities and stakeholders in the region. This requires us to delve into complex data, ask challenging questions, and ensure that commitments made by the airport are tracked through to completion.



In 2025, I was pleased to introduce a notable development: the introduction of public General Committee meetings to increase transparency and public

access to our work. This move from previously closed sessions to an open forum has the potential to change the dynamic of our oversight and reinforces our public accountability. Our agenda also included several member-led presentations from organisations such as DHL, the East Midlands Chamber of Commerce, and People Against Intrusive Noise (PAIN). Additionally, we had external presentations from East Midlands Combined Authority and a former

member of EMA's Youth Forum, now a PhD student at Loughborough University. I believe these presentations provided valuable additional perspectives on the airport's operations, grounding our debates in the lived experiences of businesses, airport users, and local communities.



I continue to Chair EMA's Stakeholder Reference Group on its Future Airspace Change programme, and I also serve as a policy adviser to the United Kingdom Airport Consultative Committees liaison group (UKACCs), engaging with the Department for

Transport (DFT) and the Civil Aviation Authority (CAA) on issues such as airspace modernisation, land-use planning, and noise policy. My UKACCs role allows me to facilitate an exchange of information between national policy discussions and EMACC, ensuring the specific concerns of the East Midlands region inform the national aviation conversation. In addition to Government departments and agencies, I have been able to meet senior executives from Airports UK and the Aviation Environment Federation.

This review follows the format of previous years. I will provide an overview of EMACC, summarise the work undertaken by our committees in 2025, and outline our future areas of focus. My aim is to document the role and activities of EMACC. I have included five appendices that may be helpful to those that want to delve deeper into some of the technical aspects of EMACC and related areas of work.

Background to EMACC

Most UK commercial airports are required by Section 35 of the Civil Aviation Act 1982 to provide adequate facilities for consultation. The DFT guidance identifies Airport Consultative Committees (ACCs) as a suitable method for fulfilling this duty. Appendix four contains links to the guidance and legislation and appendix five, a more detailed explanation of how the legislation and guidance operate.



While EMACC is funded by the airport, our independence is maintained through our constitution, diverse membership, and my position as its independent non-executive chair. We are not a decision-making body, but we

are a representative stakeholder group whose views are formally considered by EMA on key issues. Our work is conducted through a General Committee for strategic oversight and two specialist sub-committees.

The Work of the Committees in 2025

EMACC General Committee

The General Committee focused on significant strategic developments, scrutinising the airport's recovery and growth. Key topics debated included:

Strategic Developments and Investment

We monitored the progress of the £120 million investment programme, which is funding new-generation security lanes, significant terminal improvements, and EMA's new training academy. We received regular updates on airport performance, noting that EMA handled an estimated 4 million passengers and maintained steady cargo operations. We also noted positive announcements on new operators and routes, enhancing regional connectivity.



Future Planning and Cargo Capacity

A central topic of debate was EMA's long-term "indicative vision" to increase cargo capacity by 50% over the next 20 years, a proposal suggesting the potential creation of up to 12,000 jobs. Members raised questions on timescales, the impact on regional transport infrastructure - particularly the capacity of the M1 and local road networks - and the environmental footprint. Members also requested information on the likely increase in night flights and noise implications.

Regional Planning and Transparency

To align airport growth with regional needs, we received presentations on the "Trent Arc" strategic development framework from the East Midlands Combined Authority and discussed the cumulative impact of developments such as the Freeport and the Ratcliffe power station site. Regarding the SEGRO development, members expressed disappointment regarding the use



of the Development Consent Order (DCO) route, which was felt to offer less opportunity for local consultation than standard planning applications.

Our agenda included member-led presentations from organisations such as DHL, the East Midlands Chamber of Commerce (on Local Skills Improvement Plans), and People Against Intrusive Noise (PAIN). This input from members contributed to discussions on aligning airport growth with regional workforce development.

Committee Business

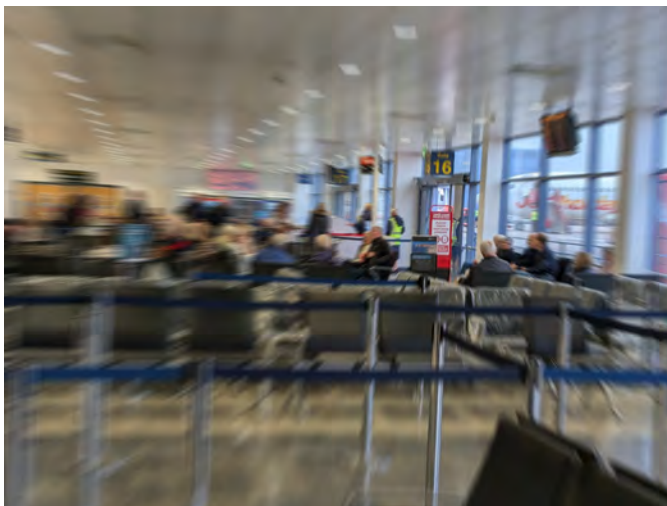


In December, we held elections, confirming Cllr Ray Sutton as the new Vice Chair and membership of our subcommittees. We also bade farewell to Manchester Airport Group (MAG) Head of Community Engagement, Robert Pattison.

Transport, Economic Development and Passenger Service (TEP) Sub-Committee

The TEP sub-committee examines the passenger journey, surface access, and the airport's economic role.

Passenger Experience and Security



TEP monitored the roll out of Next Generation Security scanners. Despite the scale of these works, security performance remained strong, with 99% of passengers queuing for less than 15 minutes by year-end. We received positive reports on customer service, with Net Promoter Scores (NPS) consistently above target following major refurbishments.

Surface Access and Parking

We reviewed the implementation of barrierless, ANPR-based technology at the Rapid Drop Off (RDO). While there were initial teething issues regarding payment confusion, the system has improved traffic flow and safety, and "grace periods" were introduced to assist drivers.

However, public transport remains a challenge. The committee discussed the reliability of certain bus services emphasising members' views that future employment growth must be matched by improved connectivity.

Assisted Travel and Inclusion

The sub-committee welcomed the fact that assisted travel satisfaction remains high, with the service projected to support over 100,000 passengers this year. We were pleased to note EMA won the "Travel for Everybody" award for this service. The committee also learnt about MAG's strategic approach to Diversity, Equality, and Inclusion, discussing how these principles apply to passengers with hidden disabilities and recruitment.



Education and Skills

We continue to receive presentations on the progress made through the EMA's initiatives such as the Aerozone which is proving popular with schools as a tool for inspiring young people towards aviation careers. Additionally, we heard that the Airport Academy continues to offer pathways into employment, creating a local talent pipeline.

Monitoring, Environment, Noise and Track (MENT) Sub-Committee

The MENT sub-committee addressed technical environmental and operational matters, employing a data-led approach. This year saw changes to how the sub-committee approached its monitoring of noise and water management.

Noise Management



2025 saw the launch of the EMA's "Insightful" community noise portal, improving access to noise data for local communities. The Noise Action Plan (NAP) became a standing agenda item to ensure continuous tracking of commitments. We also scrutinised the issue of training flights; while numbers have been lower due to fleet changes, the committee ensured that specific concerns regarding respite periods and flight paths over local villages were discussed. There will be further discussions on these issues with EMA in 2026.

Water and Environment

Water management remained a key agenda item. We inquired about incidents of sewage fungus in the River Trent and monitored data regarding the implementation of intelligent cameras and chemical sensors to track water



quality in Diseworth Brook. We also reviewed the airport's Decarbonisation strategy and its Climate Adaptation Risk Assessment, focusing on flood risks and surface water drainage in light of new local developments. The Waste Water working group was paused as regular reporting is now providing the necessary level of detail. PFAS (Per- and Polyfluoroalkyl Substances) is an area that we shall monitor alongside water management.

Future Airspace

The committee shared the frustration of local communities regarding delays, for reasons outside of EMA's control, to the Future Airspace Strategy (FAS) implementation. Through my UKACCs' role, I pressed the CAA and DFT on this issue urging them to support a solution that could remedy the reason for the delay.



Conclusion

In 2025, EMACC continued its function as a forum for consultation between the airport and its stakeholders. The introduction of public meetings and the inclusion of member-led and external stakeholder presentations were key developments.

Our work involves navigating a range of complex and often competing interests, from the economic aspects of the airport's operation to the environmental concerns of local residents. My objective, and that of the committee, is to ensure a structured and informed dialogue among all parties. The established relationship we have with EMA's senior leadership provides a channel for us to raise questions and review strategy.

Looking ahead, we will continue to focus on our core responsibilities. The challenges associated with airspace modernisation, noise, water quality and

sustainable development will remain central to our agenda. The committee's effectiveness is based on its independence, the expertise of its members, and its commitment to a process of oversight and open discussion. Through these foundations, I am confident that EMACC is very well positioned to continue its work.



As I have said in my previous reviews, my view is that EMACC, its members, and I are custodians for future generations and we need to be mindful of this. This means that in our work, we need to ensure that what we do is relevant, inclusive, and impactful to the region's current and future generations.

As a committee we need to be open to new ideas and ways of working. A valuable tool for me is the regular feedback I gather from members through my annual survey. This helps to inform me on how the last year has

gone, including my role, our members, and what they would like to see going forward.

Opening our main committee meetings to the general public is one of the ways in which I hope that EMACC will attract new members and be accessible to the broader public. Presently this is a work in progress. My desire to increase participation and transparency around EMACC has not changed.

EMACC is a strong, independent body with the necessary expertise to provide effective oversight. We are committed to working together in good faith to navigate the complex relationship between the benefits and challenges living and working near an airport brings.

Guido Liguori

EMACC Chair

January 2026

Appendix One: EMACC Membership



EMACC has three constituencies: airport users, local authorities, and local interest organisations that

are either local or within the neighbourhood of EMA. Each constituency has a vital role to play. Full eligibility details are available in our current constitution.

Presently, we have 27 members, and the current membership is as follows:

Airport Users

Jobcentre Plus, EMA Accessibility Forum, DHL, UPS, the East Midland Chamber of Commerce, Loughborough University, and Nottingham College.

Local Authorities

Broxtowe Borough Council, Charnwood Borough Council, Derby City Council, Derbyshire County Council, Erewash Borough Council, Leicestershire County Council, North West Leicestershire District Council, Nottinghamshire County Council, Rushcliffe Borough Council and South Derbyshire District Council.

Local Interest Organisations

5 Parish Community Group, CPRE – Derbyshire, Nottinghamshire and Leicestershire, Derbyshire Association of Local Councils, Kings Newton Residents Association, Leicestershire and Rutland Association of Local Councils, Melbourne Civic Society, Nottinghamshire Association of Local Councils, People Against Intrusive Noise, (PAIN), Save Aston and Weston Village Environment (SAVE) and Protect Diseworth.

A full list of our members is available online at:

[EAST MIDLANDS AIRPORT CONSULTATIVE COMMITTEE \(EMACC\) MEMBERSHIP 2025](#)

Appendix Two: Agenda Standing Items

General Committee

- Chair's update;
- Managing Directors Report (includes Freeport update);
- Future Airspace;
- Airport update on environment, planning and community engagement.

Transport, Economic Development and Passenger Services Sub-Committee

- Customer Insight Report;
- Airport Performance Report;
- Transport Report;
- Employment, Education and Skills Report.

Monitoring, Environment, Noise and Track Sub-Committee

- Water Management update;
- PFAS (Per- and Polyfluoroalkyl Substances);
- Noise Action Plan update;
- Environment (noise) reports;
- Future Airspace update

Appendix Three: UKACCs

Since 1980, the Chairs and Secretaries of the Airport Consultative Committees (ACCs) of the larger UK airports have met annually to share experience and discuss matters of common interest. UKACCs currently has twenty-four member ACCs.

To be a member of UKACCs the ACC's airport must either:

1. have a passenger throughput of more than 600,000 passengers per annum;
2. handle more than 20,000 fixed wing aircraft ATMs per annum, which include a proportion of passenger flights;
3. be an airport of particular regional significance.

Consideration of membership for airports in 2 and 3 above is by application and such applications are subject to consideration and the approval of UKACCs.

UKACCs has agreed a two-year Indicative Work Programme to ensure the ACC community has a coordinated voice at national fora and can contribute to DfT and CAA policy development. For more information, see <https://ukaccs.org/>

In late 2025 UKACCs launched a practical guide for ACCs which complements the DfT Guidelines. It aims to provide *“practical examples and ideas aimed at facilitating effective and constructive meetings, promoting transparency and inclusiveness within ACCs. The Guide explicitly states that there is no “one size fits all” solution for ACCs and that it should not be interpreted as prescriptive requirements or official guidance. Instead, it serves as a collection of advisory concepts and illustrative examples.”*

The Guide can be found here: <https://ukaccs.org/how-accs-operate.php>



Appendix Four - Resource Links

EMACC's Terms of Reference and Constitution

<https://assets.live.dxp.maginfrastucture.com/f/73114/x/04915f1985/emacc-constitution-v5-revised-15-05-25.pdf>

EMACC's meeting schedule for 2026

https://assets.live.dxp.maginfrastucture.com/f/73114/x/afeeb7e36c/ema-2025-2026-emacc-meeting-dates_v2.pdf

EMACC's Webpage

Here you can find our papers for the General Committee and agendas for all meetings (2020 to present date). You will also find details of how you can become involved either through asking questions or attendance in person.

<https://www.eastmidlandsairport.com/community/consultative-committee/>

East Midlands Airport Future Airspace Programme

<https://www.eastmidlandsairport.com/community/future-airspace>

DfT ACC Guidance 2014

<https://www.gov.uk/government/publications/airport-consultative-committees-guidelines>

Legislation

Section 35 - Civil Aviation Act 1982

<https://www.legislation.gov.uk/ukpga/1982/16/section/35>

(Weblinks correct at time of publication)

Appendix Five - Legislative and Policy Background

Section 35 sets out the statutory requirement for most of the commercial airports in the UK to provide facilities for consultation to those affected by an airport's operations. The legislation lays down a minimum expectation that *"adequate facilities for consultation with respect to any matter concerning the management or administration of the aerodrome which affects their interests"* will be provided by an airport.

It also identifies the constituencies that an airport must consult. In very general terms, these will be airport users, certain local authorities and organisations representing community interests such as community groups.



EMACC draws its members from these constituencies. The latter two constituencies must be local to or within the "neighbourhood" of the airport.

The legislation does not specify how the required consultation happens. The word "adequate" can be problematic. This is why guidance issued by the Department for Transport becomes important. Government *"expects"* all airports *"to communicate openly and effectively with their local communities and users of the airport about the impact of their operations"*. It suggests that the best means to consult is through an ACC. However, an airport does not have to consult through an ACC.

ACCs have been around for a long time, and in their current format, at least since 1982. The DfT amended its guidance in 1987, 2003, and 2014. Each iteration of the guidance has built on the previous one, and there has been little change to the overall operation of ACCs. Though it has a different name, EMACC is EMA's ACC.

While EMACC is not a dispute resolution forum, has no decision-making powers, and is not responsible for the management or operation of EMA, it is consulted regularly by EMA.

The areas consulted on include EMA's day-to-day operations and future plans. We have a number of standing items on our agendas as can be seen in

appendix two.

There is a “good-faith” relationship between EMA and EMACC and this enables EMACC to hold EMA to account by monitoring the implementation of commitments made and challenging its performance when necessary.

The DfT Guidance states, “[a]s far as possible, [an ACC] should take a constructive role in issues, taking the opportunity to influence matters where appropriate.”



While not bound to do so, EMA may consider the views and recommendations of EMACC when it makes decisions concerning how the airport operates.



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