

FOREWORD by Andy Cliffe – Managing Director

It is 50 years this year since East Midlands Airport first opened for commercial flights and since that time the airport has grown to become an airport of national importance serving 4.5 million customers from the Midlands and establishing itself as the largest airport for all-cargo operations in the UK. This Sustainable Development Plan is our vision of how we see the airport developing over the next 20 years and updates our previous Master Plan published in 2006.



We are ambitious for the development of the airport and the region we serve. Our 4.5 million customers currently fly to around 100 destinations across Europe and North America and with 7,000 people working on site we contribute £239 million to the local economy. Our aim is to deepen the role that we play in the Midlands: driving growth through better connectivity; creating jobs and attracting investment and enabling families and couples to enjoy travel to their favourite destinations from their local airport.

Our plans set out our ambition and capability to grow to handle 10 million passengers and 1 million tonnes of freight over the next 25 years and to set East Midlands Airport as an economic powerhouse at the centre of the three cities of Nottingham, Derby and Leicester in the heart of the UK. We have recently completed a significant improvement to our facilities and aim to provide a first class customer experience for all who travel easily and quickly through our airport. We were pleased to see that recognised in our recent award as the UK Best Regional Airport for Customer Service.

As we grow, we recognise that our development brings challenges, particularly in relation to night flights. We understand those concerns and we are committed to growing the airport in a responsible and sustainable way. This Plan reduces our night noise limit by 27% taking into account our anticipated growth. We will continue to work with our airline and business partners to minimise disturbance and reduce carbon emissions. We were the first UK airport to be awarded the prestigious ISO14001 accreditation for environmental management, and we will continue to maintain that status as we grow. In 2012 we also achieved our goal to be carbon neutral for our own activities. There are further steps we will take as part of our Plan to advance our sustainability goals and ensure that we remain at the forefront of developments.

Thank you to the groups, organisations and local communities that took time to take part in the public consultation on our draft Plan. It was heartening that very many of our stakeholders supported our overall approach and offer to continue to work in partnership with us.

We hope that you find our plans to be useful and interesting and we will keep our Plan up to date and reviewed every five years. We look forward to working together to develop the airport and bring maximum benefit to our region.

INTRODUCTION

The Sustainable Development Plan sets out the strategic context for the long-term development of East Midlands Airport. The principal statement of national airport policy is the Aviation Policy Framework that was published by the Government in 2013. It recognises the benefits of aviation and its contribution to the UK economy.



UK aviation growth is supported in a framework that maintains a balance between the benefits of growth and its environmental impacts, particularly climate change and noise. The Aviation Policy Framework includes an objective to limit, and where possible reduce the number of people that are significantly affected by aircraft noise.

The national policy continues to recommend that airports produce master plans and that these are updated every five years. The primary objective of the master plan is to provide a clear statement of the approach to growth and development at the airport. The master plan does not have a statutory status but the Aviation Policy Framework is clear that they should enable the future development of the airport to be considered in the development of local plans, to provide transparency and to contribute to plans of others.

The last Master Plan was published in 2006. Since then the aviation industry and the wider economy have been the subject of major change and have been through one of the most severe recessions since the 1930's. This has had an impact on the scale and the timing of aviation growth at all UK airports. However the downturn in the economic climate has not changed our ambitions for East Midlands Airport and the East Midlands region and our determination to deliver sustainable growth in our activities.

This Sustainable Development Plan reflects the areas where we have made good progress it develops our environmental and community programmes and sets a context for developing an economic growth strategy, one that is strongly linked to our surface access strategy. The objectives for the Sustainable Development Plan are:

- Set out the long-term opportunities for the growth and development of East Midlands Airport;
- Inform the plans and strategies of others across Nottinghamshire, Leicestershire and Derbyshire;
- Set out our vision for the development of the airport site;
- Set out our plans to enable a constructive dialogue with our customers, neighbours and business partners; and
- Provide the framework for capitalising on the benefits of the airport's development and for managing and minimising local disturbance and environmental impact.

We have looked carefully at what national policy means for East Midlands Airport along with the opportunities for the aviation and transport business.

OUR AIRPORT

INTRODUCTION



We are committed to growing our business, setting out our vision and developing the airport in a sustainable way. As we work towards our vision, we are guided by our values. We recognise that it is not just what we do it is also how we do things that are important.

Our values are:

- **BRILLIANT AT WHAT MATTERS** – meeting the needs of all of our stakeholders;
- **SAFE HANDS** – operating a responsible business and safeguarding the environment;
- **WHY NOT?** – challenging conventional thinking;
- **FINGER ON THE PULSE** – understanding the needs of our business, stakeholders and neighbours; and
- **POWER OF TEAMWORK** – collectively we are stronger.

The Sustainable Development Plan sets out our vision for East Midlands Airport and the strategic context for the business. It also identifies the areas for growth and economic development as well as some of the key challenges that we face. As part of the Sustainable Development Plan we have prepared four detailed plans that set out in greater detail how we will approach and deal with future challenges and opportunities. These plans are:

- **COMMUNITY PLAN;**
- **ECONOMY AND SURFACE ACCESS PLAN;**
- **ENVIRONMENT PLAN; AND**
- **LAND USE PLAN.**

We will continue to report on our progress and in line with Government guidance we will review our plans every five years to make sure that they continue to be relevant and up-to-date.

SUSTAINABLE DEVELOPMENT PLAN SUMMARY



EAST MIDLANDS AIRPORT

East Midlands Airport was developed by the County Councils of Leicestershire, Derbyshire and Nottinghamshire and the City Councils of Derby and Nottingham. The airport opened in 1965, and in its first year handled over 118,000 passengers. By 2008 over 5.6 million passengers a year were using the Airport.



Today East Midlands Airport is:

- The 11th busiest passenger airport in the UK, in 2014 handling 4,508,000 passengers;
- The UK's largest pure cargo airport, handling 309,000 tonnes in 2014;
- The UK's major air mail hub;
- The UK's leading express freight airport, with three of the major global integrated freight airlines based at the airport; and
- The largest single employment site in Leicestershire with some 6,700 people working on the site.

The airport is in a strategic location in the centre of the UK with direct access on to the national motorway system. This is a major benefit to the development of the airport's passenger and cargo business. It is estimated that there are over 11 million people that live within a 90 minute drive of East Midlands Airport and 90% of England is within a 4 hour drive. The airport's location and its catchment area provide an opportunity for the future growth and development of passenger and cargo operations.

A NATIONAL CARGO ASSET

Aviation and the transport by air of goods as well as passengers are of national significance and economic importance. As air freight represents 43.3% of UK exports to countries outside the EU by value in 2012, according to HM Revenue and Customs, all regions of the UK including the Midlands need easy access to global air freight connectivity if they are to contribute to the Government's objectives of re-balancing the economy and promoting export-led growth.

We live in an increasingly global market place and the East Midlands region's central UK location and excellent surface access links, allied to a wide range of global freight and mail connections from EMA makes it one of the best connected parts of the UK. The airport and its transport links support the continuing activity of globally significant manufacturers such as Rolls-Royce, JCB and Toyota provide the potential to attract or develop more. The freight activity at East Midlands is significant at a national, European and inter-continental level and the airport is a major base for DHL, UPS, TNT and Royal Mail.

EAST MIDLANDS AIRPORT – FUTURE GROWTH

In recent years there have been substantial changes to the global economy and within the aviation industry. These have included the world-wide recession and the severe downturn in the UK economy. These have substantially changed the pace of growth at East Midlands as well as at other airports across the UK. As a result of the economic recovery, traffic growth has returned as the UK emerges from recession.



The airport has a strong core passenger catchment area in Nottinghamshire, Leicestershire and Derbyshire. This provides a good opportunity to develop the range and the frequency of passenger services. Increasing the range of business destinations, particularly in Europe is one of our main priorities.

The airport's traffic growth over the long-term is expected to be strong. Our traffic forecasts show that East Midlands could achieve a passenger throughput of 10 million passengers a year in the period 2030 – 2040 and a cargo throughput of 618,000 tonnes during the same period.

East Midlands Airport has significant capacity, capability and the flexibility to grow and provide the air services that the region needs. This can be achieved through the airport fulfilling its passenger and cargo potential, through increased penetration into its own and adjacent catchment areas and by making full and effective use of its existing runway and infrastructure.



SURFACE ACCESS

We are committed to delivering a good quality and reliable transport infrastructure with improved sustainable travel choices for both passengers and site employees. We will increase business efficiency by combatting the effects of congestion around the Airport and assist with the recruitment and retention of employment by making journeys easier, cheaper and more reliable.



Successful airports are accessible airports and high quality surface access links are vital for us to grow the passenger and the cargo business. High quality surface access links are also important in spreading the economic benefits of the airport in the region and they are particularly important for staff travelling to work. The Economy and Surface Access Plan seeks to manage the growth in airport-related road traffic in a responsible and sustainable way.

The Economy and Surface Access Plan seeks to encourage the increased use of public transport journeys to the airport. It also works to where possible reduce the proportion of single occupancy car journeys made by staff working on the site. Good progress has been made and our revised long-term public transport targets are to:

- Achieve 15% of passenger journeys using public transport (9% in 2013); and
- Increase the proportion of employee journeys that are made by a means other than by single-car occupancy to 35% (29% 2013).

We will continue to work with partners to develop new transport initiatives and we will report on the progress towards our targets.

The private car will continue to be the primary mode of airport access, but we will continue to encourage wider public transport use and work to develop the network of bus routes and services. This will include increasing the frequencies on the Skylink network to Derby, Nottingham, Leicester, Loughborough and Long Eaton, as well as looking to develop new services to Ilkeston, Coalville, Shepshed Ashby, Swadlincote, Burton and to the rural areas to the south of Nottingham.

We will continue to work with the train operators and Network Rail to encourage the better use of East Midlands Parkway Station and the wider network of rail connections. We will also work with our regional partners to help secure the maximum transport and economic benefits of High Speed Rail for our region.

ENVIRONMENT

We will make the best use of natural resources and minimise the environmental impact of our operations.



There are a range of environmental impacts of the airport's operations and development. These include:

- The operation and development of the airport itself including aircraft movements and aircraft maintenance;
- Aircraft support services such as catering, fuelling and cleaning;
- Fleet vehicle operations and maintenance;
- Cargo handling;
- Terminal operations including retail, catering and cleaning;
- Building management such as heating, lighting and toilets within the terminals offices and other buildings;
- Estates management and grounds maintenance; and
- Passenger and staff travel to and from the airport.

We have a proven track record of assessing, understanding and managing the airport's impact on the environment. We have adopted the best practice approach to environmental management and continue to be certificated to the ISO 14001 standard.

We will continue to work to reduce our greenhouse gas emissions by being more efficient in our use of energy and by obtaining energy from renewable sources. We will seek to reduce our energy demand by 10% over the next 5 years.

Although aircraft operating today are quieter than they once were, we recognise that for some people, particularly those living closest to the airport, noise will always be an important issue. We have set a new noise envelope within which aircraft noise will not exceed a set level. This new noise envelope represents an improvement of 27% on the previous limit.

We will also continue to ensure that the airport remains within local air quality limits and continue to undertake on-site air quality monitoring.

COMMUNITY

By building enduring relationships with our local communities, we will seek to understand the issues that are important and to use our combined skills and resources to work together for our mutual benefit.



We know that the Airport has an impact on the local area and that generally the negative effects are felt locally and the positive benefits are spread over a wider area. We will continue our proactive approach to working with our local communities so that we can better understand their needs and their concerns. The priority areas for our Community Plan are:

- Community engagement;
- Managing local impacts;
- Investing in the local community;
- Education and employment; and
- Employee engagement.

We are committed to reporting openly, honestly and on a regular basis about the work that we do. We will continue to hold Outreach Events in the local community, as well as providing regular communications such as the Community Flyer. We will continue to attend local community meetings and forums to discuss our operations and the work that we do.

The airport will continue to run a Sound Insulation Grant Scheme to provide support to people who are most exposed to aircraft noise at night.

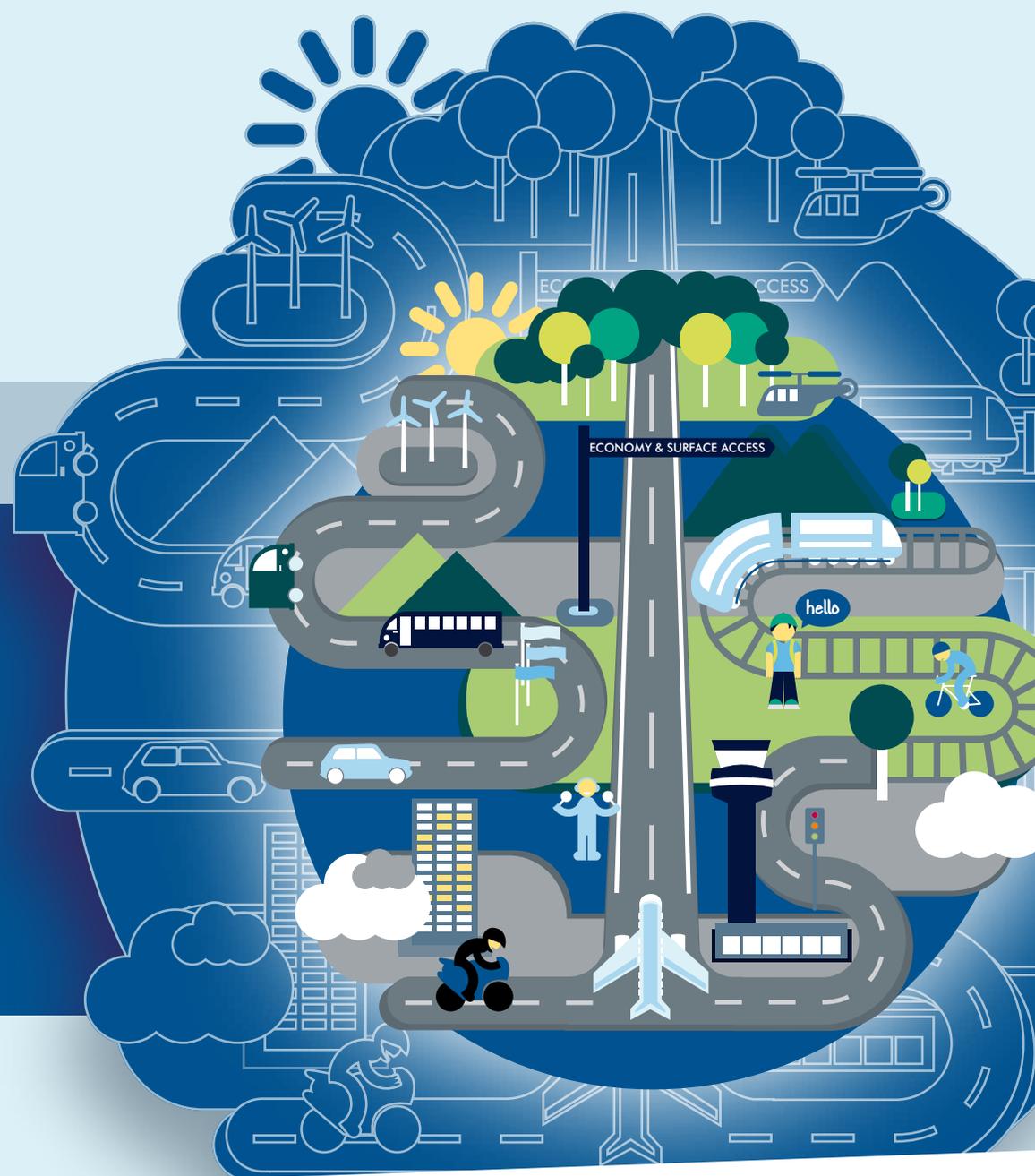
Because we are not able to completely mitigate all of the effects of the airport's operations, it is essential that as a major local business we contribute to local community projects. We will continue to provide a minimum annual contribution of £50,000 to the airport's Community Fund and we will work with local groups and our business partners on projects in the local area.

Our education and employability programme is recognised by Business in the Community. We will continue to provide visits to Aerozone, further develop our work experience programme and develop the Airport Academy to be an even more valuable resource to help job-seekers into employment.

We encourage our colleagues to engage in our community activities. This has many benefits and helps develop new skills. We will achieve a minimum of 23% of our workforce actively involved in volunteering, rising to a long-term target of 30%.

ECONOMY AND SURFACE ACCESS

SUSTAINABLE DEVELOPMENT PLAN 2015



INTRODUCTION



The Sustainable Development Plan sets out the high-level strategic objectives for the growth and development of East Midlands Airport. It is supported by four detailed plans that cover:

- Community;
- Economy and Surface Access;
- Environment; and
- Land Use

This Economy and Surface Access Plan is intended to:

- Identify how the airport can support the sustainable growth of the local, regional and national economy;
- Set out how the airport can capitalise on the economic strength of transport, distribution and logistics and the strength of the employment cluster in the local area;
- Set out a policy for the promotion and development of surface access at East Midlands Airport that is integrated with the Land Use, Community and Environment Plans;
- Provide up-to-date input into various long term plans including the North West Leicestershire Core Strategy Local Plan, Highways England Route Based Strategies, Local Transport Plans, Network Rail route studies and Local Enterprise Partnerships; and
- Provide guidance and information to the airport users, occupiers, developers, statutory agencies and the local community.

This Economy and Surface Access Plan sets out the ambitions and the opportunities for the airport in the light of the current activity, the national economic prospects, changes in airline operations and the prospects for future growth. The Sustainable Development Plan documents were published as drafts and circulated for comment in spring 2014. This provided an opportunity for a wide range of stakeholders to contribute to the Plan and let us have their views. We are grateful to all those who responded and took the time to look at our plans.

It is intended to keep the Sustainable Development Plan and its supporting documents under review so that they remain relevant and reflect the evolution and the development of East Midlands Airport. This will follow the guidance in the 2013 Aviation Policy Framework and the review will be undertaken at least every five years.

OVERVIEW

In 2014 East Midlands Airport handled over 4.5 million passengers and around 309,000 tonnes of cargo. Passenger numbers peaked in 2008 when there were 5.6 million. There has been some growth in the volume of cargo transported over recent years. The airport is in a strategic location in the centre of the UK with direct access on to the national motorway system (M1/A42/M42).



This is a major benefit to the development of the passenger and the cargo business. There are 11.6 million people that live within a 90 minute drive of East Midlands Airport. This is more than any other airport in the Midlands.

East Midlands Airport is located around 14 miles from Nottingham city centre, 14 miles from Derby and 19 miles from Leicester, with the towns of Loughborough and Long Eaton being 10 and 9 miles away respectively. It is a unique airport in the UK in that it is the only airport that serves in relatively equal proportions, three key cities in opposite directions.

CAA survey data for 2013 shows that the airport's biggest passenger catchment is Nottinghamshire with 16% followed by Derbyshire 14% and Leicestershire with 12%.

CAA Survey 2013 – EMA catchment	%
Nottinghamshire County	16%
Derbyshire County	14%
Leicestershire County	12%
South Yorkshire	8%
Lincolnshire County	6%
Staffordshire County	5%
West Midlands	5%
Northamptonshire County	3%

The airport is very well connected by road, with direct access to the M1 and A42 and very close to the A453, A50 and A52. There is a 24-hour a day, 7 day a week bus network connecting the airport to Derby Bus Station, Derby Train Station, Nottingham Broadmarsh Bus Station (with a five minute walk to Nottingham Train Station) and Nottingham City Centre, Leicester St Margaret Bus Station, Long Eaton and Long Eaton Train Station and Loughborough town centre. There is no direct rail link but the airport is well connected to rail via the Skylink network of buses. East Midlands Parkway rail station is approximately 6 miles away.

Whilst improving the public transport network remains a key priority, the need for accessibility through the highway network continues to be important, particularly for cargo and freight distribution. Targeted and focussed local improvements to the strategic road network are important areas for development, both to protect access to the airport site and also to manage the growth in non-airport traffic.

OVERVIEW



AIRPORT PASSENGER GROWTH

The airport has the ability and the capability to achieve stronger growth than anticipated in the Department for Transport's and the Airports Commission forecasts. The airport's share of passenger traffic from its core catchment area (Nottinghamshire, Leicestershire and Derbyshire) has been growing. This has been as a result of the development of low-cost passenger services to destinations not offered at competitor airports. This provides an opportunity for East Midlands Airport to further increase the penetration into its own regional catchment as well as increasing penetration in neighbouring catchments of the West Midlands and South Yorkshire. A review of the forecasts undertaken as part of the preparation of the Sustainable Development Plan show that the airport could achieve a passenger throughput of 10 million passengers a year in the period 2030 -2040. Further details of the airport's passenger and cargo forecasts can be found in the Land Use Plan, which is part of the Sustainable Development Plan.

FREIGHT GROWTH

A review of the airport's cargo forecasts has also been carried out. This assumes growth in the UK's total air freight demand, doubling from 2012 levels (2.3 million tonnes) to 4.4 million tonnes by 2040 (combined annual growth rate of 2.3%). It also assumes that East Midlands Airport's cargo throughput is continued to be carried on dedicated freight aircraft, and also that the integrated freight market will grow at a faster rate than the traditional freight market. The forecast for future cargo tonnage is for some 618,000 tonnes in 2035 and some 700,000 tonnes in 2040.

FREIGHT

The airport's location and its accessibility is also the key to the success and the future growth of the air cargo market. East Midlands Airport is the main UK base for DHL and UPS, along with significant operations by TNT. It is also the major mail airport in the UK. The express freight and mail operators provide a range of UK and international delivery services carrying a wide range of items and products that are almost exclusively for business customers. The express freight operators provide an international next-day delivery service. This relies on the excellent surface access connectivity (90% of England and Wales is within a 4 hour (55mph) truck drive away from East Midlands Airport) along with the ability to operate aircraft at night.

There are in the region of 500 HGV movements to and from East Midlands Airport every day. However because of the nature of the freight hubs at East Midlands Airport, with pure-freight aircraft flying overnight, the vast majority of these vehicle movements take place very late at night (normally after 9pm) and very early in the morning (between 2am and 5am) and as such have no impact on peak motorway traffic levels.

ECONOMIC PLAN

We aim to maximise our economic contribution to the East Midlands region, whilst always maintaining a fair and respectful relationship with our supply chain and business partners.



The East Midlands is the 9th largest regional economy in the UK¹ with a headline GVA of around £81bn. This is some 6% of the UK's total GVA. The East Midlands region is a significant base for UK manufacturing and a greater proportion of the region's economic output comes from manufacturing than any other country or region in the UK (16%)².

The East Midlands region is a significant base for the UK manufacturing industry. In 2012 16% of the region's GVA was generated by the manufacturing sector. This is the largest proportion of any UK region or county. In terms of its spatial distribution, the East Midlands is an unusual region, this is because most regions are dominated by a single (or at the most two) cities or city-regions. The East Midlands is different with three regional cities of similar economic significance, Nottingham, Leicester and Derby. East Midlands Airport sits almost equidistant between the three cities.

There are major multinational companies with bases in the East Midlands and these include Caterpillar near Leicester, Toyota near Derby which exports 80% of the vehicles that it makes; Bombardier – the UK's sole manufacturer of locomotives and rolling stock; Rolls Royce who design and manufacture aircraft engines; and JCB which has its major manufacturing base and global headquarters at Rocester near Uttoxeter. Over 500 automotive manufacturers are based in the East Midlands region, making the automotive supply chain one of the strongest in Europe³.

Tourism is an important economic sector in the region. Domestic tourism dominates the number of visitors with approximately 8 UK visitors to 1 international visitor. However the balance, in terms of spend is more even, with international visitors spending around £400 per visit compared to £140 per visit for domestic tourists. Air services are therefore central to driving the international visitor economy⁴.

There are two Local Enterprise Partnerships in the region, Leicester & Leicestershire Enterprise Partnership and D2N2 Local Enterprise Partnership. The Leicester & Leicestershire Enterprise Partnership area has a population of almost one million with an estimated GVA of £19.4bn. The Leicestershire economy is relatively diverse however there is a nationally significant strength in logistics and transport. The Leicester & Leicestershire Local Enterprise Partnership's Strategic Economic Plan aims to create 45,000 new jobs, lever £2.5bn of private investment and increase GVA by £4bn from £19bn to £23bn. The airport and its surrounding area is one of five Growth Areas (the East Midlands Enterprise Gateway) in the Local Enterprise Partnership's Strategic Economic Plan.

¹ Office for National Statistics Regional Profiles: Economy – East Midlands, 2012.

² Office for National Statistics Regional Profiles: Economy – East Midlands, 2012.

³ York Aviation LLP 2011.

⁴ York Aviation LLP 2011.

ECONOMIC PLAN



The D2N2 Local Enterprise Partnership area covers Derby, Derbyshire, Nottingham and Nottinghamshire. It is one of the largest Local Enterprise Partnership areas in England and has a population of more than two million people and an economic output of nearly £40bn. The D2N2 area has particular strength in export-intensive industries, which is in the top 25% of Local Enterprise Partnerships nationally. The D2N2 Strategic Economic Plan targets the creation of 55,000 new jobs in D2N2 by 2023.

The Leicester & Leicestershire Strategic Economic Plan identifies the five Growth Areas within Leicestershire. The East Midlands Enterprise Gateway is centred on the airport. This recognises the unique central location for air passenger, air cargo, rail and road transport along with their key support activities. There are several businesses that are driving economic and employment growth. These include the airport, Donington Park, Marks & Spencer (at the East Midlands Distribution Centre to the north of Castle Donington) and DHL on the airport site. Proposals are also being developed for a major Strategic Rail Freight Interchange immediately to the north of the airport within the Enterprise Gateway area.

The East Midlands Enterprise Gateway already sustains some 10,000 jobs and it has the potential to create a further 16,000 jobs over the next 20 years. In addition there will be further jobs created within the supply chain and in local services. This will provide a major boost to the local and regional economy. The East Midlands Enterprise Gateway also offers an opportunity for a substantial shift in the range and frequency of public transport services. This is due to the increased number of people working in the local area.

East Midlands Airport is the largest employment site in Leicestershire outside the City of Leicester. In 2013, 6,730 employees were based on the Airport site, employed by 90 companies. Passenger related employment provides the largest proportion of airport jobs (45%), with Cargo at 36%. Airport employees live in the local area with 42% living in Derbyshire, 23% living in Leicestershire and 24% living in Nottinghamshire⁵.

The largest number of airport employees live in the district of North West Leicestershire, with around 1 in 47 of the working population in the district working at the airport. This is closely followed by South Derbyshire where 1 in 66 of the working population in that district work at the airport. In Erewash 1 in 80 of the working population are employed on the airport site. In addition 15% of airport based employees live in Derby City, 15% live in North West Leicestershire, 11% in South Derbyshire and 10% in Erewash. 4% live in Nottingham City and 2% live in Leicester City.

It is important to also recognise the range and the type of jobs that are available on-site at East Midlands Airport. These jobs include the highly skilled – pilots, air traffic controllers, maintenance engineers through to retail and catering, fire service and security. There are also a wide range of jobs in the airport's support activity – cargo, hotels and also a range of professions and occupations in companies that are based at Pegasus Business Park. The largest on-site employer is DHL with 1,575 staff in 2013.

⁵ Data corrected to match Postcodes to Local Authority areas.

OUR ECONOMIC IMPACT

ECONOMIC PLAN



The airport provides an important stimulus to the local and the regional economy. The economic impacts of the airport can be categorised as:

- **DIRECT EMPLOYMENT AND GVA** – Employment and GVA that is wholly or largely related to the operation of the airport and generated within the Airport Operational Area or within the immediate vicinity. Businesses in this category include the Airport Company, airlines, handling agents, control authorities, cargo operators, hotels and on-site offices (including the Pegasus Business Park);
- **INDIRECT EMPLOYMENT AND GVA** – Employment and GVA that is generated in the chain of suppliers of goods and services to the direct businesses in the Operational Area. This may include utilities, retailing, advertising, cleaning, business services and construction; and
- **INDUCED EMPLOYMENT AND GVA** – Employment and GVA that is generated by the spending of incomes that have been earned in the direct and the indirect activities.

SUSTAINABLE DEVELOPMENT PLAN ECONOMY AND SURFACE ACCESS



REGIONAL ECONOMIC IMPACT

Research into the economic and social impact of the airport has shown that including indirect and induced impacts, East Midlands Airport generates some £239m of annual GVA in the region⁶.



The district of North West Leicestershire (in which the airport is located) has 25% of its workforce employed in distribution, transport and logistics. This is a substantial local strength compared with the national average of 9%.⁷

UK air cargo grew rapidly during the 1980's and 1990's and has stabilised over the last 10 years. Overall the UK has more air freight imports than exports, with very little domestic freight. Mail is the principal domestic air cargo. The principal routes for air freight in and out of the UK are the trans-Atlantic routes to the United States and also routes to the major Asian economies. In the UK, express freight has grown over the last decade, both in total and as a proportion of air cargo and it is estimated that express freight represents 25% of the total UK air cargo market. The UK's principal express freight airports are East Midlands Airport and London Stansted Airport.

There are a small number of express freight operators. These are global businesses, four of which have operations in the UK (DHL, FedEx, TNT and UPS). Between them they directly employ 38,000 people and indirectly support almost 82,000 UK jobs. They are responsible for over 95% of the UK's daily international courier and express shipments⁸.

Gross Value Added Impacts	East Midlands Airport in the East Midlands Region
Direct On-Site	£153m
Direct Off-Site	£0
Direct Total	£153m
Indirect	£43m
Induced	£43m
Regional Impact	£239m

The express freight sector is important to the UK and it is estimated to contribute some £2.3bn to UK GDP (2010) and to enable £11bn of UK exports annually. Express services are used by a number of sectors of the economy but are used primarily to achieve the next-day delivery of goods and of documents, allowing UK businesses to compete in the global market. These services have to be provided by air. Next-day deliveries are part of 'just-in-time' production systems and reduce the high cost of warehousing and enable businesses to achieve rapid, time-definite delivery of high value goods and documents across the world. Although the value of export shipments by the express freight operators is substantial, they do underestimate the true value of the goods carried. This is because they can be, for example, essential spare parts for a manufacturing process with a sale price of a few hundred pounds but without the part, lost production could carry costs of thousands or millions of pounds.

⁶ York Aviation. 2011.

⁷ Leicester & Leicestershire Local Enterprise Partnership. 2013.

⁸ Association of International Courier and Express Services (AICES) submission to the Airports Commission – Discussion Paper 2: Aviation Connectivity and the Economy 2013.

REGIONAL ECONOMIC IMPACT



Maintaining a network of international connections is vital to UK business and to the UK economy. Surveys undertaken by Oxford Economics have shown that 80% of the UK businesses surveyed stated that their business would be badly affected if international next-day deliveries were no longer available⁹. UK businesses are more dependent on express services than those based in continental Europe. In part this is due to the UK's success in attracting foreign inward investment and may also reflect the fact that the UK is an island. These businesses operate with international supply chains that also include just-in-time inventory systems. These processes rely heavily on express freight services. In their research Oxford Economics¹⁰ concluded that, should next-day delivery services not be available in the UK, then UK GDP would be reduced by £3bn annually. This is due to the disruption to the logistics network and the adverse effects on business investment.



As the express freight operators' product is next-day or guaranteed delivery, in the UK packages are generally collected at the end of the business day for delivery early the following day. For this schedule to succeed, the main part of the delivery and transportation process needs to take place during the night. Night flights will always be vital to UK express freight services and this is provided at East Midlands Airport.

Connectivity and capacity is essential for the air cargo industry, in particular the express freight operations. In air freight terms, this connectivity is expressed as the ability to source and deliver goods in a manner that enables the UK operations to be competitive with their services elsewhere in Europe. This requires available airport runway capacity, a central geographic location, a full 24hr operation, good access to labour excellent surface access connections across the UK and land available for expansion. These key strengths are available at East Midlands Airport and are the reasons for the establishment of the express freight operations. These strengths at East Midlands Airport also provide a substantial opportunity for future growth.

The airport works to be a responsible and a considerate neighbour, carefully considering the needs of local communities whilst making a positive contribution to regional economic development. A proactive education and employment programme is in place and it will be developed to target the benefits of local employment and to support the education of the airport's future workforce. The education programme with local schools focusses on work experience, particularly the world of work and the breadth of opportunities that are available. Further details of the airport's community programme are included in the Community Plan, part of the Sustainable Development Plan.

⁹ The Economic Impact of Express Carriers in Europe: United Kingdom. Oxford Economics 2011.

¹⁰ Response to the Department for Transport's Night Flights Consultation. Oxford Economics 2013.

REGIONAL ECONOMIC IMPACT



The Airport Academy opened at East Midlands Airport in June 2013. It has been established to provide a service to individuals in the local community who are looking for work at the airport. By establishing the Airport Academy in partnership with Stephenson College and Jobcentre Plus, the airport is able to provide a tailored recruitment service to on-site employers as well as a pre-employment training and recruitment service to local job seekers. The Academy is based within the Aerozone and its location and space requirements will be kept under review. Many attendees and beneficiaries of the Academy rely heavily on public transport to access both courses offered and the opportunity of potential employment on the airport site. This is particularly true for areas of higher social and economic deprivation such as wards within Coalville and Swadlincote as well as parts of Nottingham and Leicester.

Market research undertaken by the Civil Aviation Authority (CAA)¹¹ as part of its consultation on Information Powers found that the cost and convenience of getting to an airport was selected as a key reason for choosing an airport over other local options by 55% of respondents. This makes surface access a crucial part of the consumer journey, ranked second in the CAA research (by only 1%) to the availability of flight routes which was chosen by 56% of respondents. People need to be connected to infrastructure in order to use it and for the economic benefits of aviation to be realised.

There is a clear relationship between the quantity and quality of transport infrastructure and the level of economic development. When transport systems are efficient, they provide economic and social opportunities and benefits that result in positive multiplier effects such as better accessibility to markets, employment and additional investments. When transport systems are deficient in terms of capacity or reliability, they can have an economic cost such as reduced or missed opportunities and lower quality of life.¹²

¹¹ CAP 1037: Better information about UK aviation, consultation on the CAA's new publication duties. May 2013.

¹² Transportation and Economic Development Authors: Dr. Jean-Paul Rodrigue and Dr. Theo Notteboom published 2013.

REGIONAL ECONOMIC IMPACT



The economic impacts of transportation can be direct, indirect or related:

- **DIRECT IMPACTS** (also known as induced) the outcome of accessibility changes where transport enables employment, added value, larger markets and enables to save time and costs.
- **INDIRECT IMPACTS** the outcome of the economic multiplier effects where the price of commodities, goods or services drop and/or their variety increases. Indirect value-added and jobs are the result of local purchases by companies directly dependent upon transport activity. Transport activities are responsible for a wide range of indirect value-added and employment effects, through the linkages of transport with other economic sectors (e.g. office supply firms, equipment and parts suppliers, maintenance and repair services, insurance companies, consulting and other business services).

- **RELATED IMPACTS** the outcome of economic activities and firms partly relying on efficient transport services for both passengers and freight. For instance, the steel industry requires cost efficient import of iron ore and coal for the blast furnaces and export activities for finished products such as steel booms and coils. Manufacturers and retail outlets and distribution centres handling imported containerized cargo rely on efficient transport and seaport operations.

Economies that possess greater mobility are often those with better opportunities to develop than those with scarce mobility. Reduced mobility impedes development while greater mobility is a catalyst for development. Mobility is therefore a reliable indicator of development.

OTHER DEVELOPMENTS IN THE ENTERPRISE GATEWAY AREA



The M&S Distribution Centre is part of the East Midlands Distribution Centre site just north of Castle Donington. There are expected to be around 1,400 employees at this site and at peak times of the year this could increase to 2,000, with two main shift times operating at 6am-2pm and 2pm-10pm.

Plot 2 of the East Midlands Distribution Centre (900,000 sq ft) at Castle Donington is now being promoted for logistics, distribution and transport uses. The main access to the site would be similar to M&S with vehicles accessing from the A50 to the north.

A planning application for the Park Lane development at Castle Donington, comprising around 900 dwellings, primary school, public house, employment land and a western relief road (bypass) has been approved by North West Leicestershire District Council. When constructed, the bypass will connect with Back Lane to the north and Castle Donington Road to the south.

There do not appear to be any improvements proposed along the A453 or at J23A, J24 or J24A as part of this development. Local highway improvements are proposed towards Sawley Interchange on the A50 and a contribution proposed towards traffic management in Castle Donington.

The area immediately to the west of M1 J24 and north of the Airport has been identified as a potential Strategic Rail Freight Interchange and is a Transformational Priority in the Leicester & Leicestershire Enterprise Partnership's Strategic Economic Plan. The promoter

Roxhill has developed and submitted plans to deliver this distribution centre with a rail terminal capable of providing up to 6 million sq ft of large scale warehousing on land immediately north of East Midlands Airport.

The development potentially includes an upgrade of the M1 Junction 24, improvements to the A50-M1 link and a new access junction off the A453 incorporating a Kegworth Bypass. The development would include a branch to the south off the Nottingham to Willington railway line. A planning application to the Planning Inspectorate was made in 2014. If it receives planning permission, the East Midlands Gateway has the potential to almost double the number of people working within the East Midlands Enterprise Gateway area. Around 6,000 employees are anticipated to be working at the Strategic Rail Freight Interchange once it is fully operational. Should consent be granted for the Strategic Rail Freight Interchange the increased volume of employment should provide an opportunity for more use of the existing public transport network as well as the potential for additional bus services.

SURFACE ACCESS PLAN

East Midlands Airport is committed to delivering a good quality and reliable transport infrastructure with improved sustainable travel choices for both passengers and site employees. It is intended to increase the efficiency of the business by combatting the effects of congestion around the airport and assist with the recruitment and retention of employment by making journeys to and from the airport easier, cheaper and more reliable.



Good surface access is a key element in the decisions of airlines and their passengers to use a particular airport. It is also central to ensuring that employers based on the airport site have access to a diverse range of employees and that residents living in the towns and cities near the airport have access to jobs.

The Surface Access Plan seeks to manage the growth in airport-related road traffic in a responsible and in a sustainable way. This is because of:

- The need to manage emissions from airport-related road traffic – CO₂ and emissions that contribute to local air quality;
- Increasing congestion on the strategic road network, particularly the M1 and the A42;
- Other major developments in the local area; and
- National and local policy to encourage travel by the most sustainable mode.

The Surface Access Plan has been reviewed and it sets out the airport's proposals in more detail.

Given the airport's rural location the private car will continue to be the primary mode of airport access. However the airport will continue to develop its Surface Access Plan to reduce levels of airport-generated road traffic (per passenger) and to continue to encourage and invest in the use of public transport as a mode of access. A number of local highway and public transport improvements are planned that could result in improved access to the airport.

SURFACE ACCESS PLAN



MODE SHARE TARGETS

Mode share targets were set in the 2006 Master Plan. They were to reduce employee single occupancy car use to 70% by 2016 and to increase passenger access by public transport to 10% by 2016. These targets were in the context of passenger numbers growing to 10 million passengers per annum in this period, and a cargo throughput of 1.2 million tonnes being handled by the airport each year.

Although the passenger and cargo throughput levels are substantially behind those forecast in 2006, the airport is already very close to achieving the 2016 modal share targets, with employee single occupancy car use of 71% in 2012 and passenger modal share of 8% according to the CAA 2013 survey. However it is important to note that mode share for both passengers and employees has been fairly stable for the past few years, and that without a significant step change in the provision of public transport services, there are unlikely to be any substantial increases in mode share. However, it should be possible to achieve small incremental improvements in mode share particularly for the employment market should key initiatives be introduced that encourage a behavioural change.

The success of travel planning depends on capitalising on the benefits of economies of scale, more destinations and increased frequency.

EMPLOYEE MODAL SHARE

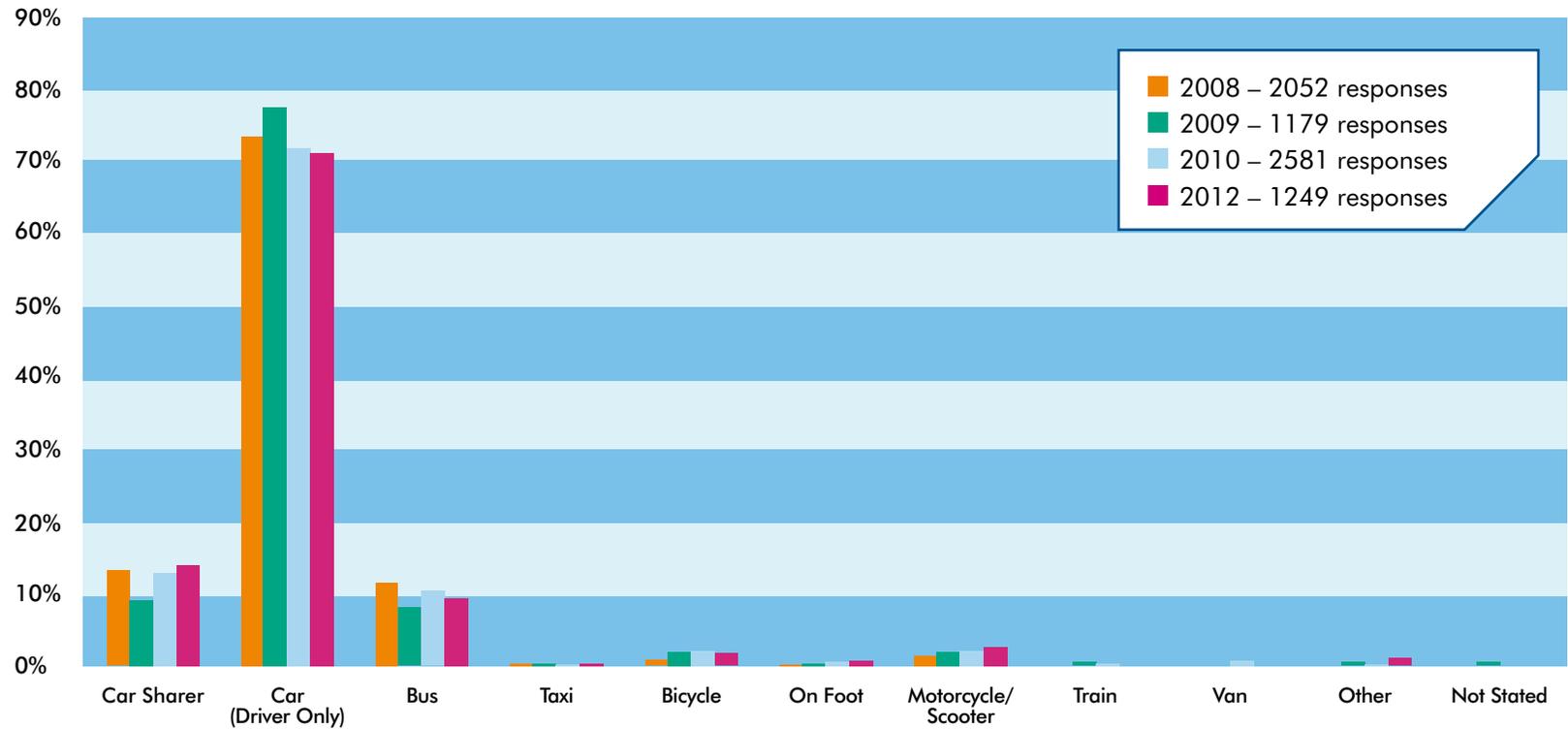
For the past 10 years the airport has conducted an annual Travel to Work survey in order to monitor progress against committed targets to improve sustainable mode share. Mode share has improved incrementally over this period and as the trend-line is very stable it was decided that these surveys would then take place every two years in future. In summer 2012 face to face field research was undertaken across the airport, interviewing 1,249 members of staff from across approximately 80 employers on the site, representing a statistically valid 20% response rate.

Of those interviewed, 30% came from Derbyshire, 25% from Leicestershire, 16% from Nottinghamshire and 2% from Staffordshire. In addition 9.3% live in Derby City and 8.8% live in Nottingham City.

The results of the 2012 survey showed a continuation of the stable trends over past years, with single occupancy car use of 71%. The target is 70% single occupancy car use. The sustainable modal share split is 9.4% bus use, 13.9% car share and 1.6% cycling.

SURFACE ACCESS PLAN

EMPLOYEE MODE OF TRANSPORT USED TO TRAVEL TO WORK BETWEEN 2008 AND 2012



	Car Sharer	Car (Driver Only)	Bus	Taxi	Bicycle	On Foot	Motorcycle/Scooter	Train	Van	Other	Not Stated
2008	13.1%	73.2%	11.5%	0.2%	0.7%	0.1%	1.2%	0.0%	0.0%	0.0%	0.0%
2009	9.1%	77.3%	8.0%	0.2%	1.9%	0.2%	1.9%	0.5%	0.0%	0.4%	0.4%
2010	12.9%	71.5%	10.2%	0.1%	2.0%	0.4%	2.1%	0.2%	0.5%	0.1%	0.0%
2012	13.9%	71.0%	9.4%	0.2%	1.6%	0.5%	2.6%	0.0%	0.0%	0.9%	0.0%

SURFACE ACCESS PLAN



When looking at trends over a longer period of time it is clear that despite ups and downs which can be attributable to statistical anomalies, economic highs and lows, and changing employment trends, there is a definite improvement in the number of employees using sustainable modes of travel over the decade. Single car occupancy has declined from 79% in 1999 to 71% in 2012, which means a related growth in sustainable travel modes from 21% in 1999 to 29% in 2012. In particular bus usage has shown a dramatic improvement, rising from around 3% in 1999 to around 10% in 2012.

Car sharing has stayed broadly the same with around a 13% take-up rate across the decade and cycling remains below 2% of total modal share. However when looked at terms of numbers of commuters rather than in percentage terms, the growth is more significant, as employment numbers have grown from 5,266 employees in 1999 to 6,730 employees in 2013.

This means also that in real terms cycling has increased from around 74 commuters to around 107 commuters. Bus users have increased from around 174 to around 633, and car sharers have increased from around 700 to around 935. This means that on an average working day, there are around 1,200 less cars on the road twice a day than if the airport was not actively promoting and encouraging sustainable travel.

These improvements, particularly in bus mode share, have been as a result of the implementation of a clear strategy of improving bus services to ensure that they are fit for purpose for both employees and passengers at the airport, as well as ensuring a high quality of product quality, reliability and marketing.

The airport has achieved these results through the very strong partnerships that it has built over the past decade with local authorities, transport providers, funding agencies and the members of the Transport Forum.

Whilst mode share has levelled-off over the past few years, it is important to keep promoting the services that have been developed. The advances made over the past decade, as well as modest growth in sustainable mode share, are achievable through ongoing promotion and marketing, as well as the implementation of initiatives that continue to encourage behavioural change. Such initiatives include offering interest-free loans for employees to purchase annual bus tickets and finding ways to reward employees financially for not using their car parking space. The real cost of providing car parking (maintenance, lighting, security, rates and taxes etc.) is estimated to be around £800 a year and by not using a staff car parking space, land is freed up for other uses such as passenger car parking. It is proposed to incentivise non-car use by 'sharing the savings' with employees, giving a real incentive to leave their car at home.

Significant growth in mode share will only be possible in the event that there are real improvements to the public transport network, which may be achieved through improvements proposed by local developments taking place near the airport. The airport will continue to build on the strong partnerships that already exist as well as developing partnerships with new employers in the area to ensure that the benefits of an increased number of businesses and employees in the area can fully contribute to improved public transport services.

SURFACE ACCESS PLAN



EMPLOYEE MODE SHARE

- Should there be significant improvements in bus routes, frequencies and operating hours, it may be possible to achieve an employee mode share of 65% Single Occupancy Car use by the time a passenger throughput of 10 million passengers is reached. Key partners have agreed that the sustainable travel targets are challenging, however such targets will be reviewed every 5 years by the airport's Transport Forum. Should they be met earlier than forecast, further stretching targets would be set.
- However should developments in the public transport network not take place, it will still be possible to achieve modest growth in sustainable modal share, by implementing initiatives that would encourage behavioural change.



SURFACE ACCESS PLAN



PASSENGER MODE-SHARE

Good progress has also been made towards achieving the target for passenger mode share. Every three or four years the CAA (Civil Aviation Authority) independently carries out surveys of the airport's passengers in a number of areas including mode of access to the airport.

The following table and chart use this CAA survey data to show progress made towards achieving the target of 10% of passengers using a mode other than a car. The period between 2003 and 2015 has seen significant improvements in bus services and enhanced rail connections. As a result we have seen a sharp increase in passenger sustainable mode share, with use of local bus services increasing from around 2% to 8%. Sustainable surface access currently reduces passenger CO₂ emissions by 1,200 tonnes in absolute terms compared with what it would be if those passengers making use of public transport had travelled by car. If all passengers had made use of sustainable transport options, there would have been a reduction of 11,200 tonnes of CO₂, or 35.8%. The airport's direct CO₂ emissions are reported annually in the M.A.G Corporate Social Responsibility Report.

Whilst a significant improvement in mode share has been achieved over the past 10 years, it would appear that growth in sustainable modes for passengers has levelled off following initial increases established as a result of the significant investment in 24/7 bus services.

Significant growth in mode share will only be possible in the event that there are real improvements to the public transport network, which may be achieved through improvements proposed by local developments taking place near the airport.

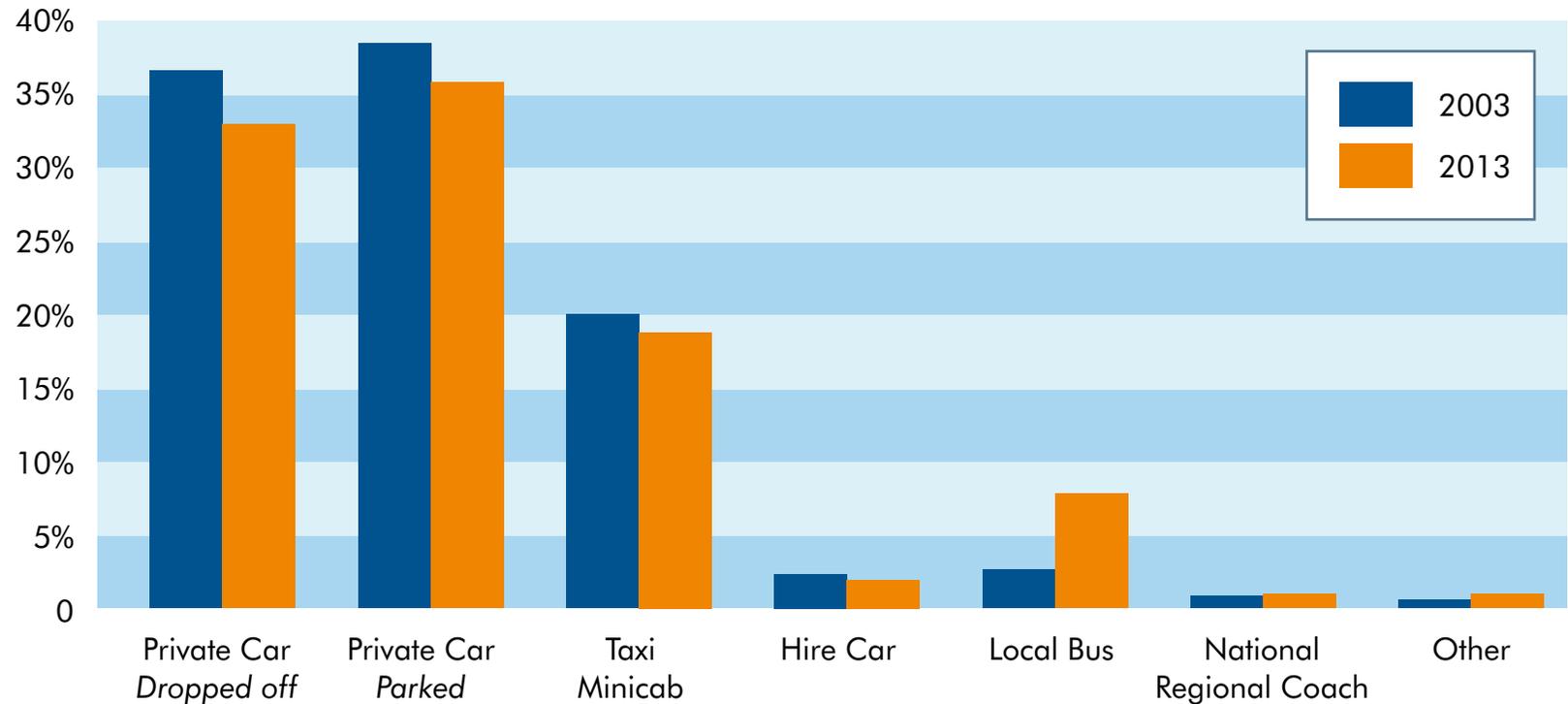


PASSENGER MODE SHARE

- Should significant improvements in bus routes, frequencies and operating hours be achieved, it may be possible to achieve a modal share of 15% public transport use by airport passengers. We will remain committed to developing public transport services to the airport and will work to achieve these higher levels of public transport usage. Key partners have agreed that our public transport targets are challenging, however such targets will be reviewed every 5 years by the Airport's Transport Forum. Should they be met earlier than forecast, further stretching targets will be set.
- In addition to monitoring public transport usage to East Midlands Airport, we will continue to report against these objectives at the Airport Transport Forum and to our Independent Consultative Committee. We will also report progress towards meeting our targets to key stakeholders through the annual East Midlands Airport Community Investment Report and the M.A.G Corporate Social Responsibility report. In addition the airport will report every two years on the delivery of the Sustainable Development Plan.

SURFACE ACCESS PLAN

PASSENGER MODAL CHOICE GRAPH



It is encouraging to note that the 'private car dropped off' mode has decreased slightly from 36% to 33% over the past decade. While sustainable modes of travel may not be possible or convenient for all passengers, passengers are encouraged to park rather than be dropped off, as every parked car creates two journeys, while passengers dropped off and then picked up create four journeys.

This trend is likely to be as a result of economic factors, as passengers become more cost conscious and ask for favours from friends and family rather than pay for car parking.

SURFACE ACCESS PLAN



PARTNERSHIP WORKING

East Midlands Airport has built up strong partnerships over the past decade with a number of partners including local authorities, transport operators, travel and transport groups, and it is through these partnerships that we have delivered many of the improvements seen over the past decade. The airport will continue to work in partnership with others through its Transport Forum and other forums to where possible increase opportunities for improving the public transport network and infrastructure. The airport is also represented on the Leicester and Leicestershire Transport Advisors Group – the advisory group to the LLTEG (Leicester and Leicestershire Transport Executive Group) who advise the Leicester and Leicestershire Transport Board who have responsibilities for identifying potential measures for transport investment and distributing funding for major schemes.

Local Enterprise Partnerships have become increasingly important in recent years and we will continue to work with them to deliver high levels of accessibility and access to employment.

The airport will continue to work closely with Highways England and its management subcontractors as well as local highway authorities, in particular Leicestershire County Council who manage the roads nearest the airport.

We will continue to build working relationships and partnerships with other large employers within the East Midlands Enterprise Gateway area. Relationships have already been forged with the new M&S Distribution Centre. Working together will mean that we are jointly able to capitalise on the critical mass that so many large employers in one geographic area can bring. The proposed Castle Donington Park Lane development includes a proposal for a half-hourly hopper bus service between Castle Donington and the airport.

Other working relationships will continue to be built with other planned developments in the East Midlands Enterprise Gateway area, such as the East Midlands Gateway Rail Freight Interchange and further development of the East Midlands Distribution Centre in Castle Donington. This work could lead to improvements in the local network of bus services. Should these developments take place it is likely that there will be an improved frequency of services, enhancements to the operating hours of some services such as the route to Coalville, and the development of new routes, potentially to Ilkeston, Clifton, Burton upon Trent, Swadlincote and Ashby-de-la-Zouch.

SURFACE ACCESS PLAN

The Airport has excellent road links with access off the A453, and M1 Junctions 23A and 24, which provide direct connections to the M1 and A42 (M42). The airport is also very close to the A453 to Nottingham, the A50 and A52.



ROAD

The section of the M1 between Junction 23 and Junction 25, and particularly around Junction 24 is of strategic importance to the region and should be considered a high priority for future infrastructure investment. It is essential that the growth of the airport and surrounding developments on the strategic highway network is fully taken into account.

Airport road traffic is a relatively small percentage of the overall traffic on the local road network and the adjacent motorway, particularly at peak times. The airport's traffic tends to be spread during the day rather than concentrated at peak times, and while in total the Airport's traffic volumes may be large, they do not contribute a large proportion of traffic during the peak hours in future plans.

A study in 2013 undertaken by independent consultants Arup showed that in April 2013 the average total number of vehicles recorded entering and leaving the airport site (all three entrances averaged over 5 days) was 1,674 in the morning peak hour and 1,598 in the evening peak hour. By comparison, surveys carried out in September 2003 showed that the average total number of vehicles recorded entering and leaving the airport site (all three

entrances) was 1,963 in the morning peak hour and 2,282 in the evening peak hour.

Because September sees around 20% more passengers than April, the adjusted 2013 trips were 1,561 in the morning peak hour and 1,815 in the evening peak hour.

The local road network in the immediate vicinity to the airport (A453 and M1 Junction 23A) currently has the capability to support growth in the airport's passenger and freight throughput. However it is essential that the cumulative impact of airport and surrounding development on the strategic network is fully taken into account. As part of its efforts to reduce its impact on the strategic road network, and to mitigate the effects of future growth on the network, the airport has invested heavily over the past decade into significant improvements to the public transport network serving the site. The airport has contributed over £2,4 million in bus subsidies to build up the network of bus services that operate to its site, and has attracted nearly as much again in partner investment and funding bids, bringing the total invested in the network to just under £5 million over a ten year period.

SURFACE ACCESS PLAN



Across the wider network, the M1 is congested during the peak hours, particularly at and to the north of Junction 24. Traffic count data for 2013 indicates that peak traffic flows on the A453 Ashby Road at the airport entrance are broadly similar to flows a decade ago. According to work undertaken by consultants Arup in 2013 the following observations and judgements were made.

- Traffic flows on the A453 Ashby Road are likely to be within available link capacity at peak times. The DHL Roundabout, the airport's main access junction and Pegasus roundabout are likely to be operating without significant delays.
- Traffic data for the M1 corridor indicates the following.
 - South of J23A – peak hour one way traffic flows are up to 4,200 (within the 3 lane capacity)
 - Between J23A and J24 – peak hour one way traffic flows are up to 5,500 (within the 4 lane capacity)
- North of J24 – peak hour one way traffic flows are 5,200 (equal to the 3 lane capacity)
- Junction 23A experiences some delays at peak times
- Junction 24 of the M1 experiences congestion at peak times, and Highways England recognises that there are no further improvements that are possible within the existing junction constraints
- Junction 24A of the M1 experiences congestion at peak times, in part due to queuing on the A50 blocking back from Junction 24.

Given the time-critical nature of the type of freight being moved to and from the airport, there is a strong dependency by the cargo carriers on the reliability of journey times on the strategic network. The airport works very closely with Highways England, their maintenance contractors and the local highway authorities to ensure that overnight closures of key roads due to essential maintenance works are minimised as much as possible. Route diversions caused by overnight road closures can have a detrimental effect on the freight integrators' ability to meet their contracted delivery times and adversely impact upon their and their client's businesses. Route diversions caused by overnight road closures can have a very detrimental effect on the freight integrators' ability to meet their contracted delivery times and adversely impact upon their and their client's businesses.

SURFACE ACCESS PLAN



ROAD – FUTURE DEVELOPMENTS

The widening of the A453 between the M1 Junction 24 and the A52 at Nottingham to a dual carriageway standard is to be completed in spring 2015. It will improve journey times and reliability to East Midlands Parkway and to Nottingham City Centre. However, the works do not include any improvement to M1 J24 other than widening on the entry and exit of the A453 from Nottingham.

M1 J24 is a key junction on the M1 as it links the A50 and A453 trunk roads as well as the A6. The A50 links the M6 and M1 and provides a strategic link to the Derby sub-region. The A453 provides a strategic link to Nottingham. The M1 junction also serves East Midlands Airport. Junction 24 suffers from severe congestion during both morning and evening peak periods on all approach arms. This will be further exacerbated by the A453 widening scheme and is currently a constraint to development in the area. Highways England and its local authority partners consider that existing traffic congestion at M1 J24 is a constraint on development and there is a strong support from Leicester and Leicestershire Local Enterprise Partnership for improvements to address this issue.

In 2012 Highways England announced a number of road improvement schemes as part of the national Pinch Point Programme to remove bottlenecks on motorways and major A roads. The Pinch Point Programme forms part of the UK Government's growth initiative. The schemes included the M1 Junction 24. This scheme has been designed to tackle congestion by changing the way traffic on the A50 eastbound enters the M1 southbound. A new carriageway has been created through the junction, removing traffic travelling from the A50 to the M1

southbound from the circulatory carriageway and redirecting this traffic to the on-slip at M1 Junction 23A via the A453 to the south of the junction.

The scheme focuses on addressing immediate problems at the junction as well as supporting economic growth in the Derby and Nottingham sub-regions in the short – medium term. Investment in local highway works will assist the operation of the highway network and improve journey times and reliability for vehicles accessing the Airport.

Highways England are preparing a series of regional route-based strategies which will inform longer term investment beyond 2015. These are intended to provide a smarter approach to future highway improvement schemes and Highways England's investment planning. The work being undertaken will identify operational, maintenance and improvement priorities, and will inform a new Roads Investment Strategy for the periods 2015 to 2021 and then beyond 2021. The aim of the strategy is to deliver the required network performance, whilst helping to facilitate local economic growth. It will be informed by evidence from local stakeholders and road user groups, with a total of 18 routes covering the whole network. The route-based strategies for the M1 and the North and East Midlands identify existing and future performance or capacity issues along with the key future improvement opportunities. The key priorities will inform a new Roads Investment Strategy in 2015. The Airport will continue to work with Highways England and other transport authorities to develop solutions that continue to provide excellent access to East Midlands Airport.

SURFACE ACCESS PLAN



As part of the wider network improvements taking place, a strategic review of Airport signing on the highway network is to be promoted. We will work closely with Highways England and local highways authorities to ensure that the airport is well signposted on the strategic road network and in the local area.

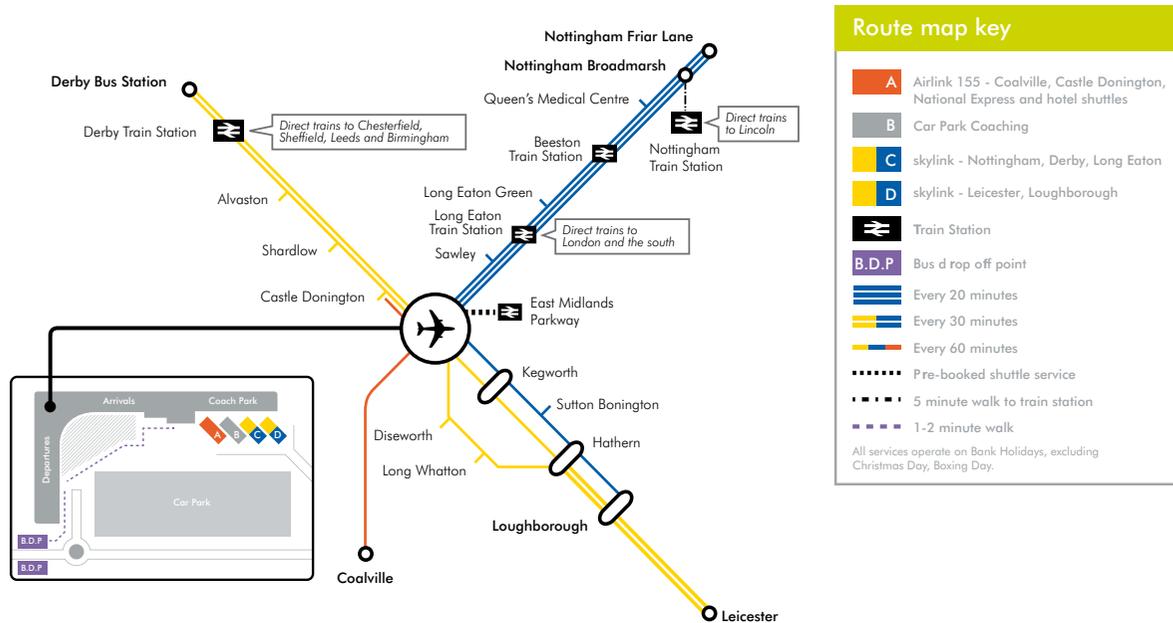
INTERNAL ROAD NETWORK

There is also an internal road network within the airport site that provides access to the cargo areas, the maintenance zone, the Central Passenger Zone and the Pegasus Business Park. The internal road network also serves the airport's passenger and staff car parks. As the airport develops, the internal road network will be improved to ensure the free flow of vehicles around the site. Facilities for pedestrians and cyclists will also be improved.



SURFACE ACCESS PLAN

For over a decade the airport has been very active in developing and heavily investing in public transport to and from its neighbouring cities of Derby, Leicester and Nottingham, the towns of Loughborough and Long Eaton and villages including Castle Donington, Kegworth and Diseworth to the airport, helping both passengers and staff with their travel needs.



BUS

The airport has attracted a total investment of around £4.9 million to develop high quality, frequent buses that operate 24-hours a day, 7 days a week. Of this investment over £2.4 million has been directly funded by the airport, with the remainder being made up by funding bids into the development agency as well as a Department for Transport Kickstart funding bid, with match funding from partners including Nottingham City Council, Derby City Council and Leicestershire County Council.

Usage and popularity of the Skylink network has grown over the decade from around 200,000 bus users in 2004 to over 1.7 million passengers in 2013/14.

SKYLINK PASSENGER NUMBERS 2004-14



SURFACE ACCESS PLAN



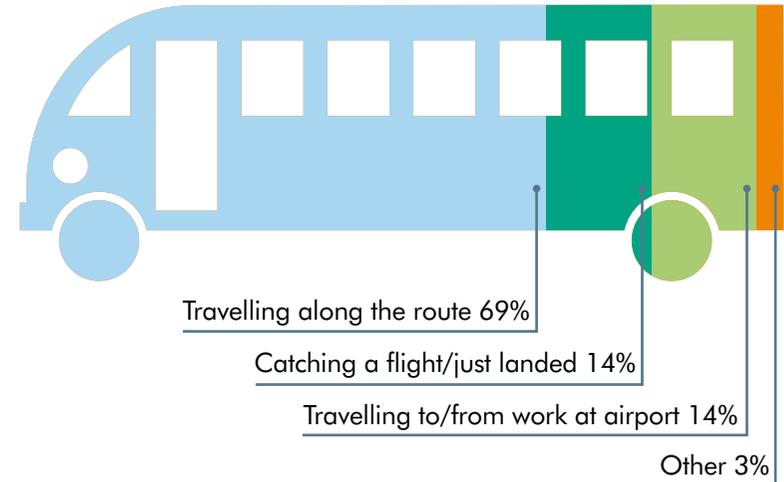
It is recognised that whilst in the long term it is necessary for public transport services to the airport to be commercially viable, it is often necessary to provide the seed funding necessary to allow new routes or improvements to become established. There has been a long-standing policy of 'pump-priming' bus services, which over the past decade have gradually become more commercial, with the majority of the network now operating on an entirely commercial basis.

The two main markets for the Skylink services have historically been airline passengers and employees, although it is important to recognise that over recent years local commuting has formed an important part of the bus network passenger makeup. Local use is now the key to the commercial success of the network and the services no longer rely solely on 'end to end' users as they operate along more densely populated routes, serving many local commuting needs.

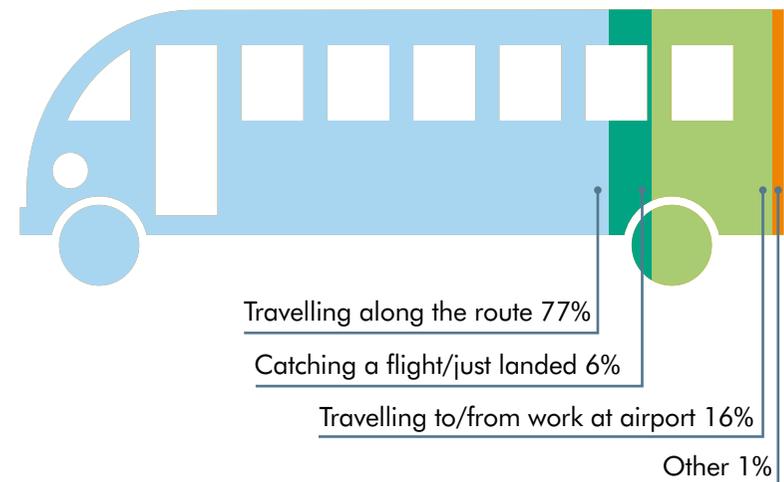
Each year a survey of bus users is undertaken, which provides valuable information about the nature of trips made and the quality of the service and customer satisfaction. This survey demonstrates that as the services have grown, airport use, whilst growing in numbers, has proportionally declined as 'local use' has become more dominant.

A decade ago, local villages near the airport had only a handful of bus services operating hourly between 7am and 7pm. Without the airport acting as the catalyst for the development of high quality bus services operating 24 hours a day, 7 days a week, it would never have been financially viable for such services to be launched. Both local users and airport users in isolation would not have been sufficient to sustain such high quality services, but together the two very different user groups support the commercial viability of the service.

NOTTINGHAM SKYLINK



DERBY/LEICESTER SKYLINK



SURFACE ACCESS PLAN



The bus user survey also shows just how important the bus network is for airport users, with 84% of bus passengers using the services to get to the airport for work having no access to a car, and an average of 60% of passengers accessing the airport for flights that would otherwise have no other way of accessing the site.

The East Midlands is the only region where the average number of cars and vans per household has remained the same between 2001 and 2011. According to the 2011 Census, Nottingham has one of the largest proportions of car-free households outside of London at 44%. Leicester is not far behind with 37% and in Derby there are 29% of households with no car or van. The more rural parts of the region have higher car ownership, and for Derbyshire, Nottinghamshire and Leicestershire the figures are between 15-20% of households with no car or van. Because people do not own cars does not mean that they do not wish to be economically active and it is therefore essential that ways are provided to make sure these populations have access to the airport both as passengers and for work.

The survey also shows that there is a consistently high level of satisfaction with both Skylink services, with 96% of Skylink Nottingham/Long Eaton passengers and 93% of Skylink Derby/Leicester passengers rating the services as 'good' or 'excellent'. In addition 92% of passengers responded that they will use the service again. 91% of Nottingham/Long Eaton Skylink passengers found that it followed a convenient route: it suited 94% of local travellers and 82% of those accessing the airport. This is reassuring given that the route was changed in 2012, significantly reducing the subsidy required to operate the service, but also adding additional journey time to the route. Nine out of ten of Derby/Leicester Skylink passengers described the route as convenient – it suited local and airport travellers equally.

A significant amount of work has gone into promoting and publicising the Skylink network of services since they were launched. All transport services to the airport are now marketed as an integrated 'family', which offer uniformly high standards of service and provide an instantly recognisable product for the traveller. It was towards this aim that in 2007 the Airline Shuttle was rebranded following the replacement of the bus fleet with brand new vehicles and a 24-hour timetable, bringing it into the Skylink family of services and enabling a more streamlined marketing approach. Marketing spend can be concentrated more effectively on regional Skylink campaigns that benefit all services. The Skylink family ticket is a good example of how the services have benefited from the streamlined marketing approach with the Skylink branding across the main bus services. In addition ongoing relationship building takes place with around 90 employers on the airport site, providing the channel for direct marketing with around 6,700 employees. Regular marketing of bus services to employees includes posters, leaflets, emails as well as roadside publicity at onsite bus stops.

There are currently around 9% of employees on site who use the bus, and according to our most recent Travel to Work survey (2012) a further 17.8% of respondents say they could consider using the bus, showing the potential for further modal change improvements. However such improvements may involve enhancements to services such as new routes, cheaper fares and enhanced frequency.

SURFACE ACCESS PLAN



BUS – FUTURE DEVELOPMENT

The public transport network serving East Midlands Airport has seen a number of incremental improvements over recent years including fleet renewals, the introduction of free WiFi on board the buses, and increased frequencies. In the early part of 2014 the Nottingham/Long Eaton Skylink saw further frequency enhancements, with core hours increasing from half-hourly to every 20 minutes. The Derby/Leicester Skylink followed shortly after, increasing its frequency to every 20 minutes in September 2014. It is realistic to believe that as passenger numbers grow, the bus operator will continue to have confidence in ongoing incremental enhancements as they become commercially viable.

Options for new bus links to the airport have been explored in recent years but will be challenging with the current passenger and staff numbers. Potential funding streams and partners have also been reduced by Government spending cuts. This is unlikely to change in the short and medium term. Over the short term, increasing bus usage is likely to be confined to encouragement of its use through Travel Plan initiatives.

In the medium term (5-10 years) as the economy enters a period of growth, and as business at the airport grows, there would be opportunities to look at increased frequency/operating hours or extensions of existing services and to investigate options for new bus routes. The airport is committed to continue to invest in public transport.

Employment catchment areas such as Coalville (who currently only have a day-time service) and Ilkeston, both of which have larger than average indices of social deprivation and unemployment will be of high priority for airport bus service development. This would complement work in partnership with the Airport Academy, Job Centre Plus, local authorities and other agencies to provide access to jobs.

SURFACE ACCESS PLAN



BUS

The following targets for bus routes and improvements have been identified as being of highest importance for both employment catchment and passenger access. As the airport grows, and should the economic conditions be such that improvements to the network show sufficient signs of becoming commercially viable or pump-priming funds become available then growth in public transport use can be generated. The enhancements below should be seen as a 'wish-list' however the airport is committed to improving public transport to its site and will continue to work to deliver these aspirations:

- Increase in frequency for Derby, Nottingham, Leicester, Loughborough and Long Eaton;
- Airport to Ilkeston via an extension of the No 15;
- Airport to Coalville via Shepshed – increase in operational hours to include 3-4am start and midnight finish;
- Airport to Ashby-de-la-Zouch with extension to Swadlincote and Burton-upon-Trent;



- Airport to Clifton Park and Ride via East Midlands Parkway and Kegworth. Bus links to East Midlands Parkway should be routed via Kegworth to maximise Kegworth's connections to rail and in particular to Nottingham;
- Coach links to Birmingham; and
- Other areas that should be explored as employment numbers at the airport and surrounding employment sites increase or funding becomes available include (but not limited to) East Leake, Gotham, Melbourne and Heanor.

SURFACE ACCESS PLAN

The current East Midlands rail franchise is operated by East Midlands Trains. The franchise was awarded in 2007. It was originally due to conclude in March 2015, but has been extended until 14 October 2017.



RAIL

Access to the national rail network from the airport is provided by the Skylink network of buses serving Derby Train Station and Long Eaton Train Station directly and within a 5 minute walk of Nottingham Train Station. As the majority of the airport passenger catchment outside of the Skylink network of buses is to the north and west, Derby Train Station best serves the core market and is marketed and promoted as the airport's 'main' train station. Data from the on-board bus survey shows that a significant 12% of the Derby Skylink passengers to the airport boarded at Derby Train Station. Long Eaton Station also presents a real opportunity given its excellent connections to the airport via the Nottingham Skylink, its close proximity to the airport, and its location on the Midland Mainline.

East Midlands Parkway which opened in 2009, predominantly serves the London market, with its key objective being to take London-bound traffic away from the highway network. It is estimated that only around 10% of the East Midlands Parkway traffic is airport-related. A connecting bus between the airport and East Midlands Parkway was trialled for a one year period operating half-hourly and supported by a range of funding partners including East Midlands Airport, East Midlands Trains, emda, EMRA and 6 local authorities. Partnership

funding was not available to continue the service, particularly given that evidence from the trial clearly showed that a single vehicle was unable to serve the half-hourly timetable and costs would need to double to accommodate a 2-vehicle operation. With very low usage and very high subsidies per passenger, it was not sustainable to further increase the cost of operation with no real way of increasing passenger numbers. However a direct connection using a people-carrier vehicle was re-established in early 2015.

Under the current timetable, East Midlands Parkway Station has two trains every hour in each direction from London St Pancras and Leicester, and trains once per hour in each direction from Derby, Nottingham, Loughborough, Long Eaton, Newark, Lincoln, and Market Harborough. It is considered relatively unlikely that the majority of the nearby stations will attract passengers to use rail to access the airport as many are already well provided for through the established bus network. Other key airport catchment areas such as Birmingham are currently better provided for from Derby Station. However East Midlands Parkway does offer a service to Lincoln and the extension of the hourly Derby train service to Sheffield also provides an hourly service to Chesterfield. Both of these bring real potential to encourage customers to use rail as an alternative to lengthy car journeys and to increase the airport's catchment in these areas.

SURFACE ACCESS PLAN



RAIL – FUTURE DEVELOPMENTS

The Airport will continue to work with train operators and Network Rail in the future to encourage better use of East Midlands Parkway Station in order to maximise usage and increase the number and destinations of trains serving the station.

Rail commitments to the electrification of the Midland Mainline as well as speed improvements along the line are expected to provide faster journey times and more capacity for rail services. This should also allow for better stopping patterns at East Midlands Parkway for the current Nottingham, Derby and Sheffield trains, and should free up capacity to allow other trains currently not stopping at the station to schedule a stop.

The route between London St Pancras and Bedford can already run electric trains and the new investment will mean older diesel engines will be replaced with electric services to Kettering, Corby, Leicester, Nottingham and Derby before heading north to Sheffield. The improvement will bring faster journey times, longer trains and slightly more capacity, with the possibility of one additional service in each direction. The timetable for completion is 2019.

Network Rail is undertaking preparatory and consultative work to inform their long-term Route Strategy programme. The strategy will inform choices for funders to 2023 and also set out a long-term vision to 2043. It will also be aligned with the Department for Transport's franchising programme. The East Midlands Route Strategy is expected to be published in early 2015. The airport will work with Network Rail on this study.

There is no direct rail link to East Midlands Airport and no likelihood of one being provided in the foreseeable future. In 2006 the airport committed to investigating the future need for a fixed link between the new East Midlands Parkway Station and the Airport, and in 2008 a study was commissioned in partnership with the East Midlands Development Agency, the East Midlands Regional Assembly and Highways England, and a Steering Group was formed to guide the study. It was concluded that the most effective way of linking the airport to inter-city train services in the medium and long term is to provide a bus-based transit system from the East Midlands Parkway Station, running along the A453. Fixed link connections between the airport and East Midlands Parkway Station were not considered viable in 2006. However this will be kept under review in the light of other local developments. Direct rail access to the airport via a heavy rail link from the Midland Mainline is not viable due to cost, expected usage and environmental impact.

SURFACE ACCESS PLAN



TRAM

The Nottingham Tram (NET) phase 2 is underway and will see two extensions to Chilwell/Beeston and Clifton linking directly into Line One at Nottingham Station and feed a 1,000 space NET Park and Ride site on the edge of Clifton. The development is expected to be completed in early 2015 and will bring light rail closer to the airport, thereby increasing opportunities to connect into the wider Nottingham public transport network by bus at Clifton.



SURFACE ACCESS PLAN



HIGH SPEED RAIL

HS2 is the UK’s planned new high speed rail network, connecting London with the West Midlands, Manchester and Leeds. HS2 is intended to provide additional rail network capacity, fast and frequent connections between the UK’s major cities and act as a catalyst for economic growth by shortening journey times. This investment in the UK’s national transport system is supported. The HS2 line north of Birmingham is due to be completed by 2037. HS2 represents an important economic opportunity for the East Midlands region.

The HS2 route as currently proposed is to run in a tunnel under the airport to the East Midlands Hub station at Toton which is approximately 10km or a 20 minute drive to the north. The East Midlands Hub station must have excellent fast frequent and high quality public transport connections to Derby, Nottingham, Leicester and other major towns and cities across the region.

It is not likely that HS2 will have any direct impact on East Midlands Airport’s passenger catchment. It is not anticipated that passengers from London and the South will be using HS2 to access flights from East Midlands Airport. However it is feasible to expect that a proportion of passengers could migrate from the Midland Mainline to HS2, potentially freeing up capacity on the strategic rail network which could then be better placed to serve East Midlands Airport at Parkway Station.

HS2 is a substantial investment in national infrastructure and it is important that the East Midland region fully capitalises on the economic and connectivity benefits that it will bring. The airport will continue to work with HS2 and regional partners in order that the region can take full advantage of connectivity into a national high speed rail network.



SURFACE ACCESS PLAN



COACH

East Midlands Airport is served by the National Express 240 Airport service, which operates 6 times a day serving Bradford Interchange, Leeds, Meadowhall, Sheffield, Chesterfield, Nottingham, East Midlands Airport, Leicester, Luton Airport, Heathrow Airport, Gatwick Airport. In addition passengers are able to connect with the wider National Express network through a through-ficketing arrangement between the Skylink bus services and National Express at Broadmarsh Bus Station in Nottingham and St Margaret's Bus Station in Leicester.

COACH – FUTURE DEVELOPMENT

The demand for the national coach services will be driven by the passenger numbers, and frequency of the existing services and destinations are unlikely to be enhanced in the short term. In the medium term, there are many opportunities to work in partnership with operators to support their business cases to increase these services if there is a sustained growth in passenger numbers. Operators have expressed an interest in operating coach services between East Midlands Airport and Birmingham. In 2011 an independent coach operator successfully ran a coach service to Birmingham for the summer season, however there were unfortunately not enough passengers to sustain an all-year service. However as passengers grow this should help to create sufficient demand for a viable service.

TAXIS

The airport Taxi service is operated under a concession agreement with Arrow Cars. The taxi concession operates to strict service standards set by the airport. The airport needs to operate a taxi concession on this basis to ensure that taxis are readily available to passengers 24 hours a day. The service level agreement covers issues such as the availability of taxis, quality of vehicle, maximum waiting times, minimum number of taxis available and driver standards. The concession agreement gives Arrow Cars exclusive access to a dedicated taxi rank outside the Terminal and a booking desk within the airport arrivals hall. However this does not prevent external taxi operators from serving passengers as long as they have been pre-booked by customers. All other taxi operators have access to the Rapid Drop off lanes and have access to the same facilities as any other person dropping off or collecting passengers.

DEMAND RESPONSIVE TRANSPORT SCHEMES

The airport has explored the opportunity of Demand Responsive Transport (DRT) schemes by operating two trials. The schemes operated in Swadlincote and in the Greenhill area of Coalville. Whilst both were successful in providing previously non-existent links to employment, unfortunately the subsidy level per person assisted was extremely high and not sustainable or likely to become commercially viable in the medium or even long term. This experience was consistent with the national evidence, which shows a high level of failure, due primarily to the expensive running costs and high per-passenger subsidies. DRT is therefore not likely to form a part of the Airport's Surface Access Strategy going forward.

SURFACE ACCESS PLAN

Since first publishing a Surface Access Strategy in 2001 the airport has sought to reduce the reliance of single occupancy vehicle use by staff working on site. East Midlands Airport is the largest employment site in Leicestershire outside the City of Leicester. In 2013, 6,730 employees were based on the airport site, employed by 90 companies.



EMPLOYEE TRAVEL PLAN INITIATIVES

Passenger related employment provides the largest proportion of airport jobs (45%), with Cargo at 36%. Airport employees live in the local area with 42.4% living in Derbyshire, 23.2% living in Leicestershire and 23.5% living in Nottinghamshire. 15% of airport based employees live in Derby, 15% live in North West Leicestershire, 11% in South Derbyshire and 10% in Erewash. 4% live in Nottingham City and 2% live in Leicester City. The vast majority of staff work shifts with shift patterns in many airport businesses structured around the flight schedules for both passenger airlines and freight airlines. The number of airport staff that drive to work on their own is currently 71% despite the high level of shift-working.

The main opportunities for reducing employee reliance on single occupancy car use are the use of the Skylink network of buses operating across the 3-cities region. Travel to Work survey results indicate that 9.4% of employees across the site are currently traveling to and from work by bus. The airport has worked with local bus operators to ensure that regular user ticket prices are as affordable as possible and information about the bus network is promoted to all employers across the site.

CAR-SHARE

There is also a significant number of staff on site who rely on car-sharing whether formally through the online matching service offered by Liftshare.com, or through informal arrangements with colleagues. While the mode share for car-share is quite high at 13.9%, it is clear that the vast majority of these matches are made through colleagues sharing with people that they know rather than through the scheme. There remains a reluctance to share with strangers. The reasons most frequently cited by car users for not car sharing according to the most recent Travel to Work survey data are 'no one lives near me' (48.6%) and 'shift times' (38%), while the vast majority of car-sharers (60.9%) cite 'money saving' as their main reason for car-sharing. Car-sharing will continue to be promoted as a sustainable travel mode among the on-site working population.

Given the operational nature of the airport business there is little opportunity for home working by airport staff except for administrative staff.

SURFACE ACCESS PLAN



CYCLING AND WALKING

There are several cycle path links to the airport. The airport funded the A453 cycle crossing which connects the National Cycle Network (NCN) on-road route (15) to Diseworth with the section that runs through the airport connecting with the cycle parking located near the passenger terminal. NCN 15 continues along Viscount Road and Beverley Road within the Airport site before connecting with the off road cycle path from Pegasus Business Park to Finger Farm roundabout, where there are uncontrolled crossings over the A453. To the west cyclists can use the relatively light trafficked internal Airport roads which link with an off road route to Castle Donington.

The local cycle network is restricted due to severance by the M1 and the A453. The airport will encourage the provision of cycle-friendly routes in future highway schemes. Examples of local routes that could be developed include the Derbyshire Melbourne Greenway. The airport will work with Derbyshire County Council, Sustrans and others to see whether there are safe off road /on road links to the Melbourne Greenway and whether this route can be developed and then promoted. Should the proposed Strategic Rail Freight Interchange be developed, it will improve safe cycling routes by providing safer access from locations to the east of the M1 through Kegworth via the new junction on the A453.

Whilst there are no dedicated cycle paths around the perimeter of the site, the local roads are considered to be sufficiently quiet not to require dedicated cycle paths. Within the site the internal road network is to be maintained to provide an environment that is friendly to cyclists.

Cycle parking facilities are provided within the Central Passenger Zone, at DHL in Cargo West and within the Pegasus Business Park. Cycle parking and associated facilities will be encouraged in future new developments on the airport site.

Cycling remains a fairly small contributor to the airport's overall modal share target, with only 1.6% of employees choosing this option. According to the Travel to Work survey, a further 5.2% of respondents would consider cycling, showing the potential for further modal change improvements. However such improvements would require the introduction of improvements to infrastructure, and further roll-out of initiatives like cycle loan schemes across other employers. The cycling map published by the airport on its web site will be kept as up to date as possible in order to ensure that safe cycling routes are promoted.

In addition to seeking opportunities to improve safe access, the airport promotes cycling throughout the year including Biker's Breakfasts and Dr Bike events. The airport also launched Cyclescheme – a tax free cycle loan scheme – in 2009 to all airport employees and seeks to encourage other employers on the site to do the same.

SURFACE ACCESS PLAN



The airport's rural location makes walking to the site impractical for most staff and passengers. There are footways along the main internal roads, which provide a connection to the footway to Castle Donington and the footways to Diseworth and Kegworth. Walking is only a viable option for travel to the airport for a very small minority of people living in these neighbouring villages, all of which lie in excess of 2km away.

The Airport Trail provides an attractive recreational walking route around the airport site. The use of the Airport Trail by walkers will continue to be encouraged and promoted. Safe pedestrian routes will continue to be provided within the Central Passenger Zone and across the airport site.



AIRPORT INFRASTRUCTURE

The passenger terminal has an annual capacity of around 6 million passengers a year. It is of a single-storey with the short-stay car park to the front. The Arrivals area has an hourly capacity of approximately 1,000 passengers an hour which equates to an annual capacity of around 5 million a year. Further details of the airport's passenger capacity and development plans are described in the Land Use Plan which is part of the Sustainable Development Plan.



Further development of the airport's passenger terminal facilities will be required for the airport to have the capability to handle up to 10 million passengers a year. This will require a substantial extension and the remodelling of the existing passenger terminal building. This work will need to be flexible to cater for the changing customer and operational requirements and to also maximise the useful life of the existing building.

As the terminal development works are undertaken, consideration will be given to the internal road network to ensure that it meets the needs of passengers, visitors and public transport operators. The internal road network around the passenger terminal will be improved as the airport develops. The control of traffic around the terminal is important for safety and security and is also part of a policy to reduce the numbers of passengers that are dropped off or picked up. This is coupled with a car park strategy to make long-term car parking attractive and also to help alleviate fly-parking on local roads and in local villages.



PUBLIC TRANSPORT FACILITIES

Since the launch of the first Skylink service 2004, public transport has served the terminal from facilities located outside Departures and Arrivals at the front of the terminal. This high-profile location is just one of many ways in which the airport has demonstrated real commitment to the importance of public transport to the business.



In 2007 enhancements to the coach park facility were developed including a canopy over the four coach bays and comfortable waiting areas. This area serves the National Express coach, as well as car park bussing, facilities for coaching for diverted aircraft, hotel courtesy coaching, airline crew coaches, various ad-hoc holiday coach companies as well as numerous deliveries to the terminal building.

In 2008 enhancements were made to the public transport facilities on the terminal front serving the Skylink network as well as other buses serving the site. These improvements included a fully covered walkway between arrivals and departures serving 5 dedicated bus bays as well as significant investment into real-time passenger information systems.

In 2013 as part of the terminal redevelopment and a £12 million investment into improving the security processing facility as well as a number of internal improvements to the terminal, it was necessary to close off the terminal front road. Public transport services, car park bussing and the taxi concessionaire are currently being accommodated to the south of the departures hall for passenger drop off and within the coach park for passenger collection arrangements.

As the passenger terminal is developed in the future, new and improved facilities are to be provided for public transport users, car park bussing and the taxi concessionaire. The future development incorporates high quality landscaping and high specification of facilities outside of the terminal building including bus waiting facilities. This high level of quality is important to encourage wider use of public transport as a means of access to the airport.

Opportunities will be brought forward to revise the internal terminal front road layout, including the potential reversal of traffic flow, with vehicles operating in a clockwise direction. This will improve the overall passenger experience for all passengers by providing the highest level of safety and convenience possible as well as a streamlined and efficient process.

In addition to improved convenience, safety and efficiency, amendments to the road layout would provide an opportunity for bus and car park coaches to use a different entrance point to users of the short stay car park and coach park, which would relieve pinch-points and alleviate congestion on the internal roads.

The public transport facilities will need to be extended to accommodate the increased levels of public transport use and the increased number of services. As the airport is developed to a 10 million passenger capacity, the development of a full public transport interchange will be required. This would be situated within the Passenger Terminal Zone and provide high quality bus and coach facilities and passenger waiting areas.

AIRPORT CAR PARKING



Short stay car parking, car rental, meet and greet car parking products and passenger drop-off facilities are all located within the central passenger zone. There are currently around 570 short stay spaces and around 11,500 onsite spaces available for long stay car parking at the airport. In addition there is an off-site car park located at Donington Park which can provide 1,100 spaces. There are also around 3,000 staff car parking spaces.

The provision of on-site car parking will continue to be an important part of the airport's strategy. Long-stay car parking will continue to be encouraged in preference to passengers being picked up or dropped off or using a taxi. These journeys require twice the number of road trips compared to passenger journeys that use an airport long-stay car park.

There is additional capacity for further car park developments on land to the west and east of the site and in the longer term the possibility of increase 'block parking' operations and decked / multi-story provision should further car parking capacity be required. Further details on future car park developments are included in the Land Use Plan.

The approach continues to be to provide onsite additional car parking incrementally when it is required, so that a sufficient supply of car parking is provided at the airport in order to make car parking more attractive than 'kiss and fly'.

The current use and the allocation of space for passenger pick-up and drop-off at the passenger terminal will be reviewed. This is to improve the overall efficiency of the internal road network and to improve the passenger experience. The control of traffic around the passenger terminal is important for safety and security and is also part of a policy to reduce the levels of passengers who are being picked up or dropped off. This is to be coupled with a car parking strategy to make long-term car parking attractive and also to alleviate fly-parking on local roads and in local villages.

HOW TO CONTACT US

The Sustainable Development Plan is an important document for East Midlands Airport. There are many stakeholders who have an interest in the airport and the views and comments from Government, local authorities, neighbours, the business community and customers are an important part of the planning process. The airport is committed to being open in sharing the vision for East Midlands Airport, the region and the local area. The plan looks to where possible, reflect local views and ideas.

Neighbours, stakeholders and a wide range of organisations in the region have been consulted to obtain their views and wherever possible these have been reflected in the final document. The Sustainable Development Plan will be monitored on an ongoing basis with progress reports produced every two years and a full review of the plan every five years.

To view the Sustainable Development Plan:

Visit: www.eastmidlandsairport.com/developmentplan

To contact us about anything relating to the Economy and Surface Access Plan:

Write: **East Midlands Airport**
Castle Donington
Derby
DE74 2SA

email: developmentplan@eastmidlandsairport.com



OUR APPROACH

INTRODUCTION

We will make the best and most efficient use of our land providing a safe, efficient and commercial operation to allow our business and those of our tenants and partners to develop and grow.



The Sustainable Development Plan sets out the high-level strategic objectives for the growth and development of East Midlands Airport. It is supported by four detailed plans that cover:

- Community;
- Economy and Surface Access;
- Environment; and
- Land Use.



INTRODUCTION



This Land Use Plan is one of the Sustainable Development Plan's four supporting documents.

It is intended to:

- Identify the land, the uses and the facilities required to support the operation of an airport capable of handling 10 million of passengers annually and 1.2 million tonnes of cargo;
- Identify the principal elements of airport infrastructure and the sequencing of development;
- Set out a policy for the use and the development of airport land that is integrated with the Community, Economy and Surface Access and Environment Plans;
- Provide an up-to-date input to the preparation of the North West Leicestershire Core Strategy Local Plan; and
- Provide guidance and information to airport users, occupiers, developers, statutory agencies and the local community.

This Land Use Plan sets out the ambitions and the opportunities for East Midlands Airport, including forecasts of future growth. This Plan is set in the light of the scale of the current activity, the improving national economic prospects, changes in airline operations, the prospects for future growth and other developments in the local area. The Sustainable Development Plan documents were published as drafts in spring 2014. This provided an opportunity for a wide range of stakeholders to contribute to the Sustainable Development Plan and let us have their views. We are grateful to everyone who took the time to respond and to look at our plans.

We intend to keep the Sustainable Development Plan and the supporting developments up-to-date, so that they remain relevant and reflect the evolution and the development of the airport. We will follow the guidance in the 2013 Aviation Policy Framework, and this review will be undertaken at least every five years. We will also report on the progress in delivering our plans every two years.

EAST MIDLANDS AIRPORT

Flying operations began at what is now East Midlands Airport in 1916 and a more substantial aerodrome, RAF Castle Donington was developed during the Second World War. The commercial airport was developed by the County Councils of Leicestershire, Nottinghamshire and Derbyshire and the city councils of Derby and Nottingham, opening 1965.



In its first year the airport handled 118,305 passengers. East Midlands Airport passed the one million passengers a year mark in 1985, and in the following years, extensions and improvements were made to the airport's facilities. These included extensions to the passenger terminal, a new departures building and a new Control Tower that opened in 1999. By 2008 over 5.6 million passengers a year were using the Airport. Although affected by recession and structural changes in the airline industry, today East Midlands Airport is:

- The 11th busiest passenger airport in the UK handling 4,508,000 passengers in 2014;
- The UK's largest pure cargo airport handling 309,000 tonnes in 2014 and the 15th largest cargo airport in Europe; and
- The UK's major air mail hub
- The UK's leading airport for express freight, with three of the major global integrated freight airlines based at the airport.

The airport's passenger traffic base is dominated by the low-cost carriers, in particular Ryanair and Jet2. Both these airlines have grown their operations in recent years and serve a wide European network. The airport is also a major regional charter base with operations by Thomson and Thomas Cook. The airline and route development strategy for East Midlands Airport is to widen the carrier base and to develop routes and connections to key business destinations and European hubs that also offer feed into long-haul networks.

Aviation and the transport of passengers and goods by air is of national significance and great economic importance. Businesses across the East Midlands need international connectivity. The airport provides a wide range of leisure destinations and the global air freight connectivity provided by East Midlands Airport is a nationally important asset.

Almost all of the cargo throughput at East Midlands is carried on pure-freight aircraft. DHL is the largest operator with services to key hubs in the USA and in Europe. UPS also link to their hubs in the USA and Europe and TNT have a smaller operation with a link to Europe. The airport's cargo growth will continue to be largely driven by the express operators, although the airport will work to attract ad-hoc and scheduled cargo operations where it also has significant market strength.

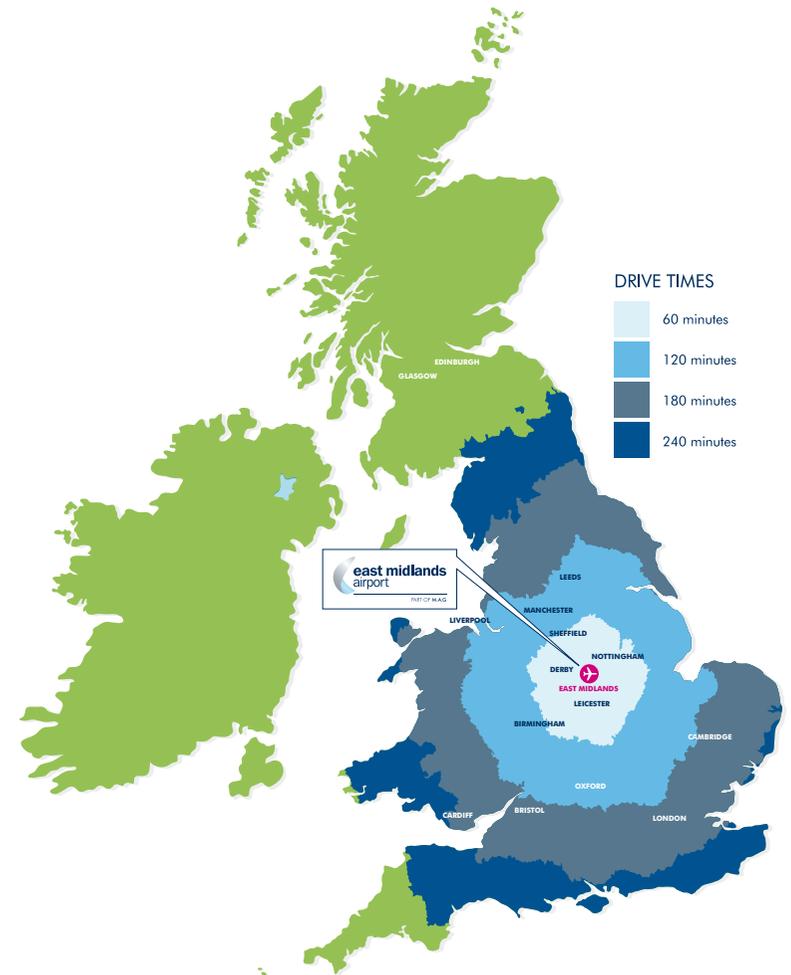
EAST MIDLANDS AIRPORT



The airport is in a strategic location in the centre of the UK with direct access on to the national motorway system (M1/A42/M42). This is a major benefit to the development of the passenger and the cargo business. There are 11.6 million people that live within a 90 minute drive of the airport. This is more than any other airport in the Midlands.

The airport's location and its accessibility is also the key to the success and the future growth of the air cargo market. East Midlands Airport is the main UK base for DHL and UPS, along with significant operations by TNT. It is also the major mail airport in the UK. The express freight and mail operators provide a range of UK and international delivery services carrying a wide range of items and products that are almost exclusively for business customers. The express freight operators provide an international next-day delivery service. This relies on the excellent surface access connectivity (90% of England and Wales is within a 4 hour (55mph) truck drive away from East Midlands Airport) along with the ability to operate aircraft at night.

The existing operational area of the Airport extends to some 445 hectares of land. The site is broadly rectangular in shape, bounded by the Donington Park to the west, the M1 Motorway to the east, fields to the north and the A453 to the south.



EAST MIDLANDS AIRPORT



There are six main functional zones on the airport site:

AIRFIELD – This is made up of the 2,893m (east-west) main runway, the parallel taxiway system to the south, on-site navigational aids, and the clear areas within the site for the runway’s protected surfaces which facilitate the safe operation of aircraft on and around the airfield. The airport’s runway and taxiways take up almost half of the total area of the airport site.

CENTRAL PASSENGER ZONE – This contains all of the main passenger-related facilities including the passenger terminal, an aircraft apron, areas of car parking, the public transport hub for buses and coaches, a petrol-filling station and access roads. The Central Passenger Zone also includes some of the airport’s support facilities including flight catering, two fuel farms, and vehicle maintenance. The Thistle Hotel is also within the Central Passenger Zone at the airport’s main entrance.

CARGO WEST – The DHL hub facility and its associated aircraft parking apron is the principal activity in the Cargo West zone. At the western end of the DHL facility are two of the airport’s long-stay car parks. There is land available for a major extension to the DHL hub.

CARGO EAST – UPS, TNT and Royal Mail have their operations at Cargo East and share the existing aircraft parking apron area. Also at Cargo East there are landside facilities that include the Air Cargo Village and a range of cargo office and warehouse units. There is land available for significant cargo development within Cargo East.

AIRCRAFT MAINTENANCE ZONE – This is a large area of land between the Central Passenger Zone and Cargo West. It contains a number of aircraft maintenance hangars that are of various sizes, along with aircraft apron. There is also some operational office accommodation and a flying school in this area. Most of the buildings are old and differences in ground level prevent the most efficient use of land. Other uses in the Aircraft Maintenance Zone include the main fuel farm, an airline flight training school (simulators) and some airport car parking.

PEGASUS BUSINESS PARK – this area is located in the south-east corner of the airport site and it contains a number of modern office buildings and three hotels (Radsson Blu, Premier Travel Inn and Holiday Inn Express). There is land available for the further commercial development in the Business Park.

FORECASTS

The airport prepares forecasts of future passenger, cargo and aircraft activity. These are used as a guide to the anticipated future scale of the airport and its activity. The forecasts are also used in the modelling of future environmental impacts, in particular aircraft noise.



Forecasts of the airport's passenger and cargo traffic were included in the previous Master Plan that was published in 2006. Since the 2006 forecasts were prepared, there have been substantial changes to the global economy and within the aviation industry.

These have included the global banking collapse and the subsequent recession, the substantial volatility in the world oil price and the most severe recession the UK has faced since the 1930's. All of these issues substantially changed the pace of economic growth and air traffic at airports across the UK including East Midlands.

The previous forecasts took as their base-line, an annual throughput of 4.28 million, the actual passenger levels for 2004. It was forecast that passenger throughput would grow to some 6.93 million by 2010 and reach 9.22 in 2016. Whilst passenger traffic grew to 5.6 million in 2008, the impact of recession resulted in passenger throughput falling. Also during this period the airport was particularly affected by the closure of the based low-cost airline bmibaby and the sale of the parent-company bmi. However over the period 2000 – 2012, annual passenger volumes grew at a combined annual growth rate of 5.1%. Traffic has recovered in 2012 – 2013 growing at around 10% over the year. This passenger growth is expected to be maintained as the UK economic emerges from recession and returns to growth.

In 2004, the airport handled 279,000 tonnes of cargo (freight and mail) and grew at a combined annual growth rate of 3.7%. The 2006 forecast was that this would increase to 723,000 tonnes by 2010 and to reach 1.2 million tonnes by 2016.

Since 2008, cargo growth has also been substantially lower than forecast. Cargo traffic reached 313,000 tonnes during 2011, but was also affected by the global recession. In contrast to passenger traffic, cargo throughput has not significantly declined and has been generally flat throughout the recession. Growth has now returned and it appears that the integrated cargo carriers that dominate the cargo market at East Midlands Airport have proved to be far more resilient during the recession than the general air freight market. This has resulted in the airport's cargo market-share increasing in recent years.

Given the recent economic turbulence in the economy and in the aviation industry, it is not surprising that the passenger and cargo traffic growth forecast in 2006 has not been realised. However growth over the long-term is expected to remain strong. This conclusion about the overall growth in UK air travel is shared by the UK Department for Transport in their national air transport forecasts (2013).

FORECASTS



The Department for Transport's forecasts for East Midlands Airport suggest that growth in passenger traffic will be slow over the period to 2030, 6.7 million passengers a year and to be in the region of 8.2 million passengers a year by 2040. The airport believes that there are important flaws in the model used by the Department for Transport to allocate traffic to individual airports and that East Midlands Airport can achieve stronger and faster growth than the Department for Transport predict. The Airports Commission has also produced forecasts for UK airports and it is considered that there is an opportunity for faster growth than these forecasts predict.



The airport's share of passenger traffic from its core catchment area (Nottinghamshire, Leicestershire and Derbyshire) has been growing. This has been as a result of the development of low-cost passenger services to destinations not offered at competitor airports. This provides an opportunity for East Midlands Airport to further increase the penetration into its own regional catchment as well as attracting more passengers from the neighbouring catchments of the West Midlands and South Yorkshire. The airport's forecasts used in this Sustainable Development Plan show that the airport could achieve a passenger throughput of 10 million passengers a year in the period 2030 -2040. This is a relatively cautious forecast with a combined annual growth rate of 3.4% over the period 2013-2040)

The airport's cargo forecasts assumes growth in the UK's total air freight demand, doubling from 2012 levels (2.3 million tonnes) to 4.4 million tonnes by 2040 (combined annual growth rate of 2.3%). It also assumes that East Midlands Airport's cargo continues to be carried on dedicated freight aircraft, and also that the integrated freight market will grow at a faster rate than the traditional freight market. The forecast for future cargo tonnage is for some 618,000 tonnes in 2035 and some 700,000 tonnes in 2040.

The airport's forecasts assume that the mail flight network and overall mail volumes will remain relatively unchanged from the current 35,000 tonnes as a result of structural changes to the mail market. This is as a result of the shift from letters to parcels.

The airport handled 62,852 air transport movements in 2014. This is made up of 36,171 passenger movements and 26,681 cargo movements. There were also 13,866 other aircraft movements that include business and general aviation, training flights and the flying school. Passenger air transport movements are expected to grow in line with passenger throughput as the future average aircraft size is likely to remain similar to the present. An airport of 10 million passengers is forecast to generate 70,000 annual passenger air transport movements.

Air cargo movements are expected to grow. In 2014 the airport handled 26,681 cargo movements (freight and mail), and by 2040 the number of cargo movements could grow to around 42,600. This reflects the growth of the integrated carriers and that the average freight load per cargo aircraft movement is predicted to increase from 14.4 tonnes in 2012 to 17.9 tonnes at 2040. This means that the growth in cargo aircraft movements will be at a slower rate than the growth in cargo tonnage.

OUR CONTEXT

FORECASTS



The bulk of the airport's air transport movements occur during the daytime (07:00 – 23:00). In 2014 there were 41,306 daytime (31,654 passenger and 9,652 cargo) and 21,546 (4,517 passenger and 17,029 cargo) night movements. The bulk of the passenger flights are expected to remain during the daytime, although a number of aircraft arrive in the late evening between 23:00 and midnight. There are also a number of passenger aircraft departures before 07:00 in the morning. The majority of the cargo movements are expected to operate during the late evening and at night. The future split of daytime and night flights is expected to be similar to that of today. The forecasts of future aircraft movements have been used in the modelling of the airport's noise impact, and the future noise contour areas. This is included in the Environment Plan, part of the Sustainable Development Plan.

The Sustainable Development Plan and this Land Use Plan seek to ensure that the airport is planned in the most efficient way to develop to its full capability. The air traffic forecasts that have been prepared provide a helpful context to identify the potential long-term scale of the airport, and to inform the development of the plan. The forecasts are not intended to be seen as targets, and given their long-term nature they will be reported and updated as part of the future reviews. A comparison of the airport's forecasts and those prepared by the Department for Transport will be included in future reports on the Sustainable Development Plan's progress. Reports on the airport's passenger, cargo and aircraft movements will continue to be prepared for the Independent Consultative Committee.



AIRPORT CAPACITY

Whilst annual passenger forecasts are widely used to give an indication of the overall scale of airport activity and future growth, when considering key airport infrastructure, the hourly capacity and capability is a much better way of identifying future land and facility requirements. This approach also makes sure that efficiency measures are a key consideration.



The principal drivers of airport capacity are:

- Local airspace capacity;
- Runway capacity;
- Apron capacity;
- Terminal capacity; and
- Surface access capacity (including car parking)

The trigger for additional capacity is derived from an annual passenger, cargo or aircraft throughput but more particularly the number of passengers, packages or aircraft expected to pass through the airport in a typical busy hour. The airport's passenger throughput is particularly peaked, both on an annual basis and across the day. There is a substantial summer peak, and the daily traffic profile shows a concentration of passenger departures in the morning peak-hour (07:00 – 08:00). By spreading this peak, the airport will be able to make a greater and a more efficient use of its existing and future facilities. This will help contain the overall scale of the passenger facilities as well as minimising some of the environmental effects associated with the Airport's growth.

East Midlands is a slot co-ordinated airport (Level 2) where there is an informal co-ordination process in place. This is to enable efficient airline operations and the most effective use of airport capacity, particularly during the peak hours in the morning and the evening

THE LOCAL AREA

East Midlands Airport is in Leicestershire, around 14 miles from Nottingham city centre, 14 miles from Derby and 19 miles from Leicester. The site is within the district of North West Leicestershire but very close to the county boundaries of Derbyshire and Nottinghamshire. The area around the Airport is predominantly rural with a number of villages close to the site.



Diseworth lies to the south, Melbourne to the west, Castle Donington to the north and Kegworth to the east. The area has very good surface access links with the M1 lying to the immediate east of the airport site and the A50 to the north and the A42 to the south.

The East Midlands and North West Leicestershire in particular have significant strengths in transport, logistics and distribution. The airport is the largest single employment site in Leicestershire and the immediate area has the potential for the development of an economic cluster that is focussed on transport and distribution.

The Leicester & Leicestershire Strategic Economic Plan identifies the five Growth Areas within Leicestershire. The East Midlands Enterprise Gateway is centred on the airport. This recognises the unique central location for air passenger, air cargo, rail and road transport along with their key support activities. There are several businesses that are driving economic and employment growth in this area. These include the airport, Donington Park, Marks & Spencer (at the East Midlands Distribution Centre) and DHL on the airport site. Proposals are also being developed for a major Strategic Rail Freight Interchange immediately to the north of the airport within the Enterprise Gateway area.

The East Midlands Distribution Centre lies to the north of Castle Donington just to the south of the A50. This is a large area of land on the site of the former Castle Donington Power Station. The site benefits from both rail and road access. M&S are the first major occupier on the site with a major distribution warehouse. It capitalises on the accessibility of the area and could ultimately provide some 2,000 jobs. Donington Park to the immediate west of the airport is an important employment and tourism asset.

The area to the north east of the airport, between Castle Donington and the M1 has been identified as the East Midlands Gateway Strategic Rail Freight Interchange. Plans are being developed to deliver a rail freight terminal that is capable of providing up to 6 million square feet of large-scale warehousing. The development also includes local highway improvements including works at M1 Junction 24 and the construction of a Kegworth by-pass. An application as a Nationally Significant Infrastructure Project was made in 2014 and a decision on the proposal is expected in early 2016. The airport will continue to work with developers, other major local operators and key stakeholders, including North West Leicestershire Council and the Local Enterprise Partnership to help realise the economic and employment benefits to the East Midlands Enterprise Gateway area.

NATIONAL POLICY

The Sustainable Development Plan sets out the strategic context for the airport's long-term development. There are a number of national and local policies that influence this Sustainable Development Plan. This section considers the policy framework that is related to aviation growth land use and development.



The principal statement of national airport policy is set out in the Aviation Policy Framework that was published in March 2013. This replaces The Future of Air Transport White Paper (2003). The Future of Air Transport White Paper recognised that the provision of adequate airport infrastructure and capacity is important for national competitiveness, regional development and for people's ability to travel quickly, easily and affordably. It provided a strategic framework for growth and development at the UK's airports, and it also encouraged airport operators to prepare master plan and surface access documents to show how national policy could be implemented at an individual airport level. The Future of Air Transport White Paper recognised the importance of air freight to the national and regional economy and East Midlands Airport as the centre of these operations. The expansion of air freight operations should be permitted but accompanied by stringent controls on night noise. The airport's noise controls are detailed in the Environment Plan and the Noise Action Plan.

The Aviation Policy Framework (2013) recognises the benefits of aviation and sets a primary objective to achieve long-term economic growth and as aviation is a major contributor to the economy, its growth is supported in a framework that maintains a balance between aviation benefits and costs; particularly the contribution towards climate change and noise. Other main objectives in the Aviation Policy Framework are:

- To ensure that the UK's air links continue to make it one of the best connected countries in the world;
- To ensure that the aviation industry makes a significant and cost-effective contribution towards reducing global emissions;
- To limit and where possible reduce the number of people significantly affected by aircraft noise; and
- To encourage the aviation industry and local stakeholders to streamline the ways that they work together.

The Aviation Policy Framework continues to recommend that airport operators continue to produce master plans and that they are updated at least once every five years. The master plan does not have a statutory status but the Aviation Policy Framework is clear that they should enable the future development of the Airport to be considered in the development of local plans, to provide transparency and to contribute to the plans of others.

NATIONAL POLICY



The Government has appointed Sir Howard Davies to lead a rigorous and independent review of the options, scale and timing of any requirements for additional capacity to maintain the UK's status as Europe's most important aviation hub. The Commission will identify how any additional capacity can be provided in the short, medium and long-term. The Commission published an interim report to Government in December 2013 that set out the evidence and the measures needed to maintain the UK's global hub status and its recommendations to make the best use of existing runway capacity. The interim report identified options for the development of additional runway capacity in the South East. The report also recognised the role of East Midlands Airport as the UK's busiest cargo airport after Heathrow. The Commission published a further report recommending that detailed consideration be given to new runway options at Heathrow and at Gatwick.

During the summer of 2015, it is expected that the Commission will publish its final report that will contain; an assessment of the options for meeting the UK's connectivity needs; recommendations on the optimum approach to meeting any need; recommendations for ensuring the need is met as expeditiously as possible; and the material to support the preparation of a National Policy Statement to accelerate the resolution of any future planning application(s).

The UK's first National Infrastructure Plan was published in 2010 with the latest update published in 2014. It recognises that investment in national infrastructure is essential for the future growth and productivity of the UK economy and it aims to provide an effective plan for the medium term across all infrastructure sectors. It seeks to mobilise finance and funding for investment in infrastructure and aims to ensure the delivery of infrastructure identified in the Plan.

High quality infrastructure boosts productivity and competitiveness. It allows business to grow and enabling them to reach suppliers; deepen labour and product markets; collaborate and innovate; and attract inward investment. The 2014 Infrastructure Plan recognises the importance of maximising the capacity and connectivity of existing UK airport infrastructure. This includes:

- Encouraging a programme of private investment at airports across the UK;
- Optimising existing capacity through the adoption of innovative operational approaches and the use of new technology; and
- Taking action to improve the quality of surface access links to existing airports.

NATIONAL POLICY



The National Planning Policy Framework was published by the Government in March 2012. It replaces and consolidates all Planning Policy Guidance and Policy Statements to form a single national guidance note for Local Planning Authorities and decision-makers when drawing up local plans and determining planning applications. The National Planning Policy Framework introduces twelve core principles for the planning system that are:

- It is genuinely plan-led;
- Creative in finding ways to enhance and improve places;
- Proactively drives and supports sustainable economic development;
- Seeks to secure high quality design and a good standard of amenity;
- Takes account of local character and circumstances;
- Supports the transition to a low-carbon future;
- Contributes to conserving and enhancing the natural environment and reducing pollution;
- Encourages the effective use of land;
- Promotes mixed-use developments and encourages multiple benefits from the use of land in urban and rural areas;
- Conserves heritage assets;
- Actively manages patterns of growth to make the fullest use of public transport, walking and cycling; and
- Takes account of local strategies to improve health, social and cultural well-being for all.

The National Planning Policy Framework also identifies a presumption in favour of sustainable development. There are three dimensions to sustainable development; an economic role; a social role; and an environmental role. These should not be seen in isolation as economic growth can contribute to higher environmental standards. The presumption in favour of sustainable development means that Local Planning Authorities should positively seek opportunities to meet the development needs of their area, and approve development proposals that accord with the development plan without delay. This does not change the status of the development plan as the starting point for making planning decisions, and development plans must have regard to the themes set out in the National Planning Policy Framework.

LOCAL PLANNING POLICY

The airport site is within the District of North West Leicestershire. The North West Leicestershire Local Plan was adopted in August 2002 and set out the planning policies for the local area. The Local Plan supported airport development within an identified Operational Area to accommodate growth with major built development being directed towards the Central Passenger Zone and land at the Pegasus Business Park.



The Local Plan also sought to control the impact of the airport on the local road network and to ensure that the environmental impact of the airport's operation and future growth being kept to an acceptable minimum.

The North West Leicestershire Core Strategy which was to partly replace the Local Plan was submitted in June 2013. Following advice from the Planning Inspectorate, the District Council agreed to withdraw the Core Strategy in October 2013 (in relation to housing policy). The Council is now preparing revised proposals and it is expected that the new Core Strategy Local Plan will be adopted by the end of 2016.

The 2013 draft Core Strategy recognised the national significance of East Midlands Airport for its passenger and cargo services, but that there is also the potential for global and local environmental concerns that need to be addressed. The Core Strategy included a number of Strategic Objectives that were intended to respond to the key challenges facing the District.

The Strategic Objectives that are related to the operation and development of the airport were:

- Improve economic prosperity and employment opportunities;
- Provide for the growth of passenger and freight operations at East Midlands Airport having regard to improving access by sustainable transport modes and impact on the environment;
- Enhance the vitality and viability of the District's town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet consumer needs;
- Support the sustainable growth of the rural economy, particularly tourism, leisure and the diversification of agricultural businesses;
- Improve access to services and facilities including jobs, shops, education, sport and recreation, green space, communication networks, health and social care;
- Reduce congestion, reduce the need to travel by private car whilst increasing the use of sustainable transport modes;
- Prepare for, limit and adapt to climate change;
- Reduce the risk of flooding and avoid development in areas subject to flooding;
- Protect and enhance landscape character and the quality of the natural environment;
- Achieve high quality and inclusive design;
- Reduce the amount of waste produced and protect and manage the use of natural resources; and
- Reinforce the character and local distinctiveness of the District and its communities.

LOCAL PLANNING POLICY



The 2013 draft Core Strategy sought to provide for the airport's growth in Policy CS3.

The Council will provide for the operational growth of East Midlands Airport whilst having regard to its impact on local communities and the wider environment, and the need to increase the number of employees and visitors travelling to the airport by means other than the private car:

- A. New development within the boundaries of the airport, as defined on the Proposals map, will be restricted to airport operational uses only, including:
 - i) Operational Facilities and infrastructure;
 - ii) Passenger and terminal facilities;
 - iii) Cargo facilities and infrastructure;
 - iv) Airport ancillary infrastructure;
 - v) Landscape works; and
 - vi) Internal highways and associated infrastructure.
- B. Noise-sensitive development, particularly housing, will be resisted where it can be demonstrated that the noise levels associated with the airport would be detrimental to the occupiers or users of any such development.

C. Seek to ensure that any new operational development should minimise its impact upon the environment (including making appropriate provision for renewable energy) and the local highway network.

D. Work with the airport and other partners to seek to maximise accessibility to the airport, particularly from Priority Neighbourhoods, by public transport and other sustainable means of travel in preference to the use of the car. This would include implementing and periodically reviewing the existing airport Surface access strategy and the preparation of Green Travel Plans in support of planning applications.

E. Work with the airport and other partners, including local communities, to seek to minimise the environmental impact (including noise) of operations at and connected with the airport.

F. Any further consideration or development at the airport related to night flights will require the application of stringent controls over night-time noise.

The draft Core Strategy also included policies relating to Aerodrome Safeguarding and Public Safety Zones. These policies were 'saved' from the 2002 North West Leicestershire Local Plan.

LOCAL PLANNING POLICY



Other surrounding local authorities are at different stages in the preparation of their local plans. These authorities include the counties of Leicestershire, Nottinghamshire and Derbyshire, the city councils of Nottingham, Derby and Leicester and the local district authorities of South Derbyshire, Erewash, Broxtowe, Rushcliffe, Melton and Charnwood. The airport looks to contribute to the preparation of the plans of these authorities, promoting the economic development and transport opportunities that the airport brings as well providing guidance on how to deal with airport-related development, protection of noise-sensitive uses, and aerodrome safeguarding.

Bird strikes are a major hazard to aviation. In the vicinity of an airport certain types of mineral and waste development can increase the level of bird activity and the risk of bird strikes. Proposals that may increase bird activity include facilities for household or commercial waste, such as landfills, and proposals for the operation, restoration or reuse of mineral sites that include landscaping or the creation of water bodies. In order to protect aerodromes against these hazards, local planning authorities are required to consult the airport on proposed developments that have the potential to attract birds within a 13 kilometre radius of the safeguarded aerodrome.

We will work with Derbyshire County Council, Leicestershire County Council and Nottinghamshire County Council as the mineral and waste planning authorities to guard against new or increased bird hazards caused by development and where appropriate to provide guidance on aerodrome safeguarding as part of the local plan process.

DEVELOPMENT CONTROL



AERODROME SAFEGUARDING

Major civil aerodromes, because of their importance to the UK air traffic system are protected through a process known as aerodrome safeguarding which functions through the planning system. Local Planning Authorities are required to consult the safeguarded aerodrome on those developments that could potentially affect the safety of aircraft and air traffic control operations. These developments can include the construction of tall structures in areas around the airport, developments that have the potential to attract birds (including pond creation, landscaping schemes and mineral extraction), and wind turbines and wind farms (within a 30km radius of the airport) that can interfere with radar and navigation systems. Large scale solar arrays have the potential to cause glare and require assessment in relation to aircraft operations in the area around the airport.

Guidance on aerodrome safeguarding is set out in ODPM Circular 1/2003 that details the process and the consultation requirements that are required by the local planning authority and the airport. Further guidance on the aerodrome safeguarding process for local authorities and developers can be obtained from safeguarding@eastmidlandsairport.com

Aerodrome safeguarding is undertaken by East Midlands Airport. It is an important part of the CAA's aerodrome licensing process, and in carrying out this duty, the airport will continue to ensure that the safety of airport and air traffic control operations, and ultimately public safety is not compromised.

PUBLIC SAFETY ZONES

Public Safety Zones are designated areas of land at the end of the runways at the UK's major airports within which development is restricted. This is to control any increases in the number of people living working or congregating in these areas. Government advice is set out in DfT Circular 01/2010 and is designed to prevent new developments that would result in a significant increase in the number of people living, working or congregating in the areas and that over time existing numbers should reduce. The airport's Public Safety Zones extend over part of Donington Park to the west and a small area on the southern edge of Kegworth. The airport will continue to work with North West Leicestershire District Council to ensure that Public Safety Zone policy is included in emerging development management policy and in informing planning decisions.

It is envisaged that the extent of the Public Safety Zones may be reviewed to reflect changes in aircraft technology and changes in the numbers of aircraft movements. Should there be a requirement for a review of the Public Safety Zones the airport will work closely with the Civil Aviation Authority and the Department for Transport.

DEVELOPMENT CONTROL



NOISE SENSITIVE DEVELOPMENT

The National Planning Policy Framework outlines the considerations that Local Planning Authorities should take into account when making planning policy or determining applications for noise sensitive developments. There should be an aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development and through the use of planning conditions. The National Planning Policy Framework also recognises that development will often create some noise and existing businesses should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. The airport will continue to provide details of the areas affected by aircraft noise and respond to local planning applications to ensure that adequate noise protection is provided in new developments.

PLANNING AGREEMENT

As part of the approval of the planning application to extend the airport's runway, the Airport entered into a unilateral undertaking (Section 106 of the Town and Country Planning Act) that details the provisions of the Sound Insulation Grant Scheme. In addition the planning consent for the runway development includes a condition that an Environmental Management Plan be agreed by the local planning authority that sets out the airport's environmental controls, mitigation measures and the extent of the airport's night noise contour. These are described in the Environment Plan.



AIRFIELD

This part of the Sustainable Development Plan considers the various categories of land use across the airport site. It seeks to anticipate the long-term likely changes and identifies major development proposals.



The airport will look to provide facilities that meet the needs and the aspirations of customers – passengers, airlines, cargo operators and on-site businesses – whilst at the same time minimising the impact of growth on the airport’s neighbours.

The airport has a highly capable runway (09/27) and a full-length parallel taxiway network. The runway has a paved length of 2,893 metres and is 46 metres wide and has the capability of handling a range of wide-bodied aircraft including Boeing 747-8, Airbus 380 and the AN-225 aircraft operating non-scheduled flights. The runway is served by sophisticated airfield navigation and air traffic control systems. These include a CAT IIIB Instrument Landing System for aircraft arriving from the east and landing on Runway 27.

The existing runway has the capability and the capacity to handle long-haul passenger and cargo operations. The capacity of an airport’s runway is determined and expressed as the number of aircraft that can be handled per hour. This takes account of the airfield layout, the availability of taxiways and runway entry / exit points and local airspace and air traffic control procedures. The capacity of the East Midlands Airport runway is estimated to be between 34-36 runway movements per hour. This provides the airport with sufficient runway capacity for the foreseeable future and

will be more than sufficient to accommodate an airport of a scale to handle 10 million passengers and 1.2 million tonnes of cargo annually. There are therefore no plans for the development of a second runway within the planning horizon covered by this Master Plan (2040).

Planning permission was granted by North West Leicestershire District Council in 2011 for the construction of 190 metre extensions to the runway. This would increase the available runway length for departing aircraft to 3,083 metres. The ability to handle the future growth in passenger and cargo traffic does not depend on the construction of the runway extension, but it could bring payload / range benefits to the operators of the largest long-haul aircraft. The increase in runway length would also allow the westward displacement of the landing threshold for Runway 27 which would increase the height of aircraft overflying Kegworth. The runway extension would also have some noise and air quality benefits by allowing most departing aircraft to use lower thrust settings on take-off. The runway extension works (with the exception of minor changes to the approach lighting) can be undertaken within the existing airport boundary.

The planning consent for the runway extension if not implemented or formally commenced, expires in February 2016. Although the airport’s current traffic does not require an extended runway, it is proposed to take the opportunity presented by planned runway refurbishment works to implement some aspects of the planning permission and to formally take up the consent. These initial works are expected to extend the distance available for departing aircraft by 30 metres.

AIRFIELD



The measures to formally commence the runway development will be agreed with North West Leicestershire District Council. This process will trigger a number of environmental and community obligations that include legally formalising the Sound Insulation Grant Scheme, setting the night noise envelope and requiring the submission to the Local Planning Authority of an Environmental Management Plan. This will include an annual report on the airport's environmental programme and aircraft noise controls.

A network of taxiways linking the passenger and cargo terminals with the runway is crucial to the safe and the efficient operation of the airport. The taxiway layout is governed by the geography of the site, airfield safety requirements and international standards. An efficient taxiway network is an important factor in determining the overall runway capacity and limiting the environmental impact by reducing aircraft holding or runway occupancy times. Improvements to the taxiway layout will include; the installation of Rapid Access/Exit Taxiways in both runway directions, the construction of aircraft holding/passing bays at the eastern end of the runway and additional runway entry points to improve the sequencing of aircraft departures.

East Midlands Airport will remain a single runway airport, so therefore there is a risk to airfield operations when there is a requirement for scheduled or emergency runway maintenance. At airports that are predominantly passenger airports, it is possible to undertake maintenance works at night. This is more disruptive at East Midlands because of the substantial night cargo operation. Busy single runway airports have contingency plans to use a taxiway as an emergency runway. It is not possible to use the existing parallel taxiway as an emergency runway due to its proximity to existing buildings/aircraft parking aprons.

Contingency plans to maintain runway operations during periods of maintenance will be considered during the period of this Master Plan. A major project to resurface the runway is to be undertaken during 2016. Consultation with key stakeholders about the resurfacing works will take place during 2015 and 2016.



RUNWAY AND TAXIWAYS

- The airfield will continue to be designed and operated to meet the standards and requirements of the Civil Aviation Authority;
- There are no proposals to bring forward any plans for a second runway;
- The implementation of the planning consent (granted in 2011) for a 190 metre extension to the runway will be formally commenced before its expiry in February 2016;
- Additional Rapid Access/Exit Taxiways, aircraft passing bays and runway entry points will be developed to incrementally increase the capability/capacity of the runway; and
- Contingency plans to protect the airport's operation for times when the runway is closed and requires maintenance will be developed. A major project to resurface the runway will be undertaken in 2016.

APRON

As the airport has developed, additional apron capacity has been provided. This has reflected the growth in passenger services and also the development of cargo operations. The airport's apron is split into three distinct areas – the Central Passenger Apron, Cargo West and Cargo East.



Airfield safety influences aircraft parking positions and sets out the dimensions for taxiways/taxilanes and for aircraft stands. These requirements are overseen by the Civil Aviation Authority and a range of aircraft parking stands will need to be provided to accommodate all of the different types of aircraft that operate from the airport.

The best way of enhancing apron capacity is to maximise the use of existing areas. Because of the geography of the site and the characteristics of the operations at East Midlands, it is not easy for passenger and cargo aircraft to share aircraft stands. This is because the DHL hub in Cargo West is remote from the passenger terminal and also because the passenger aircraft are parked overnight at the airport, the time when the cargo operators need to use the aircraft parking positions.

The Airport has 25 to 27 aircraft parking stands on the Central Passenger Apron depending on aircraft size. There are 14 stands that are directly served from the Terminal and 12 remote stands that require passengers to be bussed to and from the aircraft. Additional apron capacity has been built to the west of the Central Passenger Apron in recent years. There are 15 to 17 multi-use stands at Cargo West and a further 9 to 12 multi-use stands at Cargo East.

Additional apron capacity will be required as the airport develops its capacity to handle some 10 million passengers and 1.2 million tonnes of cargo. Assessments of future apron demand have been carried out, and there is a need to provide an additional 10 (Code C) aircraft stands that have direct access to and from the passenger terminal. These stands to serve passenger aircraft can be provided to the east of Central Passenger Apron (on land presently used for the UPS Cargo Hub and the Airport's Fire Station). Additional apron can also be provided as a southern extension of the Central West Apron on land that is currently used for passenger car parking. In total there is a requirement for 48 passenger aircraft stands to provide a capacity for 10 million passengers a year.

Additional cargo apron will be developed as an extension to the apron at both Cargo East and Cargo West. The cargo apron stands need to be capable of handling much larger aircraft than the passenger apron and there will need to be a minimum of seven additional cargo stands provided including the ability to regularly park aircraft up to Code F (Boeing 747-8F) size.

Apron development for both passengers and cargo will displace existing uses including passenger car parking, the UPS Hub building and the airport's Fire Station.

OUR LAND USE PROPOSALS

APRON



APRON

- Additional apron capacity will be provided within the Central Passenger Zone – to the east and to the south of the existing apron;
- Additional cargo apron will be developed in both Cargo East and Cargo West;
- Provision will be made for cargo apron development that enables the airport to regularly accommodate large Code E/F aircraft types; and
- To maximise efficiency, some existing uses, including passenger car parking will be displaced to enable apron development.



PASSENGER TERMINAL

The airport's passenger terminal dates back to the 1960's and has been incrementally developed over the years. The major extensions have included a check-in hall and baggage area in the 1990's, a new pier, and extensions to Arrivals and improvements to the public transport facilities.



In 2014 work was completed on a new Security Search area and improvements to the airside Departure Lounge. These, and future planned works are intended to continue to improve the passenger experience, meet the developing needs of the passenger airlines and to meet changing regulatory and security requirements.

The operations of the low-cost airlines have driven the passenger growth at the airport and this is forecast to continue. These carriers have driven change in the airline industry and have changed the airport passenger process. These have included evolutions in on-line check-in requiring bag-drops rather than traditional desks. In addition aviation security requirements, in particular the screening of departing passengers have changed substantially. It is therefore important that the Airport's facilities keep pace with change, but also that new developments need to be flexible to meet future requirements.

The terminal has an annual capacity of around 6 million passengers a year. It is of a single-storey with the short-stay car park to the front. There are 52 check-in desks and a number of common-user self-service check-in machines have been installed. Overall the terminal has the capacity to process some 1,800 departing passengers per hour. This is consistent with the overall annual capacity of the terminal. The new Security Search area has improved the overall passenger

experience and increased the speed that passengers can be processed. There are 14 gates in the central departure lounge and an additional 5 gates on the western pier. The Arrivals area has an hourly capacity of approximately 1,000 passengers an hour which equates to an annual capacity of around 5 million a year. Works to provide additional Arrivals capacity will be required in the short-term.

Further development of the airport's passenger terminal facilities will be required for the airport to have the capability to handle up to 10 million passengers a year. This will require a substantial extension and the remodelling of the existing passenger terminal building. This work will need to be flexible to cater for the changing customer and operational requirements.

In order to handle passenger volumes of up to 10 million a year there is a need to provide additional terminal floor-space, increasing from 32,000 sq metres to some 75,000 sq metres. This area, where appropriate, will be provided over two levels to segregate arrivals and departures and to reduce the overall footprint of the terminal building. Additional passenger processing capacity will be required. This will include additional check-desks, additional security lanes, departure gates (potentially provided by an extension to the existing pier to the south) and additional border-control desks (in Arrivals), baggage reclaim belts and baggage handling areas. This additional terminal floor-space can be developed on land to the south and to the west of the existing terminal and also to the east of Arrivals. Most of this land is currently used for passenger car parking that will be re-provided elsewhere on the airport site.

PASSENGER TERMINAL



In considering future terminal capacity requirements and development proposals, opportunities for the utilisation of new technologies and new processes will be fully explored. This is to enhance the passenger experience, control development costs and to future-proof the development. In addition measures will be investigated to where possible, spread the passenger flows outside a main morning peak to ensure a better utilisation of airport capacity across the day.

As the terminal development works are undertaken consideration will be given to the internal road network to ensure that it meets the needs of passengers, visitors and public transport operators.



PASSENGER TERMINAL

- Future terminal development will be focused on the re-configuration and major extensions to the existing passenger terminal;
- Proposals will be brought forward to increase the passenger terminal floorspace;
- The use of new technologies and new processes will be fully explored and incorporated into any future terminal development; and
- Land will be safeguarded for terminal extensions to the south, the west and to the east of the existing building.

CARGO

East Midlands Airport plays a national role as the UK's largest express freight hub and is second only to London Heathrow in terms of flown cargo handling some 309,000 tonnes in 2014.



The Airport is the UK hub for DHL and for UPS with significant operations from TNT and Royal Mail. Express freight services are an increasingly important economic sector and make a vital contribution to the UK's overall economic competitiveness. Further details on the regional economic impact of the airport are included in the Economy & Surface Access Plan

It is the cargo operators that drive and influence the development of air cargo facilities. These are the units where freight and mail is sorted and transferred from road to air or from air to road. The airport's cargo buildings are not conventional warehouses, they incorporate sophisticated handling and sortation systems, and the goods that they handle are rarely stored for more than a few hours.

The cargo buildings are either operated in-house by an airline, an integrated carrier such as DHL, UPS or Royal Mail. Third party cargo operators either make use of the large units or they utilise the facilities in the Transit Sheds in Cargo East. The third party operators only have a limited number of services at the airport, but they play an important role in attracting non-integrated, mainly long-haul daytime freight traffic. These operations generally carry large high value loads on dedicated freight aircraft and can include aircraft engines, machine parts and other goods.

It will be the integrated carriers that will continue to drive the growth in the airport's cargo operations and overall cargo volumes. The principal capacity developments will be for the integrated carriers and the facility requirements will be driven by their growth rather than by air cargo forecasts.

The integrated carriers' cargo facilities are sized to handle a peak hourly package throughput, but can vary in scale depending on the sortation systems and the level of automation in the building. Land has been reserved for the further development of the DHL Hub building at Cargo West and land will also be safeguarded for a second major integrator hub in Cargo East.

The DHL Hub building opened in 2000 and it was always intended that the site would be developed in phases. Land continues to be available for phased development on the western side of the building. This gives the opportunity for additional parcel handling facilities and associated support services. Additional vehicle loading and unloading areas may be required. There will be a need for the consolidation of some of the Hub's associated staff car parking and the relocation of some passenger car parking elsewhere on the airport. It is expected that the proposals for the extension of the DHL will be brought forward and a planning application made to North West Leicestershire District Council during 2015.

Land will be reserved for the development of an integrator hub at Cargo East on land between the Pegasus Business Park and the runway/taxiway. This will enable the development of additional apron to serve the new hub operation. The building will be of a significant scale and will provide for the sortation systems required by the integrated carriers and also landside vehicle access for vans and for HGV's.

OUR LAND USE PROPOSALS

CARGO



Opportunities will be identified for incremental redevelopment and improvements to the existing Transit Sheds in Cargo East. A site for new cargo development, to the east of the current Royal Mail hub, will also be reserved. These development schemes will be made on a case by case basis and in response to operators' requirements.

TARGETS

CARGO TERMINAL

- Land will be reserved and proposals brought forward for a major extension to the DHL Hub building in Cargo West;
- Land will be safeguarded for the development of an airline integrator freight building and associated apron and vehicle infrastructure in Cargo East;
- Land will be safeguarded for a new cargo development to the east of the current Royal Mail facility; and
- Improvements to cargo Transit Shed and associated support infrastructure will be brought forward and considered on a case-by-case basis and in response to operator demands.



OTHER OPERATIONAL FACILITIES



The airport provides for a range of ancillary and support uses. These can include essential operational services such as the Fire Station, security search, fuel farms etc, but also ancillary services such as flight catering, crew training, and motor transport. These activities are not major users of land and will continue to be accommodated. They are part of the range of facilities and services that are expected at a significant international airport.

AIRCRAFT MAINTENANCE

Aircraft maintenance is an important part of an airline's operation and can be a key activity at some airports. Aircraft maintenance has historically been an important part of the operation of East Midlands Airport however this market has changed significantly in recent years. This has been as a result of the closure of the bmi operation, but also UK aircraft maintenance companies facing severe competitive pressure from international maintenance companies.

The Aircraft Maintenance Zone is to the west of the Central Passenger Zone and contains a number of aircraft hangars of various sizes. The largest hangar is the one previously occupied by bmi. The demand for old maintenance facilities has waned over recent years, principally because of the availability of modern facilities elsewhere and cheaper labour costs in certain parts of Europe.

Given the age and the condition of the majority of the hangars on-site, opportunities will be sought to refurbish and replace elements for the maintenance facilities to serve existing and future operators. Technical activities such as aircraft painting, are likely to expand and there currently are two hangars dedicated to this activity. There is also the potential for the redevelopment of the southern part of the Maintenance Zone to provide additional passenger apron capacity.



AIRCRAFT MAINTENANCE

- Whilst reduced in scale, aircraft maintenance activities will be retained, and will be focussed towards ensuring the commercial, economic and employment sustainability of the airport operation.

OTHER OPERATIONAL FACILITIES



FIRE AND RESCUE

The airport is required to provide Fire and Rescue services that are appropriate to the aerodrome and the types of aircraft that use it. The Fire and Rescue service requirements are set out in the CAA's aerodrome licensing requirements. The airport provides a Rescue and Firefighting service to CAA Category A7. Fire cover can be provided up to Category A9 (B747 aircraft on request).

The airport's Fire Station must be located so that the Fire Service can reach all parts of the airfield within a set response time. This means that a central location on the airport site is required. The Fire Station is located immediately to the east of the Central Passenger Apron in the centre of the airfield. In the long-term there is the potential to relocate the Fire Station to the north side of the runway to enable the development of additional aircraft stands at the current location.

The Fire Service requires regular access to training equipment. The Fire Training Ground is on the north side of the airfield. The Training Ground will continue to be equipped to meet CAA Licensing requirements and to provide for higher environmental standards.

The airport's Fire Service provides fire cover for the airfield and will respond to fire calls from the passenger terminal and other core parts of the airport. The fire cover for large areas of the airport site including Pegasus Business Park is provided by Leicestershire Fire and Rescue Service. A local fire station has been established in Cargo East that serves the landside areas of the airport and the surrounding community including Kegworth and Castle Donington.

TARGETS

FIRE AND RESCUE

- Land will be reserved on the north side of the airfield for the long-term relocation of the Airport Fire Station; and
- The Fire Training Ground will continue to be maintained to ensure compliance with the CAA's and environmental standards.

OUR LAND USE PROPOSALS

OTHER OPERATIONAL FACILITIES



AIR TRAFFIC CONTROL AND NAVIGATIONAL AIDS

The airport's Air Traffic Control facility is located within the control tower that was opened in 1999. This is a modern facility that will provide for the long-term development and operation of the Airport. The airport requires a range of radar and navigation facilities which are mainly located within the airfield.

The airport's primary radar is on the north side of the runway. This equipment is expected to be replaced and a site close to the existing radar will be safeguarded for this use. Should the runway extension works be undertaken, there will be need to relocate some of the approach lighting. This will mainly be at the eastern end and largely take place within the airfield.

There is a requirement to safeguard the airport's air traffic control equipment from interference particularly from wind turbines. The process of aerodrome safeguarding is described earlier in this Land Use Plan and is to ensure the safety of aircraft, airport, and air traffic control operations.



AIR TRAFFIC CONTROL

- A site will be safeguarded within the airfield, and on the north side of the runway for the installation of a new primary radar.



OTHER OPERATIONAL FACILITIES



AIRCRAFT FUEL

The principal Fuel Farm is located within the Aircraft Maintenance Zone and operated by Valero. The site provides storage tanks and parking areas for fuel bowzers and other equipment. The site currently does not have direct apron access and fuel bowzers have to use the internal road system to access the airfield security gates.

In the longer term, with the development of additional passenger apron adjacent to the Fuel Farm, opportunities for fuel vehicles to remain airside to be fuelled will be investigated.

There are two other Fuel Farms located on the southern side of the Central Passenger Zone. These could be relocated as part of the redevelopment of the Terminal and the Short-Stay Car Park area.

TARGET

AIRCRAFT FUEL

- Land will be reserved for the extension to the Fuel Farm in the Aircraft Maintenance Zone and for the relocation of the Fuel Farms presently in the Central Passenger Zone

FLIGHT CATERING

The Flight Catering facility is in the Central Passenger Zone. The unit is currently served from a larger facility in Birmingham. The in-flight catering market has changed significantly in recent years. This is because of the reduced catering requirements of the low-cost carriers and changes to the airport's airline base. Land will be provided within the airport site for the relocation of the Flight Catering Unit as a result of redevelopments in the Central Passenger Zone.

TARGET

FLIGHT CATERING

- Land will continue to be provided for small-scale in-flight catering facilities to service the needs of the airlines operating from the airport.

OPERATIONAL ACCOMMODATION

There is a need to provide facilities for a range of functions that are needed to keep the airport operational, safe and secure. These uses generally require a location that has direct access to the airfield or is within the Central Passenger Zone.



Operational uses include:

- Security, Policing and Border Control;
- Accommodation, parking and storage of airfield equipment; and
- Vehicle and equipment maintenance.

Improvements to the passenger security area were completed in 2014. This has provided an improvement to the passenger experience and enabled the airport to meet the Department for Transport's security requirements. There are a number of staff and vehicle search areas at the entrances to the airfield. These will be upgraded as required, particularly to ensure that they meet the operational and future development requirements of the express freight carriers. Revisions and upgrades to the airfield security search areas will be considered as part of the plans for the future development of the DHL Hub and future developments at Cargo East. The eastern extension of the Central Passenger Apron will require the relocation and the consolidation of security search area next to the Fire Station.

Improvements to Arrivals and the UK Border Force Immigration and Customs facilities will be included in future improvements and developments to the passenger terminal. The policing of the airport site is carried out by Leicestershire Police from a Police Station in the Central Passenger Zone. Improvements to the Police Station will be considered as part of any future major passenger terminal developments.

Airfield operations have accommodation and storage facilities adjacent to the Passenger Terminal. This needs to be provided in an airside location, close to the airfield. Vehicle maintenance facilities are provided in the southern part of the Central Passenger Zone.



OPERATIONAL ACCOMMODATION

- **Appropriate facilities will continue to be provided in the Central Passenger Zone for Leicestershire Police and UK Border Force;**
- **Security Search facilities will continue to be improved to meet future requirements, improved service standards and the needs of the cargo operators;**
- **Operational accommodation will be provided in an airside location with convenient access to the airfield; and**
- **To accommodate future developments in the Central Passenger Zone, the existing vehicle maintenance unit will be re-provided elsewhere within the airport site.**

OUR LAND USE PROPOSALS

OPERATIONAL ACCOMMODATION



BUSINESS AND GENERAL AVIATION

Business and General Aviation facilities are mainly provided within the Aircraft Maintenance area and also on a site to the west of the DHL Hub. Business aviation is made up of corporate aircraft operations, aerial surveys and the Regional Air Ambulance Service.

Business aviation is an important part of the airport's services to the region, in particular the Three Cities and also to the local major manufacturing businesses.

There is also a flying school based in the Aircraft Maintenance Zone. This will continue to be accommodated subject to the development requirements of the airport's passenger and cargo activity.



BUSINESS AND GENERAL AVIATION

- Facilities will continue to be provided to support Business and General Aviation at the airport.
- Facilities will be provided for the National Police Air Service.



OPERATIONAL ACCOMMODATION



PEGASUS BUSINESS PARK AND COMMERCIAL USES

The Pegasus Business Park is in the south west corner of the airport site. It has an extant planning consent for business park development including hotels and conference centres. The Pegasus site covers some 26 hectares with around 10 hectares still available for development, and it is intended that the employment uses, the type of development and the environment at Pegasus is of a high quality. In accordance with the emerging Core Strategy policy the further development of the Business Park should provide for activities and uses that derive a greater benefit from an airport location. Commercial development proposals associated with the airport will be brought forward for sites within the Pegasus Business Park. These uses will include offices, logistics, general warehousing and hotels.

The development, and the activity and the range of uses at the Pegasus Business Park is an important part of the East Midlands Enterprise Gateway opportunity.

Land to the south of the Pegasus Business Park, south of the A453 and to the west of the Moto Service Area has been identified as potential employment land in the North West Leicestershire Employment Land Availability Assessment (2013). The airport's land requirements outside the existing Operational Area will be kept under review, and considered in the airport's submissions to the preparation of the North West Leicestershire Core Strategy Local Plan.



PEGASUS BUSINESS PARK

- Commercial development proposals will be brought forward for land within the Pegasus Business Park. Such schemes will reflect the high quality environment and the design of the existing development will be focussed towards developments that benefit from a location at the airport; and
- The requirement for additional land outside the Operational Area will be kept under review.

OPERATIONAL ACCOMMODATION



HOTELS

It is important that an international airport provides a range of hotels that meet the different needs and the expectations of the airport's passengers and users. The range and the scale of hotels that serve the airport have developed gradually over the years. Within the Operational Area there are now four hotels:

- **THE THISTLE** at the airport's main entrance – 164 rooms;
- **THE HOLIDAY INN EXPRESS** within the Pegasus Business Park – 90 rooms;
- **THE PREMIER TRAVEL INN** in the Pegasus Business Park – 80 rooms; and
- **THE RADISSON BLU** at the Pegasus Business Park – 218 rooms.

The Radisson Blu is the most recent hotel development on the site and it includes very high quality design and leading edge environmental technology including a multi-fuel CHP plant, rainwater harvesting and other energy saving measures. It has been awarded the highest level BREEAM rating for a hotel development in the UK.

The requirement for additional on-site hotels will continue to be kept under review. On-airport hotels are needed to make it easy for passengers to access early or late flights, but they also provide accommodation for aircrews and other users and visitors to the Airport and the local area.



HOTELS

- Land will be reserved within the Operational Area for the development of new or replacement hotel facilities.

OTHER COMMERCIAL USES

There are a number of other small-scale uses that require a location within the airport's Operational Area. These uses include a Petrol Filling Station and its small scale retail use that is currently sited adjacent to the Passenger Terminal. As the detailed proposals for the Passenger Terminal complex evolve there is an opportunity to consider the location of the Petrol Filling Station to ensure that it is in the most appropriate site to serve passengers and other users of the airport. A site on the main access road into the airport complex will be considered.



OTHER COMMERCIAL USES

- A new location for the airport's Petrol Filling Station will be identified within the Central Passenger Zone.

EDUCATION AND SPECTATOR FACILITIES

The Aerozone is the airport's on site education centre which is located next to the Passenger terminal. It is the heart of the airport's education programme and provides a huge range of exciting opportunities for school and community groups of all sizes and ages. The Aerozone offers a meeting room and a fully equipped, interactive education facility.



The Airport Academy opened in June 2013. It has been established to provide a service to individuals in the local community who are looking for work at the airport. The Airport Academy has been developed in partnership with Stephenson College and Jobcentre Plus. The airport is also able to provide a tailored recruitment service to on-site employers as well as a pre-employment training and recruitment service to local job seekers. The Academy is based within the Aerozone and its location and space requirements will be kept under review. It is intended that a facility that provides a direct view of aircraft operations will be established where future terminal developments make this a practical proposition. Further details of the Aerozone and the Airport Academy are included in the Community Plan.

Spectator facilities are provided at the Aeropark which is located in the north west of the airport site. The Aeropark contains a number of preserved aircraft and a spectator area. The Aeropark will be retained within its existing location and small-scale facilities including additional car parking will be provided.



EDUCATION AND SPECTATOR FACILITIES

- Facilities will continue to be provided for the Aerozone and to support the growth and the development of the Airport Academy;
- Opportunities to develop the Airport Academy's services to support the growth of the airport and the East Midlands Enterprise Gateway will be fully explored; and
- The Aeropark will be retained and additional car parking and small scale catering/visitor facilities will be provided.

ENVIRONMENT, UTILITIES AND ENVIRONMENTAL MITIGATION

The airport has an ambitious and challenging environmental programme that is set out in the Environment Plan which is part of the Sustainable Development Plan. Several environmental measures have land requirements. These include utilities and services, perimeter landscaping, recreational facilities such as the Airport Trail and the use of land outside the Operational Area for biofuels and renewable energy.



As the airport grows there will be a need to upgrade the capacity of the principal utility networks. The main utilities will be routed in service corridors within the main development areas. This approach is already in place in the Pegasus Business Park.

As the airport has grown, investment has been made in the surface water system. This is to protect local watercourses from water contaminated by de-icing chemicals and also to balance the surface water run-off from the airport site during periods of heavy rainfall. Additional storm-water storage will be provided as part of future development proposals, particularly new apron works. These works could be the extension of existing balancing ponds or the construction of new storage capacity. These works could be undertaken on airport land south of the A453.



UTILITIES

- A series of service corridors will be developed across the airport site; and
- Proposals will be brought forward to provide additional storm-water storage capacity.

The area around the airport is largely rural and it is important that the impact of the operation and its development on the local landscape is mitigated where possible. Substantial areas of planting have been put in place around the airport perimeter. This will continue and the sensitive stewardship of the airport's land will be maintained to encourage bio-diversity and the development of habitats that can take advantage of the unusual characteristics of the airport site.

The Airport Trail provides a circular footpath around the airport perimeter and it is a valued local recreational resource. The Trail will continue to be maintained and developed and opportunities will continue to be sought for the installation of art works along the route.

The airport will continue with its ambitious carbon reduction and energy efficiency targets. The airport has achieved its target for carbon neutrality for energy and fuel use and this will be retained. Further details on the carbon management programme are set out in the Environment Plan.

OUR LAND USE PROPOSALS

ENVIRONMENT AND ENVIRONMENTAL MITIGATION



The use of renewable energy will be incorporated into new buildings on the airport site and the renewable energy supply will be expanded. The airport has constructed two wind turbines on-site and planning permission is in place for the erection of two further turbines. The airport's land outside the Operational Area provides an opportunity for use by renewable energy generation such as planting for biofuels or for the installation of solar photovoltaic cells.

TARGETS

ENVIRONMENT

- The perimeter landscape around the airport will be maintained and enhanced where necessary to mitigate the visual impact of the airport and future development;
- The Airport Trail will be developed, including further art works to provide a local recreational resource and to link local villages and communities; and
- Renewable energy projects will be pursued, including the installation of additional wind turbines, solar power, and the use of renewable and bio-fuels.



SURFACE ACCESS AND CAR PARKING

The airport relies on its accessibility. Good surface access is vital to the efficient operation and it also helps reduce its environmental impact. Improving the airport's surface access links, especially public transport services, continues to be a key priority. Although the airport's rural location makes access by public transport more difficult than at similar sized airports, the commitment to public transport has been demonstrated over many years.



The Surface Access Plan is part of the family of documents that make up the Sustainable Development Plan. East Midlands Airport is committed to delivering a good quality and reliable transport infrastructure with improved sustainable travel choices for both passengers and on-site employees. It is intended to increase the efficiency of the airport operation by combatting the effects of local road congestion. Surface access, particularly public transport can assist with the recruitment and retention of staff by making airport journeys easier, cheaper and more reliable.

The Surface Access Plan has been successful in establishing a range of commercially sustainable bus services, and it has also introduced a range of initiatives including car-sharing and the use of public transport by staff working on the airport site.

The Surface Access Plan also has important links with the Airport's Community Plan, in particular the programme to encourage employability and jobs on the airport site. Through the Airport Academy the airport is working with local authorities, training providers and Jobcentre Plus and access to the airport is an important element in this work.

Targets for sustainable travel were first set in 2006. These were focussed at both passenger and staff journeys and were:

- 30% of employees accessing the site by means other than single car occupancy by 2016; and
- 10% of passengers accessing the airport by means other than the private car by 2016.

Progress in achieving these targets has been good. By 2013 29% of employees were accessing the site by modes other than single car occupancy and 9% of passengers were using public transport as a mode of access. These targets have been achieved despite the rail services at East Midlands Parkway not being as anticipated, either by destination or frequency.

The achievement of these targets has also been as a result of a range of initiatives implemented by the airport including new and enhanced bus services, car-share schemes and a range of measures to promote the benefits of public transport use. This success has also been achieved despite a series of challenging factors for achieving high levels of sustainable access. These include the airport's relatively rural location which means that public transport services are not as highly developed than at other airports that are close to major urban areas. East Midlands Airport is also in a location that is close to three significant conurbations – Nottingham, Leicester and Derby – all in different directions from the airport. Despite this East Midlands Airport achieves higher levels of public transport use than a number of other UK airports of a comparable scale.

SURFACE ACCESS AND CAR PARKING



Whilst improving public transport remains a key priority, the need for accessibility through the highway network continues to be important, particularly for the cargo and distribution. Targeted and focussed local improvements to the strategic road network are the main areas for development. This is to protect access to the airport and also to manage the growth and the impact of non-airport traffic.

The airport will also continue to work with the transport authorities, operators, local authorities, other businesses and the local community to develop an enhanced public transport network and a wider range of sustainable travel choices.

The Surface Access Plan, part of the Sustainable Development Plan also seeks to manage growth in airport-related road traffic in a responsible and sustainable way. This is because of:

- The need to manage emissions from airport-related road traffic – CO₂ and emissions that contribute to local air quality;
- Increasing congestion on the strategic road network, particularly the M1 and the A42;
- Other major developments in the local area; and
- National and local policy to encourage travel by the most sustainable mode.

The Surface Access Plan has been reviewed and it sets out the airport's proposals in more detail. This Land Use Plan identifies the land requirements that are associated with surface access.

PUBLIC TRANSPORT

Public transport facilities are provided within the passenger terminal where there are comfortable waiting areas, dedicated bus and coach bays and real-time passenger information systems. Bus services are the principal public transport mode for passengers and staff, with the frequent 24 hour Skylink routes to Derby, Nottingham, Loughbrough, Leicester and Long Eaton, and local services to Coalville and Castle Donington.

The Airport is also part of the National Express coach network with services to Coventry, Sheffield, Leeds, Bradford, Heathrow and to Gatwick.

However as the airport is developed to a 10 million passenger capacity, the development of a full public transport interchange will be required. This would be situated within the Passenger Terminal Zone and provide high quality bus and coach facilities and passenger waiting areas.



PUBLIC TRANSPORT

- Facilities for bus and coach passengers will continue to be improved as part of the overall development of the Central Passenger Zone. These will include passenger waiting areas and bus and coach pick-up and drop-off and parking areas.

SURFACE ACCESS AND CAR PARKING



East Midlands Parkway rail station is approximately 6 miles from the airport, off the A453 between M1 Junction 24 and Nottingham. East Midlands Parkway provides rail services to London, Leicester, Derby, Nottingham, Loughbrough, Long Eaton, Newark, Market Harbrough, Lincoln and Sheffield. Direct access to the airport is provided by a pre-bookable shared taxi scheme and an on-demand people-carrier service.

The airport will continue to work with Network Rail, and the major train operator (East Midlands Trains) to develop rail services and frequencies that are attractive to the airport's passengers. Should the development of the HS2 line from Birmingham to Leeds be implemented, then this should release additional rail capacity at East Midlands Parkway. The airport will seek to work with the rail operators to develop rail connections to serve the airport.

The airport supports the development of the national high-speed rail network (HS2) connecting London with the West Midlands, Manchester and Leeds. HS2 is intended to provide additional rail network capacity, fast and frequent connections between the UK's major cities and act as a catalyst for economic growth. This investment in the UK's national transport system is supported. The HS2 line north of Birmingham is due to be completed by 2037. HS2 represents an important economic opportunity for the East Midlands region.

The HS2 route as currently proposed is to run in a tunnel under the airport to the East Midlands Hub station at Toton which is approximately 10km or a 20 minute drive to the north. The East Midlands Hub station must have excellent fast frequent and high quality public transport connections to Derby, Nottingham, Leicester and other major towns and cities across the region. The development of HS2 could also free capacity on the local network and at East Midlands Parkway.

HS2 is a substantial investment in national infrastructure and it is important that the East Midland region fully capitalises on the economic and connectivity benefits that it will bring. The airport will continue to work with HS2 and regional partners in order that the region can take full advantage of connectivity into a national high speed rail network. The airport will also work closely with the HS2 design team to ensure that any development effects on the airport and local communities are kept to a minimum.



HS2

- The airport will work with the HS2 design team to ensure that the land-take and the construction impact of the scheme at East Midlands Airport is minimised.

SURFACE ACCESS AND CAR PARKING



ROAD SCHEMES

East Midlands Airport benefits from excellent road links with access off the A453 and the M1 at Junctions 23A and 24 that also provide connections to the A42(M42) and the A50. An efficient road network that serves the airport is essential for the majority of the airport's passengers that travel by road as well as the express cargo operators that require fast and reliable access across the UK.

Good road links are also necessary for the bus and coach services that provide most of the airport's public transport services.

Airport road traffic is a relatively small percentage of the overall traffic on the local road network and the adjacent motorway, particularly at peak times. The airport's traffic tends to be spread during the day rather than concentrated at peak times, and while in total the airport's traffic volumes may be large, they do not contribute a large proportion of traffic during the peak hours. The majority of the airport's road cargo movements, including the HGV traffic take place during the evenings or during the night (20:00 – 06:00). This is an efficient use of road capacity and has little effect on road traffic during the morning or evening peak hours. Further details of the traffic flows on the local highway network are included in the Surface Access Plan.

The M1 close to the airport is a busy part of the national motorway system and traffic data suggests that peak hour traffic flows are approaching capacity and the key junctions close to the airport (23A, 24 and 24A) experience delay and congestion at peak times. Some local highway improvements have been completed. These include a reconfiguration of M1 Junction 24 to provide an improved link for traffic travelling south from the A50 to the M1. In addition a scheme to widen the A453 from Junction 24 north to the Nottingham Ring Road was completed in 2015. In the longer term, the upgrade of the M1 Junction 24, a new junction on the A453 and a southern bypass of Kegworth are proposed as part of the East Midlands Gateway Strategic Rail Freight Interchange.

Highways England continues to prepare a series of regional route-based strategies. These provide a smarter approach to future highway improvement schemes and Highways England's investment planning. Route-based strategies are in place for the M1 and the A42/ A50. They aim to identify any existing and future performance or capacity issues along with the key improvement opportunities. The airport will continue to work with Highways England and other transport authorities to develop solutions that continue to provide excellent access to East Midlands Airport and the East Midlands Enterprise Gateway area.

SURFACE ACCESS AND CAR PARKING



There is an internal road network within the airport site. This provides access for the cargo areas (West and East), Maintenance Zone, the Central Passenger Zone and Pegasus Business Park. The internal road network also serves the airport's passenger and staff car parks. As the passenger terminal and the cargo capacity grows, the internal road network will be improved to ensure the free flow of vehicles, buses and HGV's around the site. Facilities for cyclists and pedestrians will also be improved.

The current use and the allocation of space for passenger pick-up and drop-off at the passenger terminal are to be improved as part of the development of the passenger terminal. This will include a reconfigured short-stay car park and internal road network. This is to improve the overall efficiency of the area and improve the passenger experience. The control of traffic around the passenger terminal is important for safety and security and is also part of a policy to reduce the levels of passengers who are being picked up or dropped off. This is to be coupled with a car parking strategy to make long-term car parking attractive and also to alleviate fly-parking on local roads and in local villages.

TARGET

ROAD SCHEMES

- The airport will work with Highways England and local highway authorities to promote improvements to the highway network and improve the accessibility of the airport.

CAR PARKING

As the airport's passenger and staff numbers grow there will be a need to increase the capacity of the airport's car parks and to provide range of car park products and facilities. The various forms of car parking products are an important part of the Surface Access Plan and also play a role in managing local road traffic and the airport's CO₂ emissions.

The provision of on-site car parking will continue to be an important part of the airport's strategy. Long-stay car parking will be encouraged in preference to passengers being dropped-off or picked-up by family, friends or taxi, which requires twice the number of road journeys. The airport will also work with the local authorities and local communities on measures to discourage car parking in areas outside the airport.

There are some 11,500 car parking spaces on the airport site along with a further 1,100 spaces at Donington Park that are used during the summer peak period. There will continue to be an increase in the demand for car parking. This is influenced by customer convenience, time of travel, the availability of public transport and the length and type of air journey. The airport will bring forward proposals for additional on-site car park capacity, and where possible the existing car parking areas will be rationalised to provide the best utilisation. The main public parks will be developed at the west of the site and in a new development to the east.

SURFACE ACCESS AND CAR PARKING



Short and medium-stay car parks will continue to be developed in the Central Passenger Zone. In the longer term multi-storey or decked car parking will be developed in the Central Passenger Zone. Whilst increasing capacity it can also enhance the passenger experience and to achieve the most efficient use of land. To provide for an airport with the capacity and the capability to handle 10 million passengers a year, it is expected that the number of on-site car parking spaces will need to double.



CAR PARKING

- Additional short-stay car park capacity will be developed in the Central Passenger Zone;
- Car parking will continue to play an important role in the surface access strategy and sufficient car parking capacity will continue to be provided to serve passenger needs; and
- Additional long-stay car parks will be developed including sites in Cargo East.

CAR RENTAL

Car rental facilities including reception and ready / return spaces are provided within the short-stay car park. Car rental facilities will continue to be provided within the Operational Area, and consideration will be given to the establishment of a car rental village away from the passenger terminal that provides an improved passenger experience and an efficient use of land.



CAR RENTAL

- The development of a central car rental village will be explored.

OUR LAND USE PROPOSALS

SURFACE ACCESS AND CAR PARKING



CYCLING AND WALKING

Cycling is used by some staff as a way of travelling to work and is encouraged in the Surface Access Plan. Whilst there are no dedicated cycle paths around the perimeter of the site, the local roads are considered to be sufficiently quiet not to require dedicated cycle paths. Within the site the internal road network will be maintained to provide an environment that is friendly to cyclists.

The local cycle network is restricted due to severance by the M1 and the A453. The airport will encourage the provision of cycle-friendly routes in future highway schemes. Cycle parking facilities are provided within the Central Passenger Zone, at DHL in Cargo West and within the Pegasus Business Park. Cycle parking and associated facilities will be encouraged in future new developments on the airport site.

The Airport Trail provides an attractive recreational walking route around the airport site. The use of the Airport Trail by walkers will continue to be encouraged and promoted. Safe pedestrian routes will be provided within the Central Passenger Zone and across the airport site.

TARGET

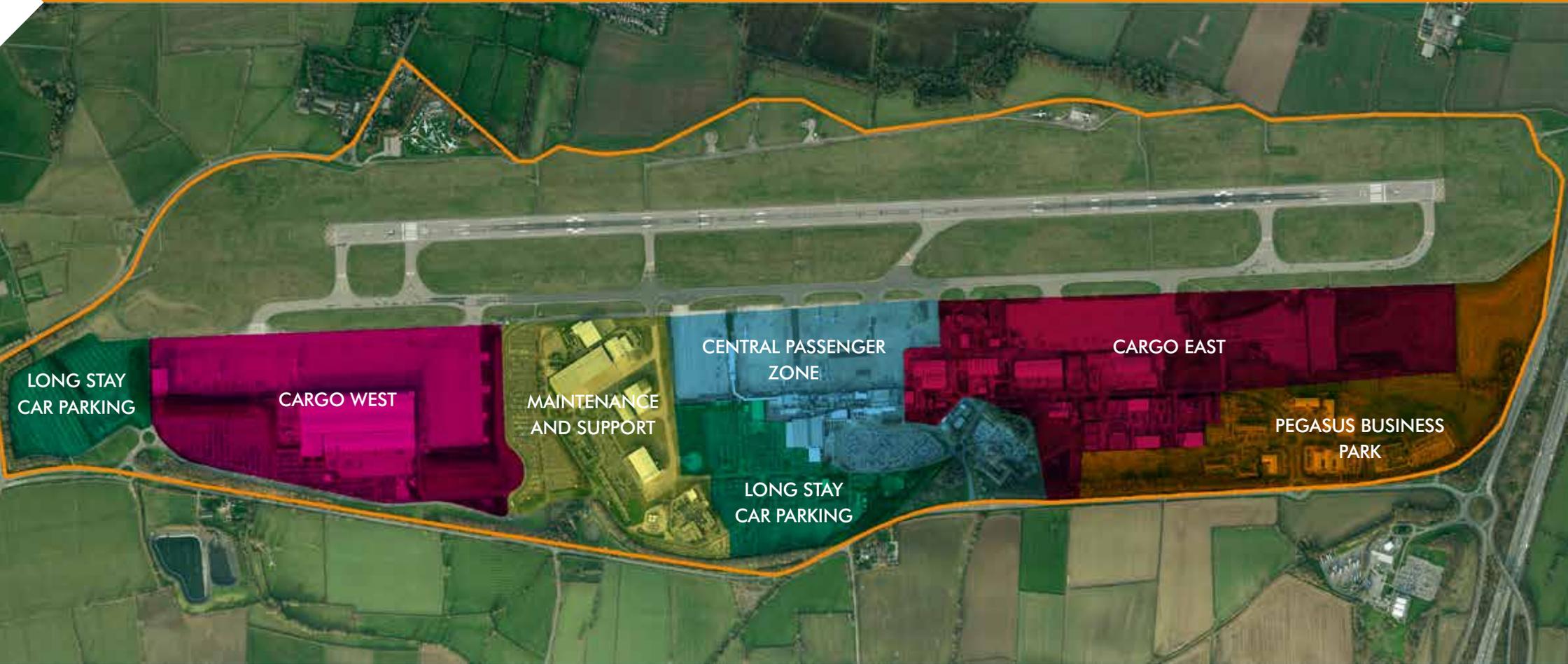
CYCLING & WALKING

- Facilities for cyclists and pedestrians will be provided on the internal road network; and
- The use of the Airport Trail by cyclists and walkers will continue to be encouraged.

Full details of the airport's surface access policies can be found in the Economy & Surface Access Plan, part of the Sustainable Development Plan.







LONG STAY
CAR PARKING

CARGO WEST

MAINTENANCE
AND SUPPORT

CENTRAL PASSENGER
ZONE

LONG STAY
CAR PARKING

CARGO EAST

PEGASUS BUSINESS
PARK

HOW TO CONTACT US

The Sustainable Development Plan is an important document for East Midlands Airport. There are many stakeholders who have an interest in the airport and the views and comments from Government, local authorities, neighbours, the business community and customers are an important part of the planning process. The airport is committed to being open in sharing the vision for East Midlands Airport, the region and the local area. The plan looks to where possible, reflect local views and ideas.

Neighbours, stakeholders and a wide range of organisations in the region were consulted on the draft Sustainable Development Plan to obtain their views. We are grateful to all who responded and where possible the comments received have been reflected in the final Sustainable Development Plan documents. We will report every two years on our progress. We will undertake a full review of our Plans every five years.

To view the Sustainable Development Plan documents:

Visit: www.eastmidlandsairport.com/developmentplan

Write: **East Midlands Airport**
Castle Donington
Derby
DE74 2SA

email: developmentplan@eastmidlandsairport.com



ENVIRONMENT

SUSTAINABLE DEVELOPMENT PLAN 2015



INTRODUCTION

We will make the best use of natural resources and minimise the environmental impact of our operations. We will also continue to integrate environmental management into our business processes to ensure that the best environmental practice is carried out.



The Sustainable Development Plan sets out the high-level strategic objectives for the growth and the future development of East Midlands Airport. The Sustainable Development Plan is supported by four detailed plans that cover:

- Community;
- Economy & Surface Access;
- Environment; and
- Land Use.

The Sustainable Development Plan sets out the vision for East Midlands Airport and the strategic context for the business. It also identifies the areas for growth and economic development as well as some of the key challenges. It reflects the areas where good progress has been made, it develops the environmental and community programmes, and sets a context for an economic growth strategy, one that is strongly linked to the surface access strategy.

The Environment Plan is intended to set a clear and long-term framework to guide the environmental policy and management of the airport to support the operation of an airport capable of handling 10 million of passengers annually and 1.2 million tonnes of cargo and to provide guidance and information to airport users, occupiers, developers, statutory agencies and the local community.

The Sustainable Development Plan documents were published as drafts for public consultation in spring 2014. This was intended to provide an opportunity for a wide range of stakeholders to contribute and make comments. We are grateful to everyone who took time to respond and look at our plans.

The airport is committed to keeping its plans up to date. There will continue to be reports on progress and in line with Government guidance the plans will be reviewed every five years to make sure that they continue to be relevant and up-to-date.

CONTEXT AND FORECASTS



East Midlands Airport opened in 1965. Over the years the range of air services has developed considerably and a number of extensions and improvements have been made to the airport's facilities. Today East Midlands Airport is:

- The 11th largest passenger airport in the UK handling 4,508,000 passengers in 2014;
- The UK's largest pure cargo airport handling 309,000 tonnes in 2014, and the 15th largest cargo airport in Europe; and
- The UK's major air mail hub.

Forecasts of future passenger, cargo and aircraft activity have been prepared. These are used as a guide to the anticipated future scale of the airport and its operations. These forecasts are also used in the modelling of future environmental impacts, in particular aircraft noise.

The airport's previous forecasts were included in a Master Plan that was published in 2006. Since then there have been substantial changes in the global economy and in the aviation industry. This has substantially changed the pace of growth at airports across the UK including at East Midlands. The airport's forecasts have been reviewed as part of the preparation of this Sustainable Development Plan and they show that the airport could achieve a passenger throughput of 10 million passengers a year in the period 2030 – 2040. This represents a combined annual growth rate of 3.4%. The airport's cargo throughput is also forecast to grow, with some 618,000 tonnes by 2035 and 700,000 tonnes by 2040. The airport's cargo will continue to be carried on dedicated freight aircraft.

East Midlands Airport handled 62,852 air transport movements in 2014. This was made up 36,171 passenger aircraft movements and 26,852 cargo aircraft movements. In 2014 there were also 13,866 other aircraft movements that include business and general aviation, training flights and the flying school. An airport of 10 million passengers a year is forecast to generate 70,000 annual passenger air transport movements and around 42,600 cargo air transport movements.

The bulk of the airport's air transport movements take place during the daytime (07:00 – 23:00). In 2014 there were 41,306 daytime (31,654 passenger and 9,652 cargo) movements and 21,546 night (4,517 passenger and 17,029 cargo) movements. The future split of day and night movements is expected to be similar to that of today.

Further details of the airport's traffic and forecasts are included in the Land Use Plan. The forecasts are not intended to be seen as targets, and given their long-term nature they will be reported and updated as part of future reviews of the Sustainable Development Plan.

ENVIRONMENTAL IMPACT



The environmental impacts of the airport's development and operation are many and varied and arise from:

- Development and operation of the airport itself;
- Aircraft movements and maintenance;
- Aircraft support services such as catering, fuelling and cleaning;
- Fleet vehicle operations and maintenance;
- Cargo handling;
- Terminal operations including retail, catering and cleaning;
- Building management such as heating, lighting and toilets within the terminals, offices and hangars;
- Estate management such as anti-icing and grounds maintenance on the airfield, roads and car parks; and
- Passenger and staff travel to and from the airport.

Some of the impacts are directly caused by our own activities, but the majority are caused by the operations of the 90 service partner companies on the site. As the airport operator, wherever it is practical for us to do so, we take responsibility for the total impact of the site. We will work in partnership with all the companies on our site and influence them to control their impacts so that, as an airport, we can achieve the targets within this Environment Plan.

The airport has a proven track record of assessing, understanding and managing its impact upon the environment responsibly. We have adopted the best practice approach to managing the environment promoted by the international environmental management standard ISO14001. East Midlands Airport became the first airport in the United Kingdom to obtain certification to the Standard. The general framework for managing the environment required by the ISO14001 standard is shown below

CLIMATE CHANGE ENVIRONMENTAL MANAGEMENT SYSTEM MODEL FOR THE ISO 14001 INTERNATIONAL STANDARD



OUR APPROACH

ENVIRONMENT POLICY

East Midlands Airport acknowledges its duty to protect the environment. We aim to be a responsible steward of the environment and will seek to continually improve our environmental performance and minimise the environmental impact of our operations.



In order to achieve this, the airport will:

- Develop and grow its business in a managed and sustainable manner;
- Seek to engage the combined skills and energy of all of its employees;
- Engage in a constructive and open dialogue with all stakeholders, including local communities;
- Develop an environmental management system that targets key areas and audits and monitors performance in a challenging and critical way; and
- Comply with the requirements of environmental legislation and other requirements at all times and to prevent pollution wherever possible.

The airport's environmental management system seeks to support and deliver these policy aims. It documents all of the significant environmental aspects that arise from the operation of the airport. In order to maintain certification to the ISO14001 standard, we are required, through six monthly independent audits, to demonstrate continuous improvement in environmental performance.



OUR PERFORMANCE

KEY PERFORMANCE INDICATORS

The airport has identified a number of key areas for attention and key performance indicators that are measurable, sensitive enough to allow changes to be monitored objectively and easily understood.



In line with the policy of open and honest reporting, the performance against all of these indicators will be continue to be included within the annual M.A.G Sustainability Report, the East Midlands Airport Community Investment Report and future Sustainable Development Plan Monitoring Reports.

CLIMATE CHANGE

KEY PERFORMANCE INDICATOR: We will continue to reduce greenhouse gas emissions by increasing efficiency and obtaining our energy from renewable sources.

Building upon our work to date, our priority over the course of this plan will be to drive further efficiency improvements by continuously reducing our energy demand. We believe that generating and purchasing renewable electricity can make an important contribution to reducing our CO₂ emissions and we will seek to increase the on-site generation of renewable energy where it is practical to do so.



KEY PERFORMANCE INDICATORS



WASTE

KEY PERFORMANCE INDICATOR: By 2015 we will achieve 100% waste diversion from landfill.

We will manage our waste along the principles of the waste hierarchy (Reduce waste generation, Re-use, Recycle, Recovery, Disposal), work with our business partners to minimise the production of waste where possible and promote the re-use and recycling of waste materials.

LOCAL AIR QUALITY

KEY PERFORMANCE INDICATOR: The airport will not breach any local air quality limit.

Air pollution can pose a risk to human health and National Air Quality Standards have been set for a range of pollutants. We currently monitor particulate matter (PM₁₀), nitrogen dioxide and benzene. Sources of air pollutants include aircraft operations whilst on the ground, operational equipment and vehicles, energy generation and airport related road traffic. We will:

- develop a Surface Access Plan that promotes a modal change away from the private car to more sustainable forms of travel;
- adopt operational practices that seek to minimise the polluting emissions from airport operations;
- undertake regular monitoring for key pollutants, within the wider context of the Air Quality Strategy for England and Wales to contribute to the control of local air quality; and
- make the results of air quality monitoring publicly available.

LANDSCAPE AND ECOLOGY

KEY PERFORMANCE INDICATOR: The area of land under active ecological and landscape management and enhancement will not be reduced.

The airport is a significant landowner. Any development that takes place requires mitigation and compensation measures to be undertaken either in advance, during or immediately following development.

We will further develop our landscape and ecology strategy so that within the constraints imposed by the normal operation of the airport, we will promote the development of rich and varied habitats, to integrate the airport within its rural setting and to promote access to the airport site.

WATER QUALITY

KEY PERFORMANCE INDICATOR: All surface water discharge samples will remain within consented limits

Discharge of pollution into rivers and streams can have potentially harmful consequences to fish and the general river habitat. We have a number of consents that limit the quality of runoff that we can release to the watercourse. We will adopt rigorous programmes of monitoring and control to ensure that all drainage discharges are controlled in accordance with regulatory consents. In addition we will seek to minimise the load placed on the environment by ensuring the sensitive storage and use of chemicals.

OUR PERFORMANCE

KEY PERFORMANCE INDICATORS



NOISE

KEY PERFORMANCE INDICATOR: The night noise contour ($55\text{dB}_{\text{L}_{\text{night}}}$) will not exceed an area of 16 sq. km.

By committing to a noise contour area, we seek to establish an enduring noise envelope within which the most serious noise impacts will be contained. This will allow people to plan accordingly and by providing noise mitigation to those within the noise envelope, we will seek to provide support and mitigation to those who are most impacted by aircraft noise.

Whilst actual noise levels can be recorded, their potential to be intrusive and cause disturbance cannot easily be quantified. However the equivalent continuous sound level (L_{Aeq}) is the most common index of aircraft noise exposure. It is a measure of the equivalent continuous sound level. This is used to create a contour area within which a certain sound level is exceeded. When laid over a map of the area surrounding the airport, we can measure the area and the population affected.



OUR PERFORMANCE

PLANNING

In identifying and setting the targets in this Environment Plan, we have taken a number of steps, including reviewing current and emerging legislation, aviation policies, local plans and planning conditions to assess the policy framework within which we must operate.



As part of the Sustainable Development Plan and the Land Use Plan, the airport (and our development partners) will undertake environmental assessment of all major developments in order to effectively understand and mitigate impacts and ensure that we incorporate environmental standards into the design.

Whilst we are driven by improvements in environmental performance, it is essential that we understand the financial implications of our actions. Where possible we have set targets based on absolute totals (eg. tonnes CO₂ produced) rather than on relative measures (eg. CO₂ emissions per passenger). Interim targets will be set internally as part of the business planning process and also within the project management system of an individual scheme.



IMPLEMENTATION

As part of our environmental management system we have a number of procedures designed to control environmental impacts. These will continue to be developed and updated. In addition we have developed a number of detailed policies on individual subjects such as our current energy efficiency programme the Noise Action Plan and the Landscape and Ecology Strategy.



We already use contracts and licences to influence our service partners' behaviour and this will increase. This includes our Ground Handling Licence which includes an element of environmental performance monitoring. We conduct environmental reviews and audits with our service partners to jointly identify any impacts, areas for improvement and areas in which we can work together.

Our design standards are used to ensure that environmental requirements are incorporated into all development and renewal schemes. These are continually reviewed and we work hard to encourage our service partners to adopt these standards.

By including environmental specifications when purchasing goods and services we can also control our impacts.

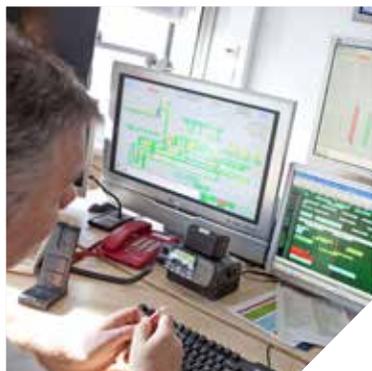
We already have a number of environmental charges and will develop further charges along the polluter pays principle to provide incentives to adopt best environmental practice.

We provide training and awareness materials for all staff on a range of environmental issues such as recycling, energy conservation and green commuting. We provide briefings for staff that are tailored for their job to provide a general context of how airport operations can affect the environment, but also what they can do to control impacts. We communicate with staff across the site through direct correspondence, meetings, user groups and airport newsletters. We also use our Intranet as a resource for all staff on site to access environmental information.

We also routinely communicate with various external groups such as the Independent Consultative Committee (ICC), the Environment Agency and Local Authorities. We engage in regular constructive dialogue with key stakeholders and our local community and with others that have an interest in the airport. Further details of our community programme are included in the Community Plan that is part of the Sustainable Development Plan.

CHECKING AND REVIEW

There are many systems for monitoring environmental impacts. These include computer based systems such as our aircraft noise and track monitoring system. We also operate a building management system that is used to control and log energy usage, to control our drainage diversion systems and record water quality monitoring data. We also take and analyse samples of air and water quality and maintain databases of a range of environmental information.



Alarms operate on automatic systems to alert of any non-compliance against set targets or limits and we compare monitoring results against legislative controls and our own targets and standards. Where non-compliance is identified, appropriate remedial action is taken. For example, the source of water contamination might be investigated and eliminated, building temperatures adjusted to conserve energy or a vehicle removed from the airfield pending repairs to control air emissions.

We undertake regular audits of our own, our service partners' and our contractors' facilities and activities to check compliance with our standards and work with them to seek improvements. Whilst we work in partnership with our service partners, there are occasions where we will take enforcement action such as the use of fines.

Computer models are also used to analyse data to help us understand our environmental impact. These include models of noise data to produce contours within which a set level of noise is exceeded. The noise contours can be laid on a map of the airport and its surroundings to enable us to see which areas are most affected.

As part of our process of continual improvement we regularly review the various databases of information to identify progress towards targets, areas of noncompliance and to provide reports to service partners or our own management. The reporting cycle varies for different issues depending on how the targets have been set. Reports can be informal or formal, internal or external and for feedback or reporting compliance. However, we will publicly report our performance against the main targets in this Environment Plan.

We also meet and report regularly to our regulators and other stakeholders, such as the Environment Agency and local Environmental Health Officers.

Our policies and targets cannot stay static, but must respond to changes in the aviation industry, with legislation and government policy, and with costs. Our environmental policies will therefore be reviewed in line with M.A.G policy and as required by the airport's senior management team.

CLIMATE CHANGE



We will continue to reduce greenhouse gas emissions by increasing efficiency and obtaining energy from renewable sources.”



CONTEXT

Aviation is estimated to contribute about 1% to 2% of global greenhouse gas (GHG) emissions. Airports in turn contribute around 5% of those emissions. The forecast growth of air transport and the de-carbonisation other industries mean that aviation's contribution is expected to rise, to around 3% of global emissions by 2050.

Some GHG emissions are within the airport's direct control, for example, our own energy use for heating, cooling and lighting buildings or the from the fuel used in our own vehicles. Whilst other emissions are out of our direct control, we do have influence over their production, for example energy used by tenants and emissions generated by aircraft whilst on the ground.

In recent years we have made major progress towards reducing emissions. Carbon neutral ground operations were achieved in April 2012.

LEGISLATION AND POLICY FRAMEWORK

The Kyoto Protocol formed the basis for climate change legislation resulting in a targeted reduction for the UK of 12.5%. This target was significantly strengthened by the Climate Change Act (2008) which requires CO₂ emission reductions of 80% compared to 1990 levels by 2050 with an interim reduction target of 26% by 2020.

The Government's objective is to ensure that the aviation sector makes a significant and cost-effective contribution towards reducing GHG emissions. Aviation has been included within the European Union (EU) Emissions Trading System from 2012 with flights covered by the scheme subject to an emission cap. Airlines can either reduce their own emissions over time or purchase allowances or credits from other sectors where options for reducing CO₂ emissions are easier and cheaper to deliver. In 2013, significant progress was made by the International Civil Aviation Organisation (ICAO) towards the introduction by 2020 of a global mechanism to address aviation emissions.

M.A.G is a founding member of Sustainable Aviation, which is the first alliance of its type in the world in representing a cross section of the UK aviation industry, including aircraft and engine manufacturers, airlines, airports and air navigation service providers. In 2008, Sustainable Aviation published a Carbon Roadmap, which was reviewed and updated in 2012. The Roadmap demonstrates that it is possible for UK aviation to accommodate significant growth to 2050 without a significant increase in CO₂ emissions and that by participating in market based policy measures it will be possible to reduce absolute emissions by 50%, from 2005 levels. Highlighting the interactions between industry stakeholders and identifying opportunities to deliver emissions reductions, the Roadmap provides the basis for the airport's contribution to reducing GHG emissions within an overall industry approach.

CLIMATE CHANGE



HOW CARBON EMISSIONS ARE MANAGED?

We have significantly reduced our demand for energy and reconsidered how that energy is generated. Where fossil fuels continue to be used, principally for heating of the passenger terminal, account is taken of the effect of the associated emissions by purchasing a carbon off-set. Through a combination of these measures, the commitment made in the 2006 Master Plan to eliminate or off-set the carbon emissions from our operations has and continues to be met.

GREENHOUSE GASES

GHG's are a range of substances which retain heat within the earth's atmosphere and contribute to climate change.

The Kyoto Protocol specifies six gases, which are cumulatively referred to as GHG's:

- Carbon dioxide (CO₂);
- Methane (CH₄);
- Nitrous oxide (NO);
- Hydrofluorocarbons (HFC's);
- Perfluorocarbons (PFC's); and
- Sulphur hexafluoride (SF₆).

Whilst CO₂ is the most widely reported GHG, the climate change impacts of other gases are also very important. GHG emissions can be reported individually for each substance however it is often helpful to consider the impact of emissions relative to those of CO₂. To provide a single measure of GHG emissions, emissions are often reported in terms of 'carbon dioxide equivalent' (CO₂e)

LOW CARBON ENERGY

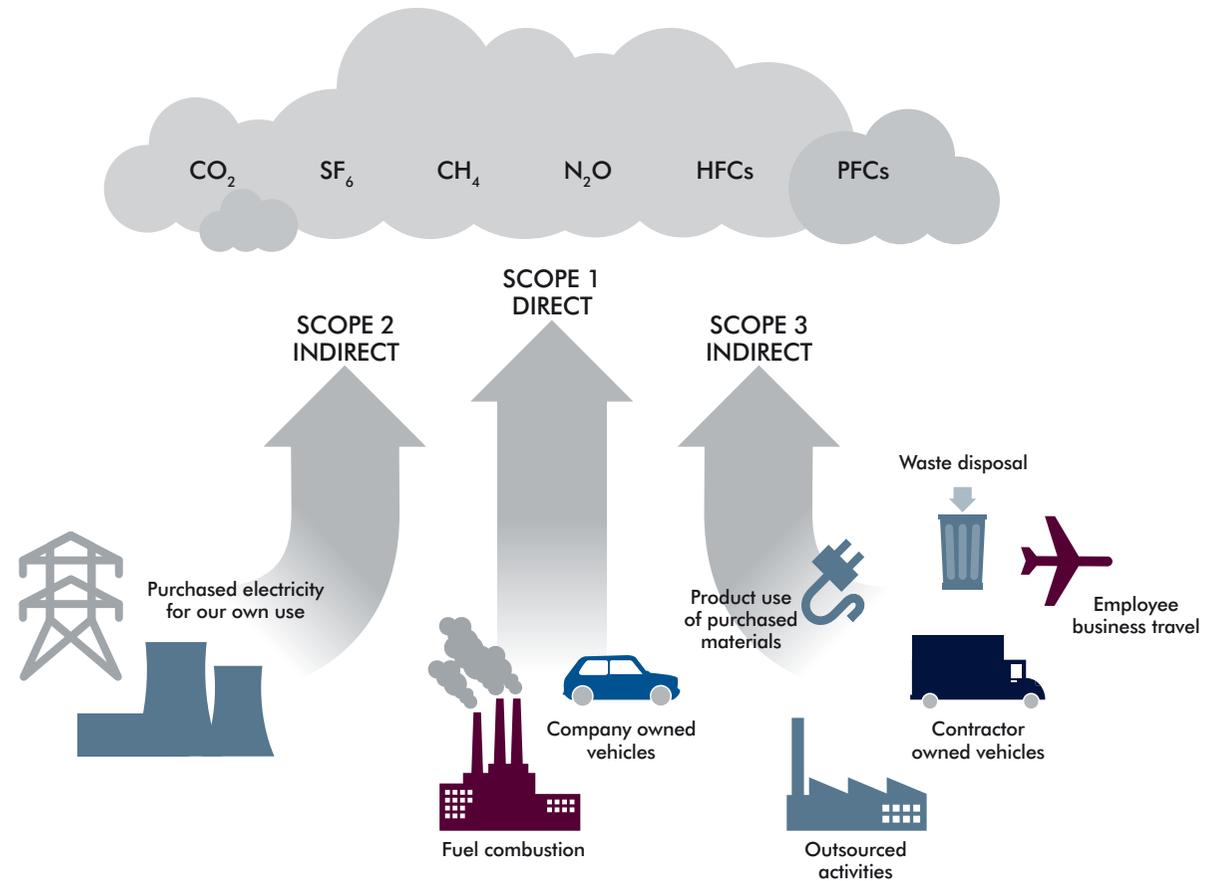
We have successfully delivered a number of projects which generate low carbon energy on the airport site. These include the installation of ground source heat pumps which reduce carbon emissions from heating and cooling the extended passenger terminal 'Pier' by 80% compared to traditional technology. A 26 hectare willow coppice has been planted which will provide renewable fuel for a biomass boiler, providing carbon savings of 460 tonnes CO₂ each year. Additionally, two full sized wind turbines are in operation generating 5% of electricity used by the airport.

CLIMATE CHANGE

ENERGY EFFICIENCY

As well as considering how we source the energy required to operate the airport, we have been working hard to improve energy efficiency. A range of projects have delivered significant reductions in energy demand. These include the introduction of low energy lighting schemes, the installation of motion sensors and improvements to building management systems.

Our priority will be to continue to operate more efficiently and we have set an ambitious energy target to reduce our demand by a further 10% over the course of the next 5 years. We will also actively consider the potential to become more self-sufficient in meeting our energy needs by introducing greater on-site electricity generation, where we believe it is a practical proposition to do so.



OUR OBJECTIVES

CLIMATE CHANGE POLICY

Our first aim is to reduce our own energy and fuel consumption, increasing operational efficiencies and driving down GHG emissions.



Carbon policy will continue to evolve, and we remain committed to the target to meet all our energy needs from renewable sources, or where this is not possible the resulting emissions will be off-set. Whilst working to reduce CO₂ emissions from the airport, we will continue to purchase high-quality carbon offsets to compensate for net Scope 1 and 2 emissions resulting from our operations. As a landlord and business partner, we are also committed to reducing the carbon intensity of our value chain, including our wide-range of customers and extensive supply chain.

REDUCING ENERGY AND FUEL CONSUMPTION

Fuel and energy are essential to our business, but their consumption contributes to Scope 1 and 2 GHG emissions over which we maintain full control. We will continue to focus is on increasing efficiencies, improving and replacing our assets and reducing overall GHG emissions.



IMPROVING EFFICIENCY



BUILDINGS

Large amounts of energy are required to sustain airport operations, and the airport annually consumes more than 20 GWh of electricity and 6 GWh of gas. Having undertaken many projects to improve the efficiency of our buildings and equipment, the focus is increasingly turning to intelligent system controls, optimising the operation of newer, more efficient technology.

Automated metering systems provide accurate metering of tenant energy use. Using this data, we will establish a new baseline against which we will report savings.

Remaining energy demands will continue to be supplied by energy from renewable sources which, where feasible, will be generated on site.

VEHICLES

We operate a fleet of 112 operational vehicles, most of which are fuelled by diesel. An additional company car fleet supports essential business travel. Although operational vehicles and company cars contribute only a small proportion of our overall emissions we are committed to reducing this figure.

We will develop and implement a sustainable vehicle procurement policy to ensure our operational fleet is fit for purpose, whilst being selected with fuel type and consumption in mind.

BUSINESS TRAVEL

We operate as part of a larger group of airports and within an international industry. Business travel is therefore an essential part of our business. Our business travel policy promotes the use of public transport.

NEW BUILD

Constructing new buildings provides a unique opportunity to consider energy efficiency from the design stage and to incorporate energy efficient technologies. The performance of new buildings will be considered through the Building Research Establishments Environmental Assessment Methodology (BREEAM), which has become the industry standard. Although the unique nature of some airport buildings makes it difficult to consider BREEAM, new buildings will target a BREEAM rating of 'Excellent'. Our minimum standard will be 'Very Good'.

PASSENGER AND STAFF SURFACE ACCESS

East Midlands Airport is a major regional employer, 600 colleagues are directly employed by the Airport Company, with more than 6,700 staff working at the airport for our customers and service partners. With staff, and more than 4 million passengers accessing the airport each year, promoting the use of sustainable transport to staff and passengers is a key priority.

Local bus services, national coach routes and the near-by railway station at East Midlands Parkway provide opportunities for staff and passengers to travel directly to the airport using sustainable modes of travel. The Surface Access Plan outlines how we will manage and reduce the impacts of people accessing the airport site.

IMPROVING EFFICIENCY



BUSINESS PARTNERS

Promoting the deployment of best in class equipment and adoption of sustainable working practices by our business partners is particularly important in driving down the GHG emissions of the airport site. Rolling out automated metering technology provides tenants with regular and accurate information about energy consumption, enabling their identification of efficiency opportunities. We will foster collaborative working with the airport's largest energy consumers, aiming to share and deliver best practice.

AIRLINES

Although the Airport Company itself does not operate aircraft, the design and operational decisions that are made about the airfield have an impact on the emissions of our airline customers. Developing an efficient airfield is a significant priority, supported by our work with UK and European air navigation service providers. We have already implemented a wide range of procedures to reduce fuel consumption by aircraft at the airport. Regular meetings with airlines review performance and facilitate continual improvement. We will report aircraft emissions during the landing and take-off cycle.

MONITORING AND REPORTING

For a number of years we have reported the CO₂ emissions arising from our operations. We will continue to report our emissions and further consider the wider implications of the airport's operations.

ANNUAL REPORTING

We will continue to monitor, and report, GHG emissions and will apply the Government's emission factors to our calculations. The Government has published revised environmental reporting guidelines and introduced mandatory reporting of Greenhouse Gas emissions for some businesses. Although the mandatory reporting requirements do not apply to our business, we support the Government's drive to improve environmental reporting. We will, on a voluntary basis, introduce the information expected of quoted companies to our reports.

Our reporting will be structured to reflect the Government's guidelines and will be consistent with the World Resources Institute Greenhouse Gas Protocol.

IMPROVING EFFICIENCY



EXTERNAL VERIFICATION AND ACCREDITATION

In addition to including GHG emissions in our independently verified Corporate Social Responsibility Reports, East Midlands Airport, with other M.A.G Airports, holds the Carbon Trust Standard. Participation in this scheme is particularly important as it validates the significant efforts that have been made to reduce energy consumption and carbon emissions.

We will continue to maintain certification to the Carbon Trust Standard. Additionally, we will gain certification to the Airport Council International Airport Carbon Accreditation scheme, which includes emissions resulting from passenger surface access and aircraft operations during the landing and take-off cycle.



CLIMATE CHANGE

- We will continue to achieve carbon neutral ground operations;
- We will reduce our energy demand by 10% between 2014 and 2019;
- We will continue to report our GHG emissions; and
- We will continue to maintain certification to the Carbon Trust standard.

OUR OBJECTIVES

AIR QUALITY

We will continue to closely monitor local air quality and seek ways to reduce emissions from our operations.



CONTEXT

Air quality continues to be an important issue.

Emissions from road vehicles dominate the air quality scene in the UK. This is evident in villages adjacent to East Midlands Airport where local authority designated Air Quality Management Areas (AQMA's) follow the A6 and other arterial routes. Airport emissions are most significant on the airfield, where the operation of aircraft and ground support vehicles is most intense.

Our long-term monitoring continues to demonstrate that levels of airborne pollutants meet the relevant standards at the perimeter of the airport. In operating a major business, it is important that we take all necessary measures to minimise emissions arising from airport operations and to ensure that local air quality continues to be below the relevant standards. Air quality is a complex subject as different sources produce different quantities of pollutant. Operations are the main source of NO₂ whilst road traffic is the main source of particulates. Most on-site emissions are the result of our service partners' operations and are therefore outside our direct control.



AIR QUALITY



SOURCES AND IMPACTS

A number of different pollutants contribute to local air quality. These are generally produced during combustion processes and include: oxides of nitrogen (NO_x and specifically nitrogen dioxide NO_2); particulate matter (PM_{10}); volatile organic compounds (specifically non-methane VOCs); carbon monoxide (CO), sulphur dioxide (SO_2), lead (Pb); benzene (C_6H_6); 1, 3-butadiene, and; ozone (O_3).

When the levels of these pollutants are high, some people may experience eye irritation, lung irritation and breathing difficulties.

These symptoms will be experienced most by people with existing conditions such as lung disease, asthma and heart conditions.

Some air pollutants contribute to the formation of ground level ozone, a secondary pollutant that is also harmful to health. In addition, pollutants such as NO_2 and SO_2 react in the atmosphere to form 'acid rain' that can harm natural ecosystems.

The main airport related sources of emissions are:

- Staff and passenger journeys to and from the airport;
- Aircraft engine emissions during taxiing, take-off and landing, auxiliary power unit (APU) operation and engine testing;
- Exhaust emissions from operational vehicles on site, airside and landside;
- Energy generation equipment: diesel generators and boilers;
- Fugitive emissions (evaporation) during fuelling of vehicles and aircraft; and
- Miscellaneous emissions from activities such as aircraft fire training.

In addition, air quality at the airport is affected by emissions from local road traffic, and by other sources. Particulate (PM_{10}) concentrations in the region can even be raised by sources outside the UK. Carbon dioxide (CO_2) is also produced by many of the same sources. CO_2 does not affect local air quality but it is the principal gas causing climate change. The Climate Change chapter should be read in conjunction with this one because it contains supporting information, relevant policies and targets that are not repeated here.

AIR QUALITY



LEGISLATION AND POLICY FRAMEWORK

In order to protect human health, the EU and UK Government have set air quality limits and objectives (concentrations) that must not be exceeded. These are derived originally from the European Air Quality Framework Directive¹, set out in the UK by the Air Quality Strategy (AQS)², and applied in England through the Air Quality Standards Regulations³.

The pollutants and objectives most relevant to airport operations are NO₂ and PM₁₀. Most pollutants have short term (hourly or daily) objectives and also a long term (annual) objective that reflects the scientific assessment of how these pollutants impact on health.

AIR QUALITY STANDARDS REGULATIONS (2010)

Measured as	Concentration
Nitrogen dioxide (NO₂)	
Annual mean (long-term)	40 µgm ⁻³
1 hour mean (short-term)	200 µgm ⁻³ (18 exceedences per year permitted)
Particulate matter (PM₁₀)	
Annual mean (long-term)	40 µgm ⁻³
24 hour mean (short-term)	50 µgm ⁻³ (35 exceedences per year permitted)

It is the responsibility of local authorities to assess air quality and to identify areas where air quality objectives are not being met. AQMAs have been designated by North West Leicestershire District Council in both Castle Donington and Kegworth but neither of these are due to airport operations.



[The Government's] policy on air quality is to seek improved international standards to reduce emissions from aircraft and vehicles and to work with airports and local authorities as appropriate to improve air quality, including encouraging HGV, bus and taxi operators to replace or retrofit with pollution-reducing technology older, more polluting vehicles."

Aviation Policy Framework, 2013

The Government considers air quality and other local environmental impacts within the Aviation Policy Framework⁴. Globally the International Civil Aviation Organization (ICAO) sets emission standards for aircraft engines. ICAO is the United Nations inter-governmental body responsible for worldwide planning, implementation, and coordination of civil aviation. Through the activities responsible for the generation of pollutants, air quality is intrinsically linked to climate change. The range of industry initiatives outlined in the Climate Change chapter also address air quality emissions from the airport.

¹ European Union Air Quality Framework Directive (96/62/EC).

² The Air Quality Strategy for England, Scotland, Wales and Northern Ireland – Volume 1 (2007), Department for Environment Food and Rural Affairs (DEFRA).

³ Air Quality Standards Regulations (2010) (as amended).

⁴ Aviation Policy Framework, Department for Transport (DfT), 2013.

AIR QUALITY POLICY



East Midlands Airport has a long history of monitoring and reporting air quality. As a large site, with 90 companies operating, we recognise the need to not only address our own operation, but to work collaboratively with service partners to implement best in class technologies and working practices across the site.

VEHICLE FLEET

The Airport Company operates a fleet of 112 operational vehicles. Increasingly stringent emissions standards set for new vehicles in the EU have seen this fleet become cleaner over the years. The European vehicle emissions standard Euro V was introduced for vehicles certified after 2008. A newer standard, Euro VI applies to vehicles certified from 2014. This standard will deliver an 80% reduction in NO_x emissions and a 50% reduction in particulate emissions. We will continue to seek to operate a modern and clean vehicle fleet.

A range of low emission vehicles are now on the market and manufacturers are working on further developments including improvements to electric vehicles and hydrogen powered vehicles. We recognise the work undertaken by the Government's Office for Low Emission Vehicles (OLEV) in supporting the adoption of these alternative technologies which may otherwise be more costly or lack the required support infrastructure. The airport is committed to considering the opportunities presented by the emergence of low emission vehicles.

AIRSIDE VEHICLES AND EQUIPMENT

The majority of airport vehicles are operated by third parties such as airline handling agents. Our vehicle fleet accounts for only 10% of the total airfield vehicle operation. We acknowledge our responsibility to influence those who operate vehicles on the airfield and to work with operators to enable the operation of cleaner fleets. To this end, our in-house motor transport department undertake maintenance work for third parties, ensuring no operator is unable to properly maintain their fleet.

All vehicles operating on the airfield undergo regular inspections as part of the Civil Aviation Authority CAP642 inspection regime. These inspections include an emissions test. Further, ad-hoc, inspections are undertaken by the airfield operations team on a daily basis. The airfield operations team also enforce our vehicle switch off policy, ensuring that stationary vehicles are turned off.

AIRCRAFT

Aircraft exhaust emissions contribute most significantly to NO_x on the airfield. Technological advances are the key to reducing aircraft emissions. ICAO set emission standards that must be satisfied by aircraft and engine manufacturers.

As outlined in the Climate Change chapter, we are committed to working with airlines and air traffic control partners to facilitate a more efficient operation. The Climate Change chapter contains a range of relevant commitments.

OUR OBJECTIVES

AIR QUALITY POLICY



SURFACE ACCESS TO AND FROM THE AIRPORT

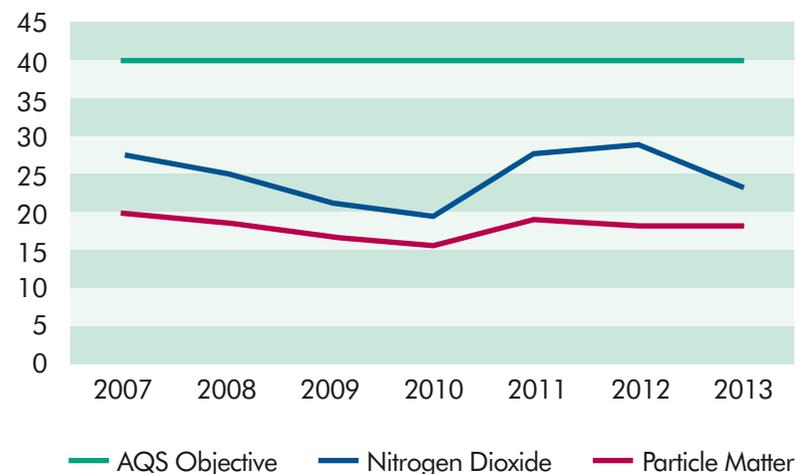
Road transport emissions contribute most significantly to air quality in the UK⁵. Our Surface Access Plan which is part of the Sustainable Development Plan outlines our commitments to promote the use of sustainable transport by airport staff and passengers.

Our work in establishing public transport routes to the airport, and promoting their use by both staff and passengers is particularly important. There is a network of airport bus services, including the Skylink routes to Nottingham, Leicester and Derby, and we will continue to work to develop sustainable transport links not only to and from the airport site, but also to the surrounding areas which without airport links may not benefit from such services.

MONITORING AND REPORTING

Over the years, we have developed our air quality monitoring and modelling capability to more fully understand the impact of airport-related activities on local air quality. This includes annual reporting of monitored air emissions. We maintain a sophisticated air quality monitoring station at the airport, this records concentration of NO₂ and PM₁₀. We have monitored NO₂ since 2000 and PM₁₀ since 2007.

SUSTAINABLE DEVELOPMENT PLAN ENVIRONMENT



AIR QUALITY

- The airport will not breach any local air quality limit; and
- We will continue to operate the air quality monitoring station and will also continue our on-site monitoring of nitrogen dioxide through diffusion tube surveys. Additional pollutants will be monitored as required to assess compliance with legislative standards.

⁵ The Air Quality Strategy for England, Scotland, Wales and Northern Ireland – Volume 1 (2007), Department for Environment Food and Rural Affairs (DEFRA).

AIRCRAFT NOISE

We have a track record of developing policies and taking action to reduce the environmental impact from our operations. Our long-term aim relating to noise is to 'limit, and reduce where possible, the number of people affected by noise as a result of the airport's operation and development'.



Although other sources of noise include road traffic, the running of ground support equipment or construction activity, the principal source of noise as a result of the airport's operations is aircraft, both in the air and on the ground.

POLICY FRAMEWORK

The legislation and policy framework that controls aircraft noise comes from international agreements, the European Union, and national legislation.

Policy and guidelines are set by a number of organisations including the Civil Aviation Authority (CAA), Airports Council International (ACI), International Civil Aviation Organisation (ICAO) and National Air Traffic Services (NATS). At East Midlands Airport, additional controls have come through voluntary agreements, locally agreed policies and planning conditions agreed with North West Leicestershire District Council, the local planning authority.

As part of its long-term plan for the future of the aviation industry, the UK Government has identified a policy aim of limiting and, wherever possible, reducing, the number of people in the UK that are significantly affected by aircraft noise. In the 2013 Aviation Policy Framework, the Government set out a combination of measures designed to achieve that goal. These measures are:

- Promoting research into and development of new low-noise technologies;
- Putting the 'balanced approach' (the regulatory framework for controlling noise, as agreed by ICAO in 2001) into practice; and
- Putting the Environmental Noise Directive (2002/49/EC) into practice.

THE 'BALANCED APPROACH'

The International Civil Aviation Organisation (ICAO) is the United Nation's body that oversees the worldwide civil aviation industry. The ICAO's regulatory framework aims to strike a balance between the need to reduce aircraft noise around airports and the needs of airlines and aircraft manufacturers. This is called the 'balanced approach'.

AIRCRAFT NOISE



- **REDUCING NOISE AT SOURCE**
Developing quieter aircraft. This is achieved worldwide through there being increasingly strict ICAO noise standards for new aircraft.
- **LAND-USE PLANNING**
Controlling how land can be used and managed to discourage or prevent inappropriate developments around airports.
- **OPERATIONAL PROCEDURES**
Procedures designed to reduce the noise nuisance associated with aircraft.
- **OPERATING RESTRICTIONS**
Measures that limit aircraft access to airports (for example night restrictions or gradually withdrawing the noisier types of aircraft).

NOISE ACTION PLANS

The Environmental Noise (England) Regulations 2006 as amended require airports to produce noise maps and accompanying Noise Action Plans.

The regulations state that the Noise Action Plan must:

- be drawn up for places near the airport that fall within the 55 dB(A) L_{den} contour or the 50 dB(A) L_{night} contour on noise maps;
- be designed to manage noise levels and effects, including reducing noise if necessary; and
- aim to protect quiet areas in first round agglomerations against an increase in noise.

The review of the Noise Action Plan was undertaken in parallel with the consultation of the draft Environment Plan. The Noise Action Plan was published in 2014 and it includes details of all our noise related targets and commitments and it reports the progress that we have made against achieving them. Details and data on aircraft noise at the airport, including noise contours can be found in the Noise Action Plan.

The latest Noise Action Plan is available on our website www.eastmidlandsairport.com/emaweb.nsf/Content/noiseactionplan

AIRCRAFT NOISE



NOISE MAPPING

Under the Environmental Noise (England) Regulations 2006, as amended, noise mapping is carried out every five years for an average day (January to December) for each of the following periods.

- L_{day} – the level in the day, 7am to 7pm;
- $L_{evening}$ – the level in the evening, 7pm to 11pm;
- L_{night} – the level at night, 11pm to 7am; and
- L_{den} – the level over 24 hours.

The L_{den} figures are produced by combining those for L_{day} , $L_{evening}$ and L_{night} . To take account of the fact that noise is considered to be more disturbing at certain times of the day, before the L_{day} , $L_{evening}$ and L_{night} values are combined to produce the L_{den} level, a weighting of 5 decibels is added to the evening values and 10 decibels is added to the night values

BACKGROUND

The airport has had a noise and track monitoring and control programme for over 10 years which seeks to try to keep the aircraft noise impact on local residents to an acceptable minimum. This programme includes noise-related runway charges and operating restrictions to encourage the use of quieter aircraft, regular communication with local communities and schemes to help residents with sound insulation.

Although aircraft operating today are much quieter than they once were, we recognise that for some people, particularly those who live nearest to the airport, noise is and always will be an important issue.

The main noise-related issues are:

AIRCRAFT IN THE AIR

- Noise from departing aircraft;
- Noise from arriving aircraft; and
- The number (and time) of aircraft departing or arriving.

TRACK KEEPING

- The lateral paths followed by departing and (increasingly) by arriving aircraft and the extent to which aircraft are concentrated or dispersed along those paths; and
- The climb or descent profiles adopted by aircraft as they take-off from and approach the airport.

AIRCRAFT ON THE GROUND

- Noise from aircraft taxiing to and from the runway;
- The testing of aircraft engines after maintenance work has been carried out;
- Noise from auxiliary power units which power aircraft while they are on the ground; and
- Reverse thrust which may be needed to slow an aircraft down immediately after landing.

HOW THE AIRPORT MANAGES NOISE



We believe that our noise controls are consistent with the Government's aim to limit and where possible reduce the number of people in the UK that are significantly affected by aircraft noise. For example in 2007, the year after the publication of the last Master Plan, the area of the night-time $57 L_{\text{night}}$ noise contour was 9.5 km², by 2013 this had fallen to 7.4 km². The area of the daytime $57 \text{ dB}_{\text{Aeq}}$ contour also reduced from 11.2 km² to 8.2 km² over the same period.

In the 2007 Master Plan, a commitment was made to continue to ensure that future growth in operations up to 2016, did not increase the size of the night-time noise contour above that in 1996 (14.6 sq. km.). Whilst this target was always intended to provide a 'back stop', recent performance has clearly been well within this limit.

For this Sustainable Development Plan, a review was carried out of the predictions of future noise impact, with a particular emphasis on night-time operations. Whilst there remains some uncertainty about the rate at which newer and quieter aircraft types will progressively enter service, it is possible to provide greater reassurance to the local community that the airport's future noise impact will be lower than was previously predicted.

This Environment Plan also recognises the Government's desire that airports "...pursue the concept of noise envelopes as a means of giving certainty to local communities about the levels of noise

which can be expected in the future and to give developers certainty on how they can use their airports". The 2010 Noise Action Plan, concluded that there was "merit in adopting a target based on the 55 decibel night noise contour" and that this "...issue will be examined again in future reviews of the Noise Action Plan, particularly when the Master Plan is reviewed and rolled forward". A long term noise envelope has been established to provide greater reassurance to the local community. This is set out in the Noise Action Plan (2014) and this Environment Plan.

Forecasts of future noise impact have been carried out and have used assumptions on the scale of passenger and cargo traffic growth and the future types of aircraft that are anticipated to be using the airport in the future. Our forecasts show that despite the growth in traffic, the airport's noise contours will be similar to those today. The forecast noise contour areas include a range that is based on two assumptions about the introduction of the next generation of quieter aircraft at the airport. These assumptions are consistent with those made by Sustainable Aviation in the Sustainable Aviation Noise Road Map.

HOW THE AIRPORT MANAGES NOISE



NOISE ENVELOPES

In The Aviation Policy Framework the Government encourages the development and use of 'Noise Envelopes' as a way "...of giving certainty to local communities about the levels of noise which can be expected in the future and to give developers certainty on how they can use their airports."

Subsequent CAA guidance (CAP1129) identifies possible ways in which a noise envelope might be set:

- Restricting inputs – limiting the number of arrivals and departures at an airport;
- Restricting noise exposure – through the use of a noise quota limit or noise contour area; and
- Restricting noise impact – identifying and limiting the number of people likely to be adversely affected by noise.

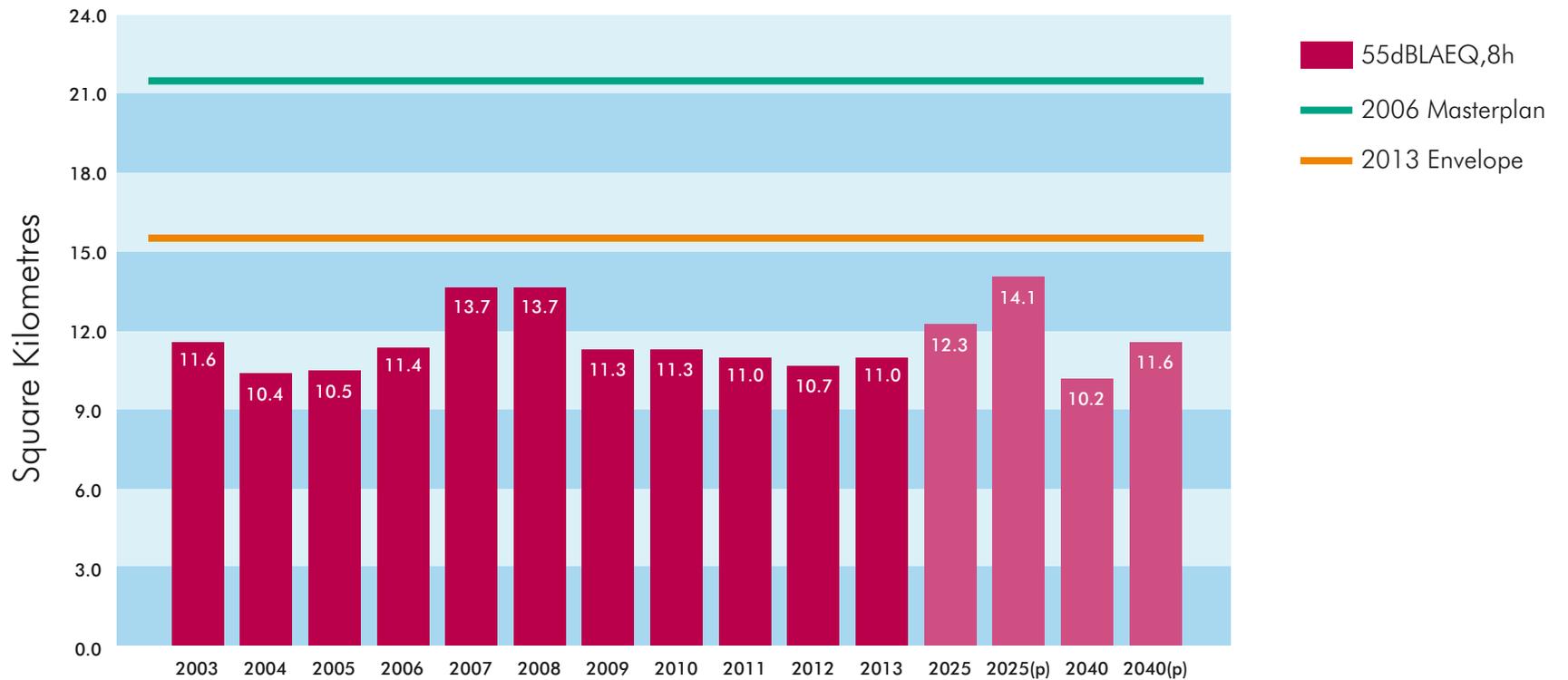


NOISE ENVELOPE

- The airport's 'noise envelope' will be based on the lower 55 decibel night-time noise contour (55dB_{L_{night}}) and measures will be put in place to ensure that this contour does not exceed an area of 16 sq. km. This new noise envelope, which is consistent with the view taken by the local planning authority when determining the planning application to extend the runway (2011), represents an improvement of 27% on the previous limit. The airport will continue to closely monitor and publicly report on performance by publishing annual aircraft noise contours.

HOW THE AIRPORT MANAGES NOISE

In developing our noise strategy, a balanced approach has been followed, as required by the ICAO regulatory framework. Our noise controls are explained in detail in the airport's Noise Action Plan.



DEPARTING AIRCRAFT



CHAPTER 4 OPERATIONS

The continued use of relatively small numbers of noisier aircraft types can have a significant effect on the performance indicators for noise. Often it is these aircraft which also cause the most disturbance in local communities. The 2006 Master Plan set a target that by 2012, all flights would be by quieter aircraft types, achieving at least the requirements of the Chapter 4 standard.

In 2013 83% of flights used Chapter 4 compliant aircraft. We believe it is important to consider how airlines can be better incentivised to help achieve this target. We will continue to work closely with our airline partners to encourage and incentivise the use of Chapter 4 aircraft and we will continue to report on our progress.

ICAO CHAPTER

The ICAO puts aircraft in categories known as 'chapter'. The chapter of an aircraft is based on noise measurements taken at the time of its noise certification, taking account of its size and number of engines. The chapters provide an effective and consistent way of controlling noise, with the most recent (and strict) Chapter 4 standard applying to aircraft certified after 2006. Many Chapter 3 aircraft currently in use already meet the Chapter 4 standard. However, restrictions are now being placed on the use of noisier Chapter 3 aircraft, which have become known as 'marginally compliant Chapter 3'.

A new Chapter 14 noise standard, to be applied to aircraft types entering service after 2017 was agreed in 2013.



CHAPTER 4 OPERATIONS

- We will continue to work towards an annual target of 100% of night flights meeting the requirements of Chapter 4 and will publicly report the progress that has been made; and
- We will review the system of noise-related charging to further encourage the operation of quieter aircraft types.

PREFERRED RUNWAY DIRECTION

Departing aircraft normally take off in to the wind. However, if there are clear benefits to departing in a particular direction, a limited amount of wind from behind may be acceptable. By continuing to specify the preferred runway direction as westerly (that is, aircraft approaching to land from the east and taking off to the west) the airport has been able to reduce the number of easterly operations by a third.

DEPARTING AIRCRAFT



'OFF-TRACK' DEPARTURES

To control aircraft noise on departure, the airport operates a system of what are known as 'noise preferential routes' (NPRs). Reflecting current UK Government policy, the NPRs are designed to concentrate departing aircraft along the lowest possible number of departure routes, and away from more densely populated areas, whenever this is possible. This reduces the number of people that aircraft are flying over. In 2013 just 3% of departures flew 'off-track'. The airport currently has an annual limit of no more than 10% 'off-track' departures. Modern aircraft are able to use their on-board Flight Management Systems, rather than conventional ground based navigational aids, to navigate to an extremely high degree of accuracy. This is known as Precision Area Navigation (P-RNAV).



TRACK-KEEPING

- We will review the width of our NPR's and investigate the use of new operational procedures and technologies to see if changes could bring significant noise benefits to local communities.

TRAINING FLIGHTS

Training flights can be particularly intrusive and the airport places tight controls on their scheduling and on the airlines that are permitted to undertake them.

Currently, training flights need the prior approval of Air Traffic Control. Permission is only given for training flights between 8am and 9pm in the winter and 7am and 8pm in the summer. Training flights will only be permitted by based operators, regular users of the airport or small propeller aircraft. Training is not permitted at weekends or on UK Public Holidays, except by small propeller aircraft.

The airport is mindful of the Government's policy aim to make best use of the airport capacity available in the UK and in particular the increased demands placed on airports in the South East.

Feedback has been received from operators that, due to the stringent nature of the airport's controls they have been compelled to fly to other UK airports to undertake training. As a result it is proposed to review the airport's controls in this area to consider whether there is a case to allow greater flexibility to airlines in some circumstances.



TRAINING FLIGHTS

- We want to better understand how the development of a pre-defined training circuit might potentially further reduce the number of people affected by training activity. A review of the definition and controls that are applied to training aircraft will be undertaken.

DEPARTING AIRCRAFT



GROUND POWER

For a period of time immediately before take-off, shortly after landing and while loading, an aircraft may still need electrical power to maintain on board systems or provide ventilation to the cabin.

To maintain that power while the main engines are turned off, most modern jet aircraft are fitted with an auxiliary power unit (APU). The APU is a small engine. Like all engines, an APU can be noisy, affect air quality and contribute to GHG emissions.

The Sustainable Aviation Departures code of practice sets out a 'ground-power hierarchy' that says that – in the absence of fixed electrical ground power – mobile Ground Power Units (GPUs) should be used in preference to an aircraft APU, delivering significant savings both in cost and emissions. The airport has a restriction on APU run time of 5 minutes after an aircraft arrives on stand and no more than 30 minutes before its departure.



GROUND POWER

- Through the airport's liaison groups we intend to improve our understanding of ground power use, promote the ground power hierarchy and reinforce the policing of our APU restriction.

REDUCED ENGINE TAXI (RET)

Aircraft engines can produce huge amounts of thrust. Thrust is used to fly the aircraft in the air and to taxi the aircraft when it is on the ground. With all of an aircraft's engines running, even at very low power settings, the thrust produced is often more than enough to move the aircraft along the ground.

Because of this 'surplus' of power, in the right conditions an engine can be turned off while the aircraft is taxiing to and from the runway. Some airlines already do this at East Midlands and this has benefits both to local noise, air quality and CO₂ emissions.



REDUCED ENGINE TAXI

- Through our work with our Sustainable Aviation partners and with our own stakeholder groups, we will develop a better understanding of Reduced Engine Taxiing at East Midlands Airport and assess, monitor and promote its use.

OUR OBJECTIVES

DEPARTING AIRCRAFT



CONTINUOUS CLIMB DEPARTURES

The Sustainable Aviation, Departures Code of Practice highlights the potential environmental benefits of avoiding or reducing periods of level flight as an aircraft climbs to its cruising altitude. This is referred to as Continuous Climb Operations (CCO). Whilst CCO is the ideal practice for airlines and air traffic control, local airspace restrictions and traffic conditions can often prevent their use.

Locally, through the newly formed Collaborative Environmental Management Group and the Pilot Liaison Group a programme of work will be developed to identify and introduce more efficient departure procedures including the possibility of 'continuous climb departures' (CCD).



CONTINUOUS CLIMB DEPARTURES

- We will develop an ability to monitor Continuous Climb Departures and report on our performance.

To reduce noise disturbance to local communities at night, aircraft taking off in a westerly direction (Runway 27) are expected to use an 'intersection departure', entering the runway from taxiway Whiskey. This moves the aircraft further from the village of Kegworth, reducing their impact. We will continue to promote and encourage the increased use of intersection departures.



ARRIVING AIRCRAFT



Unlike take-off, where the bulk of the noise is produced by the engines, when an aircraft is on approach, engine noise and airframe contribute equally to the noise level. Airframe noise comes mainly from the aircraft's undercarriage and wings and is proportionate to the aircraft's speed as it passes through the air.

LOW-POWER/LOW-DRAG

Low-power/low-drag is a technique designed to keep airframe noise on approach to a minimum by making sure that the landing flaps are extended and the aircraft's undercarriage is lowered as late as possible. This reduces drag and means that less engine power is needed to compensate for that drag. As a result, noise is considerably reduced, both in terms of level and time. All aircraft approaching East Midlands Airport are expected to use low-power/low-drag procedures.

CONTINUOUS DESCENT APPROACH

Continuous descent approach (CDA) is a procedure designed to further reduce noise levels from landing aircraft. Typically, aircraft land by reducing their altitude in a series of steps towards an airport. For each of these steps there needs to be a burst of engine thrust to level out the aircraft after it has moved to a lower level. This can be noisy and potentially intrusive. With CDA, air traffic controllers give pilots accurate information on the distance to touchdown so they can work out the best possible continuous rate of descent. This means that the aircraft stays as high as possible for longer and reduces the need for periods of engine thrust to keep the aircraft level.

All aircraft approaching East Midlands Airport are expected to use continuous descent procedures. There is a target for CDA compliance of 80% of arriving aircraft. In recent years this target has been achieved by a considerable margin. CDA compliance was 93% in 2013. Through the Pilot Liaison and Collaborative Environmental Management groups we will investigate the potential benefits of publishing a minimum distance for joining the final approach and limiting the use of aircraft visual approaches.



CONTINUOUS DESCENT APPROACHES

- In keeping with industry commitments made in the Sustainable Aviation Noise Road-Map delivery action plan, from 2014 the CDA compliance target at East Midlands Airport will rise to 95%.

NIGHT NOISE



CHARGING

In the Aviation Policy Framework, the Government has encouraged the use of landing charges, as one of a range of options for reducing noise. At East Midlands Airport there is already a system of night-time runway charges that offer airlines an incentive to use the quietest types of aircraft. The 'shoulder' and 'night' noise supplements are based upon the noise classification (QC) of an aircraft and are applied to both arriving and departing flights. However, to support and reinforce the target of 100% Chapter 4 operations we will review our noise related charging mechanisms.



CHARGING

- By 2015/16 the airport will introduce a revised noise charging mechanism that aims to support the target of 100% Chapter 4 operations.

QUOTA COUNT (QC)

The system gives each aircraft a 'quota count' depending on the noise they generate on take-off and when landing (based on the noise levels measured at the time that aircraft was first introduced).

There are seven categories of quota count and these double with each increase of three decibels. Aircraft are given a separate quota (QC) count for arrival and departure ranging from the noisiest QC16 to the quietest QC0.25.

QC 8 AND QC 16 SCHEDULING BAN/SURCHARGE

We restrict the use of aircraft with higher quota counts. Aircraft with quota counts of QC 8 or QC 16 cannot be scheduled to operate between 11pm and 7am and will only be allowed to take-off in exceptional circumstances. These flights are charged at the highest night supplement rate and are also subject to an additional noise surcharge of £5,000 or £10,000 for QC8 or QC16 aircraft respectively. All of the money from these surcharges is donated to the East Midlands Airport Community Fund.

NOISE PENALTY SCHEME

To encourage departing aircraft to be flown in the quietest possible way, for flights that generate noise levels above published limits, the airport issues the airline with a financial penalty. The level of the noise penalty depends on the noise level. The maximum level of noise a departing aircraft is allowed to make depends upon its size. The penalty for going over the maximum noise level is currently £750 plus £150 for each decibel above the limit. All of the money from these penalties is donated to the East Midlands Airport Community Fund.



NOISE PENALTIES

- To ensure that the Noise Penalty Scheme remains relevant and appropriate, annual reviews will be undertaken, beginning in summer 2015.

OUR OBJECTIVES

MONITORING AND REPORTING ON PROGRESS



The airport's noise and track system monitors and reports on noise from aircraft and checks and records the path of every aircraft arriving at, or taking off from the airport. As well as recording individual events, it helps us understand trends, compare performance and provides robust data for noise modelling.

We continually improve our monitoring system to meet best practice. We will continue to develop the ability to monitor and report on aircraft noise and are committed to improving the ways in which that information is shared with others.

Following the improvements to the noise and track systems there will also be a review of the content and format of the reports to ensure they meet the needs of the Independent Consultative Committee and allow us to measure our performance against the targets that we have set ourselves.

The track-keeping performance of arriving and departing aircraft will continue to be made available through the airport's website. The 'Webtrak' facility will be upgraded by 2015.



NOISE MONITORING

- We will upgrade NTMS, our monitoring system, by 2015. We will also take this opportunity to review the number and location of our fixed noise monitoring sites.



EFFECTIVE COMMUNICATION



We believe that no single operational stakeholder can optimise aircraft operations at an airport. The same is true of the resulting environmental impacts. This is why we are committed to meeting regularly with our airlines and air traffic control, to develop our environmental and operational initiatives.

We intend to further develop this collaborative approach by following the Eurocontrol specification for Collaborative Environmental Management.

We also engage with local communities to discuss a range of environmental issues, including aircraft noise. This can be through formal mechanisms such as the Independent Consultative Committee and its sub-committees, but also thorough meetings with local parish councils and face-to-face at our regular Community Outreach events. Further details about our community engagement programme can be found in the Community Plan.

It is increasingly accepted that using L_{Aeq} or L_{den} noise contours are not easily understood by non-experts. To help people understand the noise climate around the airport, from 2015 we will start to publish 'Number Above' contour maps showing the number of times aircraft noise was louder than a given level.

We will also publish the first flight-path maps. These will show the number of flights into and out of the airport and where they flew. They allow people to see which areas are flown over and how frequently this could be expected to happen.

Following the improvements to the noise and track monitoring systems, the ability to record aircraft noise complaints through our website will be introduced by 2015.

The communication of complex technical matters such as those included in a Noise Action Plan can be difficult. The airport will therefore make sure that our revised Noise Action Plan has gained Plain English Campaign's Crystal Mark to show that the text is as clear as possible.



COLLABORATIVE ENVIRONMENTAL MANAGEMENT

- We will establish a Collaborative Environmental Management Working Group at East Midlands Airport. The group will bring together airline, airport and air traffic control representatives with the specific remit to focus on identifying the root causes of common environmental impacts and to evaluate and manage potential solutions.

WATER RESOURCES

Around 120,000 m³ of water is used each year at the airport, mainly for toilet facilities, catering, in the on-site hotels and on aircraft for drinking water and toilets. Currently, almost all of this is 'mains' potable water and is returned to the foul sewer for treatment at Severn Trent Water's wastewater treatment works. Rainwater runoff from the airport is discharged into Diseworth Brook or the River Trent.



There are many potential sources of surface water or groundwater pollution at airports:

- Chemicals used for aircraft and airfield anti-icing and de-icing;
- Detergents used in aircraft and vehicle washing and general cleaning;
- Chemicals and oils from aircraft and vehicle maintenance;
- Silt, chemicals and fuels from construction activities;
- Spillages of fuel and sewage from aircraft and service vehicles;
- Leaks from inappropriate storage of chemicals and fuel; and
- Fire-fighting foam, mainly from training.

The Airport Company control all these sources to make sure that they do not pollute local watercourses around the site, affecting water quality and the aquatic life, including through the provision and maintenance of oil interceptors across the site.

LEGISLATIVE AND POLICY FRAMEWORK

The Environment Agency control the quality of discharges to surface waters or groundwater and can prosecute anyone who "causes or knowingly permits" pollution to occur. We have several environmental permits that permit us to discharge surface water into local watercourses but with very tight limits on its quality. In addition, Severn Trent Water applies limits to the volume and quality of discharges to foul sewer from "trade effluents" such as fire training and aircraft and vehicle washing.

HOW THE AIRPORT MANAGES WATER RESOURCES



Water used within the terminals and maintenance areas is supplied by Severn Trent Water via a private pipe network. Additionally, other parts of the site, including the Pegasus Business Park and the DHL terminal have a direct connection to Severn Trent Water's water main.

Our automatic metering system includes water meters for tenants and sub-meters within areas we control to provide detailed information on consumption, conservation opportunities as well as promoting good practice through effective and accurate billing.

A comprehensive water efficiency programme has been implemented over the last few years including the installation of water saving technology in all terminal and office toilets, and low water technology will be installed as standard in new facilities.

We have two rainwater harvesting /grey water systems in operation on site. Unfortunately retro-fitting such systems into existing buildings is expensive and difficult, and any future schemes are likely to be associated with new developments.

Without action, water consumption will rise in response to growth in passenger numbers. We will continue to look for opportunities to reduce our water use and to encourage tenants to reduce theirs in order to minimise water use on site.



WATER CONSUMPTION

- We will consider the water intensity of new buildings within the Building Research Establishments Environmental Assessment Methodology BREEAM rating. Our target is for all new buildings to be BREEAM excellent and our minimum standard will be very good;
- We will incorporate water saving measures including rain water harvesting in all new buildings where appropriate;
- We will maintain a pro-active leak detection programme to ensure any leaks are quickly found and repaired;
- We will improve our water meter information and billing systems available to our tenants to help them to identify and implement water efficiency measures;
- We will look at how de-regulation of the water industry can deliver environmental improvements; and
- We will continue to publicly report our total water consumption and will look into the use of alternative reporting metrics.

HOW SURFACE WATER QUALITY IS MANAGED?



The main pollution source at the airport is from anti-icing and de-icing chemicals. We have changed to less polluting products and will continue to review what products are available. Runoff from the airfield that is contaminated with winter anti-icing and de-icing chemicals is diverted away from the Diseworth Brook into our containment system and via balancing reservoirs.

It is aerated to help to reduce the pollution loading and is discharged at a controlled rate to the River Trent under an environmental permit with the Environment Agency. Clean runoff is attenuated and is discharged into Diseworth Brook.

We have water quality monitors to help us manage the drainage system effectively, and we supplement this with sampling at all of our outfalls to check compliance with our environmental permits. We also discuss drainage issues and compliance regularly with the Environment Agency and Leicestershire County Council report our compliance annually in the M.A.G Corporate Social Responsibility Report.

We consider water runoff when designing and constructing new facilities and wherever possible we incorporate sustainable technologies. For example, recent car park developments have incorporated sustainable drainage systems to attenuate flow and we have implemented improvements to the drainage management system to maximise capacity within the balancing ponds to capture contaminated surface water.

Future runway, taxiway and apron developments will increase the volume of potentially contaminated runoff that will need to be contained. New buildings, roads and car parks will also increase the volume of clean runoff. As part of the planning of these developments, we will need to include the use of sustainable drainage techniques and also undertake a wider review of the capacity of all our drainage systems, and increase capacity where appropriate. This will also consider the potential for any impact of the airport's discharge on watercourses downstream of the airport. We will continue to work with Leicestershire County Council and the Environment Agency in relation to the airport's surface water discharges to local watercourses.

As part of the Environmental Management System, we audit our own and our tenants' facilities and operations to check that pollution risks are controlled, including from bulk storage tanks. We have introduced a more targeted methodology for application of herbicides and pesticides used as part of airfield grassland management to reduce the amount of chemical used.

The airport has robust spill response procedures and has recently improved resilience by implementing an automatic shut-down system to prevent the release of any spillage by capturing large spills in our balancing ponds. We also test our response to a major spillage of aviation fuel as part of our emergency planning process.

OUR OBJECTIVES

HOW SURFACE WATER QUALITY IS MANAGED?



SURFACE WATER DRAINAGE

- We will manage our drainage system effectively to ensure compliance with environmental permits and to make sure we have capacity for the future;
- We will improve our water quality monitoring systems where appropriate to ensure we continue to comply with the requirements of our environmental permits;
- We will ensure that adequate attenuation of runoff will be provided on all new developments;
- We will undertake a review of drainage capacity which will include a consideration of the proposed future developments and the impacts of climate change and implement improvements to the existing system or develop additional storage capacity if required; and
- We will continue to report our surface water compliance within the M.A.G Corporate Social Responsibility Report and in future Sustainable Development Plan Monitoring Reports.



WASTE MANAGEMENT



Airports are often compared to small towns in terms of the range of businesses and activities that operate on the site. Waste is generated from the following activities:

- Aircraft cleaning and catering;
- Terminal cleaning;
- Office cleaning;
- Terminal retail and catering;
- Maintenance activities; and
- Cargo handling.

The types of waste include packaging, food, newspapers, pallets, metals and green waste. Additionally hazardous, clinical, liquid and construction wastes are generated on the site. The Airport Company manages the waste contract for its own waste and that of many companies on site including airlines, although some retail and catering companies and cargo operators have their own contracts.

LEGISLATIVE AND POLICY FRAMEWORK

Waste and recycling are regulated by a wide range of EU Directives and UK regulations aimed at reducing waste, reducing reliance on landfill for disposal and ensuring that there is an audit trail to ensure waste is handled and recycled or recovered in a responsible manner. Additionally, changes in legislation and the introduction of the Landfill Tax have made waste disposal more expensive with the aim of providing financial incentives to increase recycling and recovery.

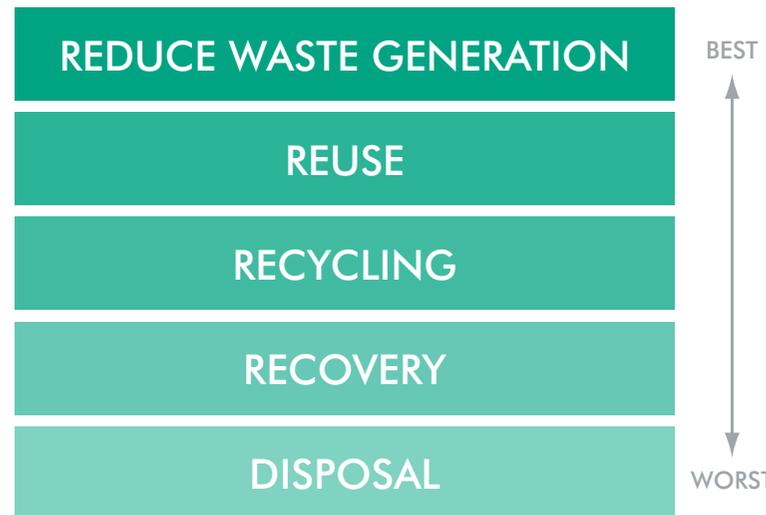
Aircraft cleaning waste is subject to additional controls to prevent the spread of animal diseases. Any cleaning waste from outside the EU that contains certain food items or ingredients is considered "Category 1 International Catering Waste" (Cat 1 ICW). There are tight controls on the storage, transport and disposal of this type of waste, which must be disposed of directly to a specifically licensed landfill or incinerator. Any recycling or recovery of this waste must be undertaken within the controls set by the legislation and DEFRA's guidance.

HOW WASTE IS MANAGED



We manage waste along the principles of the waste hierarchy and will continue to do so in the future, but with an additional focus on reducing and recovering costs and increasing landfill diversion.

Our target is to not send any waste to landfill by 2015/16. However, this is currently the only option for Cat 1 ICW, as there is not a suitably licenced incinerator in the area. We will continue to look for alternatives for this waste to allow us to achieve our target.



REDUCE

We try to eliminate waste generation in the first place. As electronic communications improve, the amount of paper being used across the site has fallen significantly. We recharge our tenants based on the weight of waste they generate. This provides them with a financial incentive to reduce waste.



WASTE REDUCTION

- We will achieve 100% (excluding Cat 1 ICW) waste diversion from landfill, and continue to explore alternative ways of disposing of Cat 1 ICW;
- We will continue to work with our contractors to identify and use alternative disposal options for Cat 1 ICW wastes; and
- We will continue to develop our charges for waste that incentivise waste reduction and recycling.

REUSE

We are reusing aggregate produced during airfield maintenance works on maintaining perimeter tracks. This also reduces the number of vehicle movements required to bring construction materials onto site. We also donate old uniform to Leicestershire, Derbyshire and Rutland Air Ambulance service, and look for opportunities to reuse materials within the site.



REUSE

- We will seek to reuse material from construction projects on the airport site; and
- We will continue to support charities by donating items that they can use or sell, and reuse materials on-site where possible.

HOW WASTE IS MANAGED



RECYCLE

We have a comprehensive recycling programme, with recycling bins in the terminal and offices as well as separate collection of other materials.

We have an on-site Materials Recycling Compound where all wastes are taken for processing. The Compound has been significantly improved over recent years to expand the range of materials which can be collected. We have also invested in equipment to bale recyclables and compact waste to reduce costs from transport and enable us to obtain income for some materials especially cardboard, paper and plastic bottles. The site is always manned when it is open. A pay by weight system provides incentives to service partners to reduce waste volumes and to separate waste for recycling.

Mixed residual waste from the terminal and offices is also taken to the Waste Compound where it is sorted to remove and recover recyclable materials.

We support on-board recycling schemes implemented by some airlines, and sort through bags of mixed recyclables collected by cabin crew. Additionally, we are able to sort through aircraft cabin waste from EU flights to recover recyclables, and are working to increase the amount of aircraft cleaning waste that is recycled.

Over the last ten years we have increased our landfill diversion rate from 19% to 86% through the implementation of a number of initiatives:

- Installation of recycling bins across the terminal;
- Separate collection of plastic bottles and aerosols which must be discarded by passengers due to the ban on liquids being taken through airport security and on to flights;
- Central waste management contract with a single contractor responsible for on-site management and recycling and disposal of all non-hazardous and several hazardous waste streams;
- Implementation of pay by weight billing systems for aircraft cleaning and other companies using our Materials Recycling Compound to recover costs and to incentivise waste minimisation and recycling;
- Introduction of baling and compaction equipment to reduce transport movements associated with waste; and
- Supporting airlines' on-board recycling programmes as part of a Sustainable Aviation workstream.

Non-recyclable mixed waste goes off-site to a recovery plant where additional materials are removed for recycling with the residue sent to an energy-from-waste plant in Nottingham. This also helps towards the landfill diversion target. We will continue to require our residual waste to go for recycling and recovery.

OUR OBJECTIVES

HOW WASTE IS MANAGED



RECYCLING

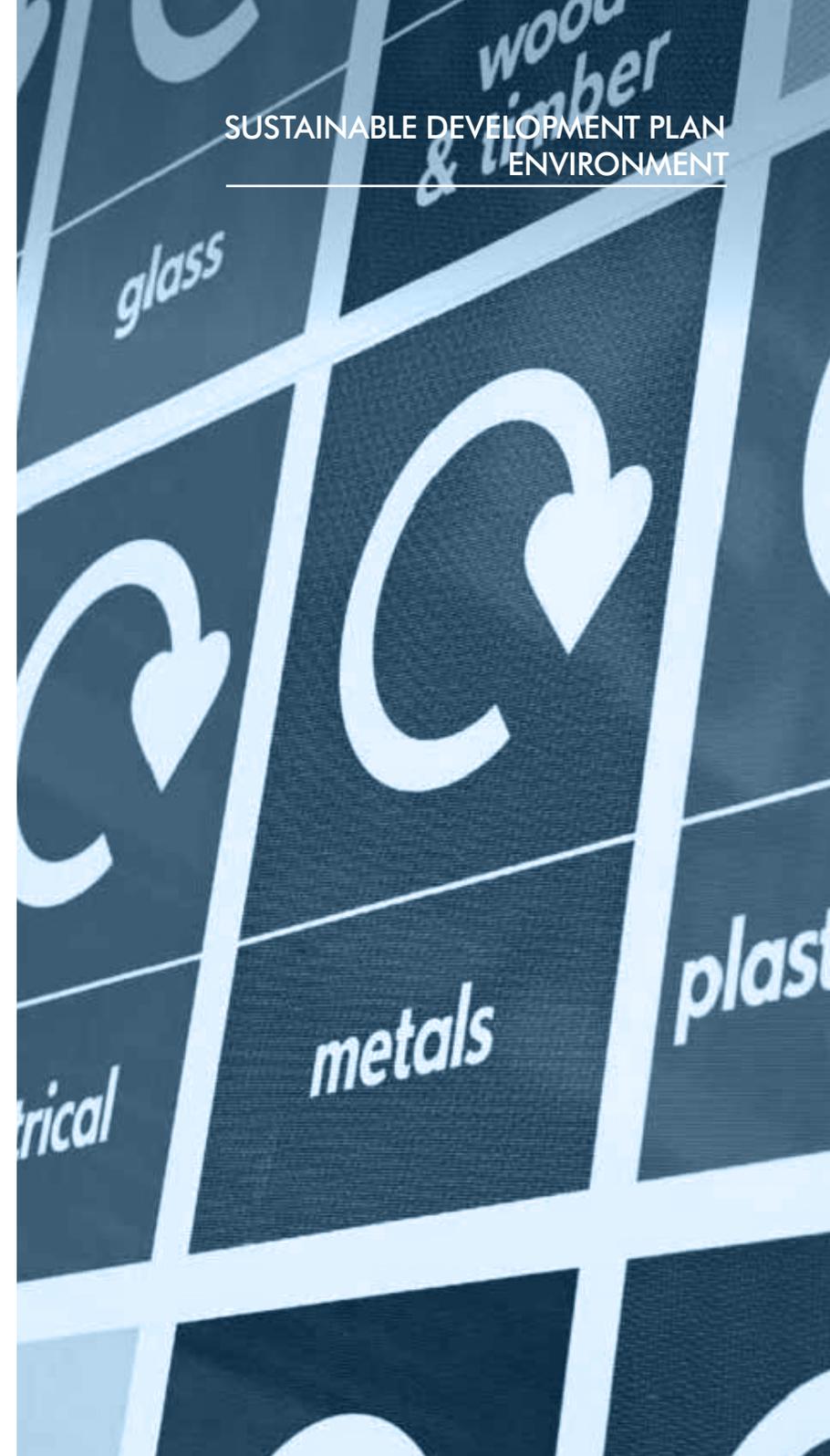
- We will facilitate collections from additional tenants on site, to provide them with a comprehensive recycling service.
- We will expand our work with airlines and aircraft cleaning companies to increase recycling of aircraft cabin waste from destinations outside the EU.
- We will work with tenants to encourage them to reduce waste and recycle more.

LEGISLATIVE COMPLIANCE

The airport holds an environmental permit and exemptions for the Materials Recycling Compound, and make sure that all waste is transported off-site in accordance with Duty of Care and Hazardous Waste requirements. We will continue to comply with all relevant waste legislation and maintain our environmental permits and exemptions.

MONITORING AND REPORTING

We have been tracking our performance on recycling and waste management for many years, and report it in the M.A.G Corporate Social Responsibility Report. We will continue to report our performance on recycling and waste management for many years, and report it in the M.A.G Corporate Social Responsibility Report. We will include waste within our Scope 3 carbon reporting.



OUR OBJECTIVES

LANDSCAPE AND ECOLOGY

To minimise any adverse our effects on nature conservation, landscape, archaeological resources and cultural heritage and, where possible, to create new features and enhance the ecological and landscape value of the area.



BACKGROUND

Landscape and ecology play a major part in delivering the Sustainable Development Plan, so that, within the constraints imposed by the normal operation of the airport, we will promote the development of rich and varied habitats, to integrate the airport within its rural setting and to promote access to the airport site.

The airport lies within the 'Melbourne Parklands' a broad regional designation that is defined by an underlying geology of sandstone, mudstone and coal measures giving rise to a large scale, gently undulating landform. The area is characterised by large parklands associated with country houses, mixed farming with occasional areas of unimproved pasture, medium size interlocking plantation woodlands of mixed species composition and densely scattered hedgerow trees and dense lines of watercourse trees. The area around the airport itself forms part of the 'Langley Lowlands' Character Area which is defined by a rolling landform dissected by minor watercourses. Agriculture is a mix of pasture and arable with fields being medium to large in scale and enclosed by well-kept hedgerows. There are many hedgerow trees which add to the wooded character of the landscape. Woodland is present as small game coverts although there are larger blocks of ancient woodland.



LANDSCAPE AND ECOLOGY



POLICY FRAMEWORK

The Government published the first Natural Environment White Paper for 20 years in 2011 — The Natural Choice: Securing the Value of Nature — which shifted the emphasis from piecemeal conservation action towards a more integrated landscape-scale approach. It also acts on information found in a report on England’s wildlife sites called ‘Making Space for Nature’ by Professor John Lawton

The White Paper aims to improve the quality of the natural environment across England, halt the decline in habitats and species, and strengthen the connection between people and nature. Government believe that the actions contained in the Natural Environment White Paper will create a radical shift on how we view our natural assets by incorporating the natural environment into economic planning and ensuring there are opportunities for businesses that are good for nature and good for a strong green economy.

At a local level one of the Strategic Objectives contained within the 2013 draft of the North West Leicestershire Core Strategy relating to the operation and development of the airport is to “protect and enhance landscape character and the quality of the natural environment. Other local planning policies are described in the Land Use Plan.

LANDSCAPE STRATEGY

The approach to managing our landscape is contained within our Landscape Strategy. Implementation of the Landscape Strategy is well advanced and considerable emphasis has been given to nature conservation and bio-diversity issues. In addressing landscape matters our intentions are to ensure that we respect the unique character of, and contribute to, the ‘Langley Lowlands’ and the broader ‘Melbourne Parklands’.

It is our intention to further develop the Landscape Strategy, within the constraints imposed by the normal operation of the airport, to promote the development of rich and varied habitats, and to integrate the airport within its rural setting and to promote sustainable access to the airport site.

LANDSCAPE AND ECOLOGY



LANDSCAPE

The airport is generally screened from views from the surrounding countryside as a result of works that have been undertaken to strengthen existing planting with new planting. This has resulted in a strong visual screen in keeping with the undulating nature of the surrounding countryside.

Particular attention has also been paid to the landscape treatment of the main gateways, transport corridors and sections of the airport perimeter that are closest to residential areas. The aims are to:

- Minimise the visual impact of the airport in the surrounding countryside and on people living in closest proximity;
- Enhance the overall appearance and image of the airport;
- Provide a framework which allows visitors and staff to use the airport with maximum ease and efficiency;
- Provide a framework within which all new development can be located in a co-ordinated way; and
- Ensure that the landscape in and around the airport is designed so as not to prejudice aircraft safety.

We use native plantings on the periphery of the airport. Our plantings are designed not only to screen and soften the appearance of the Airport but also to prevent inappropriate vantage points for plane spotters and the disturbance that can be caused to local residents.

We will continue to ensure that the airport remains screened where this is achievable. As developments take place, associated landscaping or ecological mitigation will be undertaken to meet the aims contained in the Landscape Strategy.

Around the passenger terminal complex we plant and maintain bold formal arrangements to encourage efficient movement along the internal roads. These are supplemented with ornamental shrub species to provide colour, form and shape. The landscape team ensure that our landscape areas are managed to the highest possible standards particularly in regard to the safety and security of all airport users.

Importantly we encourage public access for the enjoyment of our landscapes and as such have developed a 10km perimeter nature and art trail linking all of the footpaths, bridleways and lanes that terminate at the airport. Varying between a rough mown path, a stone surfaced path and a more formal tarmac footpath the trail provides an interesting and varied route around East Midlands Airport. Picnic tables have been placed at vantage points around the trail, which provides views across open countryside, particularly to the north across the Trent Valley.

OUR OBJECTIVES

LANDSCAPE AND ECOLOGY



We also recognise the important role that art within the landscape can play in imparting a sense of place and we currently have five pieces of artwork along the Trail.

- A series of stepping stones were created and designed with input from local primary school children, by Castle Donington local artist Graeme Mitcheson.
- **'DOG TOOTH VIOLET SEED'** was designed by pupils at Diseworth Primary School after a series of workshops with local artist Sarah Fiander, who then carved the final sculpture from a giant piece of oak.
- **'VALENTINES TREE'** was developed through sessions led by James Swain with a Castle Donington Youth Group, and fabricated by Derby based blacksmith Andy McCallum.
- **'TRAIL OF LIFE'** was created by a Derby based ceramics artist, with help from a number of local community groups who created mosaic designs for display on the sculpture.
- **'SKY LADDER'** was created by Doncaster based sculptor Daniel Jones with input from the Princes Trust Coalville Team of 16-24 year olds. Sky Ladder is made from oak and steel and depicts a plane in flight.

We will continue to work with local artists to engage with our local communities to create art to reflect their location and further enhance the sense of place.

The agricultural land that we own is mainly managed as arable farming or short rotation biomass production.



LANDSCAPE AND ECOLOGY



ECOLOGY

There are no Sites of Special Scientific Interest (SSSI) on the airport site. The only protected area is a nature conservation site comprising of diverse wood and scrubland of Parish level significance, located at the northern perimeter. This is being enhanced by the airport as part of the Landscape Strategy. There are six Sites of Special Scientific Interest within five kilometres of the airport and a National Nature Reserve at Calke Abbey, approximately 8km from the airport.

Locally, there are a broad and diverse range of habitats around the airport which whilst not of national or even local importance are interesting in their own right supporting a range of fauna from invertebrates, through small to large mammals and small or large birds. We have already sought to provide habitats including:

- The introduction of bat boxes;
- The introduction of a little owl box;
- The introduction of boxes for hibernating hedgehogs; and
- The introduction of further new 'damp scrapes' to provide a habitat that is attractive for smooth newts.

We intend to continue to survey our land to identify its biodiversity so that we can continue to manage our habitats sympathetically and further improve them for species which may be in decline elsewhere. We will further develop the biodiversity on site by continuing to work with local wildlife groups including the local Wildlife Trusts and the Derby and Derbyshire Groundwork Trust.

SPECTATOR FACILITIES

There remains a continuing demand for facilities to accommodate visitors and spectators who are attracted to the airport site. The airport is a significant visitor attraction and viewing facilities are provided at the East Midlands Aeropark which is located in the north-west corner of the airport site close to the village of Castle Donington. Providing viewing facilities helps remove pressure from the central terminal complex and from the local road network. The Aeropark has been developed by the Aeropark Volunteer Association to provide a wider range of attractions for the Airport's visitors and spectators. These include several static aircraft exhibits, the highlight of which is a BAe Nimrod R1. As part of the Land Use Plan, there is a commitment to retain the Aeropark within its existing location.

An additional facility for visitors to the airport, and one of the key initiatives of the landscape strategy, is the Airport Trail.

AIRCRAFT SAFETY

The airport is required by the Civil Aviation Authority to ensure that the airspace surrounding the airport is safe for use at all times and in particular to consider the potential for 'bird strikes' within 13km of the airport. Large concentrations of birds are most commonly found in areas of open water and waste disposal sites and the airport comments on new developments that may lead to increased bird populations via the planning system. The airport also works with local land owners to ensure that the risk presented by 'bird strikes' does not increase significantly.

The airport will continue to undertake this work by engaging constructively with local stakeholders particularly with the on-going development of the River Trent Valley.

HOW TO CONTACT US

The Sustainable Development Plan is an important document for East Midlands Airport. There are many stakeholders who have an interest in the airport and the views and comments from Government, local authorities, neighbours, the business community and customers are an important part of the planning process. The airport is committed to being open in sharing the vision for East Midlands Airport and the local area. The plan looks to where possible, reflect local views and ideas.

Neighbours, stakeholders and a wide range of organisations in the region were consulted in 2014 to obtain their views. Where possible the comments received have been incorporated in the final set of Sustainable Development Plan documents. We will monitor and report on our progress and we will carry out a full review of the Plan every five years.

To obtain copies of the Sustainable Development Plan and the Noise Action Plan:

Visit: www.eastmidlandsairport.com/developmentplan
www.eastmidlandsairport.com/emaweb.nsf/Content/noiseactionplan

Write: **East Midlands Airport**
Castle Donington
Derby
DE74 2SA

email: developmentplan@eastmidlandsairport.com



WELCOME

Working with our neighbours, local communities, colleagues and on-site businesses is an important part of our business. As we continue to improve and develop the airport we know that this needs to be done in the right way, recognising the airport's local impact and responding where we can. The Community Plan is important so that we know what the local issues are and what we as a business can do to support our local communities.

INCLUDED IN
THE SUITE OF
DOCUMENTS
ARE SUSTAINABLE
DEVELOPMENT
PLANS FOR:

COMMUNITY
ECONOMY AND
SURFACE ACCESS
ENVIRONMENT
LAND USE

This is our first Community Plan that sets out our aims for the future and it has been produced as part of a group of four documents that taken together form the airport's Sustainable Development Plan. The Sustainable Development Plan sets out the strategic objectives for the growth and development of East Midlands Airport. They are:

- Set out the long-term opportunities for the growth and development of East Midlands Airport
- Inform the plans and strategies of others across Nottinghamshire, Leicestershire and Derbyshire
- Set out the vision for the development of the airport site
- Set out our plans to enable a constructive dialogue with our customers, neighbours and business partners
- Provide the framework for capitalising on the benefits of the airport's development and for managing and minimising local disturbance and environmental impact

The Community Plan sets out in detail where we intend to focus our Community Relations activity to support the future growth and development of the airport.

The Sustainable Development Plan was published as a draft for public consultation in 2014. This provided an opportunity for a wide range of stakeholders to contribute to our Plan and let us have their views. We are grateful to all those who responded and who took time to look at our plans.

We recognise that the operations of our business and those of our business partners can have an impact on the local community and we accept our responsibility to minimise this impact and to be a good and trustworthy neighbour. We believe that a responsible approach to developing relationships between the airport and the communities we affect is a vital part of delivering business success. We know that our social commitment is best served by recognising the priorities of all our stakeholders, including employees, customers and the wider community in which we operate. We are working to promote the growth of the airport in a way that maximises the economic benefits in an environmentally responsible and sustainable manner.

In recent years the Community Relations programme has developed significantly and made real progress communicating and working successfully with a wide variety of key stakeholders. It is our aim that this plan will show you how far we have come but most importantly will highlight our future plans and how we will continue to contribute to the social well-being of our local communities.

In order for our work to continue to have an impact, we remain committed to reporting our activities openly and honestly, working with feedback from our stakeholders to grow and improve our programme in order to make a real difference where it matters and for those it matters to.

We strongly believe that running a successful business and providing a socially valuable service can, and should, go hand in hand. In order to ensure the relevance of this plan, a review of all of the Sustainable Development Plan documents will take place at least every five years. We will also continue to regularly report on our progress.

SETTING THE SCENE

East Midlands Airport connects over 4.5 million passengers with the world, serving more than 90 destinations. As the winner of many prestigious awards; including Airport of the Year, World's Leading Eco Friendly Airport and Best Regional UK Airport for Customer Services, our airport is a vibrant economic hub, supporting over 6,700 on-site jobs and generating around £239million of GVA for the East Midlands region.¹



At a time when there are economic challenges in the national and the regional economy, the growth and development of key economic sectors such as manufacturing, transport, logistics and distribution offers a significant opportunity. The airport makes an important contribution in providing international connectivity as well as providing local jobs and local economic activity. Further details of the airport's economic impact are included in the Economy and Surface Access Plan, which is part of the Sustainable Development Plan.

Since 2001 East Midlands Airport has been operated as part of the Manchester Airport Group (M.A.G). M.A.G owns and operates Manchester, Stansted and Bournemouth airports, as well as East Midlands Airport. The overall strategic intent of the Group is:

'To deliver sustainable growth in shareholder value, balancing the needs of our customers, passengers, employees and communities in which we work, while maintaining the highest safety and security standards'.

As the UK's major pure freight airport, East Midlands Airport handled 309,000 tonnes of cargo in 2014. We are home to leading air freight operators, such as DHL, TNT and UPS, as well as being a major air-hub for the Royal Mail. As these operators provide an overnight express delivery service, to meet the demands of their customers, most of their flights take place at night. We recognise that this has an impact on those living locally and we work hard to mitigate this. The Environment Plan and this Community Plan continues to build on our work to achieve this.

We were the first airport in the UK to be recognised with the Business in the Community 'Community Mark' in 2009 and the first airport in the UK to be accredited with ISO14001 status in 2002. Being a part of the local community is important to us and we work hard to develop a two way dialogue with all our important stakeholders. Working with the communities that surround the airport is one of most important things that we do. We report regularly on airport activity through newsletters and reports and enjoy meeting members of the local community when we host Outreach Events and attend community meetings.

M.A.G publishes annual Corporate Social Responsibility reports, along with a Group-wide Corporate Responsibility Strategy. The strategy focuses on the key issues facing M.A.G and its airports and has made some ambitious commitments in all areas. The local Community Relations team feeds directly in to this strategy and ensures that the commitments are delivered locally. These commitments are further supported by the actions included within this Community Plan. In addition the airport publishes an annual Community Investment Report that provides details of our activities over the previous year.

¹ York Aviation LLP 2011.

OUR APPROACH

By building enduring relationships with our local communities, we will seek to understand the issues that are important and to use our combined skills and resources to work together for our mutual benefit.



As part of the preparation of the annual Group Corporate Social Responsibility report, we undertake a strategic review of the material issues that are affecting local communities surrounding our airports. At a Group-level, the key priorities have been identified as investing in the local community, minimising our impacts on our neighbours, local sourcing/hiring and local economic development. We also know that it is important for the airport to be a good neighbour and to mitigate its impact wherever it can.

In order to make sure that we are focusing on the areas that matter most to our local community, we spend time out in the community gathering direct feedback through our Outreach Events and attending community meetings as well as hosting the Independent Consultative Committee (ICC) and sub groups attended by key community representatives. In addition, we receive written feedback in response to our publications as well as concerns about aircraft noise and other airport activity. With any concern that is received by the Community Relations team, it is our aim to respond within 10 working days.

We also carry out a local airport community survey. This is distributed to key stakeholders throughout the local community and its aim is to gain a greater understanding of the needs and issues within the community that may not otherwise be brought to our attention. The survey also helps to identify areas where the airport can provide support.

The delivery of the activities in the Sustainable Development Plan and this Community Plan helps us to continue to develop East Midlands Airport as a responsible neighbour. The development of a successful local business also provides a valuable opportunity to inspire the next generation in their education and the world of work.

CASE STUDY 1

ISSUE: Training aircraft concerns.

SOLUTION: Following a series of complaints from local residents, concerns voiced by ICC members and an Outreach Event in the area, it became obvious that there was a growing issue with training aircraft overflying the village of Aston On Trent. Having listened to these concerns and through close working with our colleagues in Air Traffic Control, we have been able to put in place a change that has resulted in considerable improvements for the residents and a significant reduction in complaints about training aircraft over the village. A note has been included in the instructions given to pilots (Aeronautical Information Publication) and our Air Traffic Controllers remind the pilots, where it is operationally safe to do so, to ensure their circuit does not cut across the village. The airport has clear polices in relation to training flights and further details are included in the Environment Plan.



Well done to EMA for taking the trouble to engage in community relations, much appreciated."

John Holloway, Aston-on-Trent

OUR APPROACH



aerozone ✈️

CASE STUDY 2

ISSUE: Lack of understanding of what goes on behind the scenes at an airport.

SOLUTION:

Solution: Through feedback from our community survey as well as conversations with local educational establishments, it became clear that young people across the local area did not fully appreciate how an airport operates and the variety of employment opportunities that are available. To address this issue and to make sure that we show that the airport is an attractive place to work, we launched the Aerozone, our on-site educational centre that supports young people from Foundation stage through to university students with their studies. Feedback has been very positive and usage continues to increase. The Aerozone helps us to engage with a wide variety of people and to gain their understanding of what we do and why we do it.

Our aim is to establish East Midlands Airport as a socially and environmentally responsible local business. Over the years, we have developed a programme of work that addresses what we believe are the key areas of importance for our stakeholders and us as a business. Our five priority areas are:

- Community engagement
- Managing local impacts
- Investing in the community
- Education and employment
- Employee engagement

The Community Plan highlights our focus for the next five years under these priority headings.



COMMUNITY ENGAGEMENT

Over recent years we have significantly developed and improved our community engagement activity. We use a variety of communication methods to reach as many stakeholders as possible, in ways that work best for them. These include face to face and written communications. We remain committed to reporting openly, honestly and on a regular basis about the work that we do.



OUTREACH EVENTS

Each year we host a series of Outreach Events in local villages surrounding the airport. These events give the team the chance to meet directly with any people that have concerns or queries about the airport on an informal, drop-in basis. They offer the opportunity for real, instant and valuable two way communication between airport colleagues and community members, helping us to shape the way we plan our activities in the future. Additional Outreach events were also held as part of the public consultation on the Sustainable Development Plan. These conversations were valuable in getting the views of local people and shaping our future plans.

TARGET

The feedback from the Outreach events continues to be very positive and they will remain a very important part of our Community Plan. We are committed to maximising engagement opportunities for local communities and to a minimum of six Outreach Events per year.

COMMUNITY FLYER

We have been producing and distributing the Community Flyer, our quarterly community newsletter, to up to 46,000 homes since 2006. It is one of the key tools for sharing information with local communities that surround the airport and it is designed to communicate the most recent community and environmental activity at the airport.

TARGET

We remain committed to providing the local community with information about the airport and our activities in the most accessible way. We will continue to produce and distribute the Community Flyer at least three times per year. We will carry out a review of the way that the Community Flyer is distributed so that it is as accessible as possible.

COMMUNITY INVESTMENT REPORT

The airport has published an annual Community Investment Report since 2007 which focuses on the progress made with our environment and community programmes.

TARGET

Although the activity at East Midlands Airport is included as part of the annual M.A.G Corporate Social Responsibility report, we believe that it is still important to produce a report that specifically highlights the work that has taken place locally and to ensure that we target our activity to meet the needs of local people. We will continue to publish an annual Community Investment Report for East Midlands Airport.

COMMUNITY ENGAGEMENT



COMMUNITY SURVEY

The Community Survey has been produced and distributed on a bi-annual basis. It gives us the opportunity to gather feedback in a formal way from a wide variety of local sources, including people we have worked with during the years, as well as those with whom we have not. The results of the survey help us to gain an understanding of the issues that are affecting the local area. They also help us in identifying potential gaps in our programme or areas in the community that could benefit from the airport's support.

TARGET

We will produce and distribute an annual Community Survey and we will ensure the content of the survey and list of stakeholders is reviewed to make sure that it remains current and relevant.

INDEPENDENT CONSULTATIVE COMMITTEE (ICC)

The ICC is the formal interface between the airport and its neighbouring communities. It operates according to Government guidelines with representatives of local authorities, amenity and user groups meeting on a regular basis. According to the Liaison Group of UK Airport Consultative Committees, an ICC 'seeks to hold the precarious balance between the interests of civil aviation, of passengers and other users of the airport and of the people living in the area, and of the local environment.' The Department for Transport has also issued guidance on the operation of consultative committees at UK airports.²

TARGET

The Independent Consultative Committee will continue to be fully supported by the airport to make sure that it provides valuable feedback on airport activities and the impacts we have on the community.

LOCAL COMMUNITY MEETINGS

To further supplement the work we do with the ICC, we also attend a number of community meetings including Parish Councils and community forums. These visits give us the opportunity to be on hand to answer airport-related questions as well as to help us to build relationships with key community representatives and work together on matters of mutual interest.

TARGET

We will continue to attend the Parish Council meetings of the four most local communities at least three times per year as well as meeting additional requests to attend community meetings.

² Guidelines for airport consultative committees, Department for Transport, April 2014.

COMMUNITY ENGAGEMENT



WORKING WITH BUSINESS

We also look to work closely with local authorities, regional organisations and business groups. This is important and it gives us the opportunity to build local relationships, understand the transport needs of business and also to work to promote employment and economic growth in the region. This dialogue also provides an opportunity for a range of local and regional organisations including the Chamber of Commerce, the Local Enterprise Partnerships and local authorities, to learn about developments at the airport to feed into their own plans and strategies.



We will continue and develop our work and relationships with key local and regional partners to support and contribute to growth and economic development in Leicestershire, Nottinghamshire and Derbyshire.

MEASURING OUR WORK

In order to make sure our community relations programme continues to reflect best practice, we regularly benchmark ourselves against other organisations from across the country through our membership of the London Benchmarking Group. In addition we are members of Business in the Community (BITC) and were the first airport in the UK to be recognised with their Community Mark accreditation. We are also part of a local business support network through BITC and meet regularly with other local businesses to share best practice and form lasting partnerships.

At a Group level, M.A.G retained its rating of Platinum 'Big Tick' in the BITC Corporate Responsibility Index in for 2013 – the highest rating. The community activity at East Midlands Airport was recognised as part of this award.



We will ensure that our community relations programme continues to develop and reflect best practice, and we will continue to work in partnership with BITC and other leading organisations in the East Midlands. We will continue to hold the BITC Community Mark.

MANAGING LOCAL IMPACTS

Aircraft noise is one of the most significant local concerns, particularly from night flights. As the main UK hub for some of the world's leading express parcel courier companies, there is a need for these businesses to fly throughout the night. This demand ultimately comes from the customer and is a bi-product of the 'instant' world in which we now live and an integral and valuable part of our modern economy.



The demand for global express freight will continue to grow, and these flights will need to operate at night. We will continue to work to minimise, as much as possible the impact this has on the local community.

SOUND INSULATION GRANT SCHEME (SIGS)

This scheme was first set up in 2002 to offer financial support for the sound insulation of the properties most affected by aircraft noise. In 2006, the Sound Insulation Grant Scheme was made more generous and homeowners saw their grant values increased. Those properties eligible for the grant can use the money for window, doors and loft insulation. Grants are worked out on a location basis with three different bandings. Full details of the Scheme can be obtained from: community@eastmidlandsairport.com



The airport will continue to run a Sound Insulation Grant Scheme to provide support to those people who are most exposed to aircraft noise at night.



MANAGING LOCAL IMPACTS



HANDLING COMPLAINTS

Community members that are concerned by aircraft noise or other airport operations can contact us via phone or email to pass their concerns on to the Community Relations team. Each concern is fully investigated using our noise and radar track monitoring system. This system can help us to identify the aircraft in question and whether it was operating as it should. In recent years the number of complaints has reduced considerably. During 2014 we received 841 complaints from 241 complainants compared to 7,978 in 2006. It is our aim to investigate and respond to all complaints within 10 working days.

In order to help local community members to investigate and understand the way that aircraft operate we offer an online system, WebTrak. This facility enables anyone to enter the date and time of the aircraft that they are interested in and to then run radar replays of the aircraft in their area. The airport is upgrading its noise and track system to incorporate the latest technology, and the new system will also include a better way of presenting its output and its reports. This will help the noise data be more accessible to local people. The noise and track monitoring system is also used to generate reports about noise for the ICC and for local residents and community groups.

TARGET

We remain committed to responding to complaints fully and comprehensively, within a minimum of 10 working days. We will also complete the installation of a new noise and track monitoring system in 2015.

VORTEX

Arriving aircraft can cause disturbance (or vortices) in the air just before they touch-down. In certain conditions, these can lift or dislodge roof tiles. A policy was introduced in January 2007 that any property that suffered roof damage due to an aircraft vortex would then be eligible to have their property re-roofed. A vortex strike can occur to the roof of a property when aircraft pass by at lower levels, particularly on days where the weather is calm. There is only a very small area of Kegworth that is potentially affected by aircraft vortices.

TARGET

The airport will continue to operate a vortex damage repair and re-roofing scheme in its current format.

OUR ENVIRONMENTAL PROGRAMME

We have a thorough and comprehensive environmental programme in place at East Midlands Airport which places stringent controls on the operation of aircraft. In addition, the programme also covers the safe management of our water systems, waste management, climate change, air quality and landscape and bio-diversity. All these elements are important to the airport and our aim to be a successful and sustainable business. Our environmental commitments are set out in detail in the Environment Plan (part of the Sustainable Development Plan).

INVESTING IN THE COMMUNITY

Because we are unable to completely mitigate all of the effects arising from the airport's operations, it is essential that as a large local business we give back to those affected. It is also important that these projects have a real community benefit.



COMMUNITY FUND

The Community Fund was established in 2002 with an annual donation of £10,000 per annum from the airport. In addition any fines from excessively noisy aircraft were added to the Fund for distribution. Eligible community groups can apply for funding and their request is put forward to an independent committee that includes a representative from each of the three surrounding counties and an on-site business as well as an independent minute taker. The airport administers the Fund, but the decision making process is entirely in the hands of the community representatives. In 2006, the airport's contribution to the Fund was increased markedly to £50,000 per annum. Up to the end of March 2014, the Community Fund had donated £727,479 to 963 groups.

“The funding we secured through the Community Fund has massively helped the club purchase our new electronic scoreboard. All the teams at the club from our under 11 junior side through to our three adult sides have had immense pleasure using it. It has been a great club addition.”

Gotham Village Cricket Club



The donation has been a lifeline to those of us that thought we needed to move forward and to introduce some colour into the game. The shirts are brilliant and are very popular with the club.”

Castle Donington Town Bowls Club



We will continue to make a minimum annual donation of £50,000 to the Community Fund. In addition all money raised from aircraft noise penalties will continue to be donated to the Fund.

WORKING WITH PARTNERS

Over the years we have worked on some long lasting community projects with a wide variety of community members. These projects have ranged from youth clubs to knitting groups. This work is a vital part of building relationships with the community and giving back to the area in which we operate. It adds a further dimension to the work that we do and enables us to communicate with a real cross section of the community.



We will look to develop a multi-party on-site community network that will work with other businesses to enrich the community programme. In addition, we will investigate the opportunity to develop a programme that supports and works with older members of the local community.

EDUCATION AND EMPLOYABILITY

Engaging with young people, particularly those living close to the airport, is a vital part of the work that we do. We want to encourage them to think about what the airport does, why it does it, and the opportunities that are available to them in the future. For some young people, it may be their first experience of the airport, for others it helps to give valuable experience of what it is like to work in an airport environment.



In addition, in recent years work to support people into employment has become increasingly important to us. We recognise the growing importance of tackling unemployment and M.A.G has implemented a range of projects and initiatives to support people into work. At East Midlands Airport we have been working in partnership with training providers to help those living locally to develop their skills and find work at the airport or in other businesses. We work to ensure that our employment programmes bring direct and long-standing benefits to the local community.

THE AEROZONE

Launched in May 2010, the Aerozone, is our on-site education centre providing a place for students from Foundation stage to university students to visit. The aim of the centre is to teach as many people as possible about the daily operations of the airport and the variety of different opportunities that are available. There has always been a strong demand for visits to the airport, but due to the operational nature of the business there is little we are able to show visitors. Having the Aerozone however, incorporating East Minilands (our airport role-play area) has offered us the opportunity to welcome these requests and provide an exciting, interesting and inspirational visit. East Minilands provides visitors of all ages the opportunity to role-play a number of key jobs at the airport. East Minilands is very well received by primary age children and since opening, we have welcomed over 10,000 young people through the doors through educational visits and parent and child activities. In 2014 we had over 3,567 visitors to the Aerozone.



We had a fantastic day at the EMA Aerozone, the children were engaged with activities throughout the day and learnt so much! We hope to return next year!"

St Pauls School, Woodhouse Eaves



Working in support of the national curriculum, we will continue to provide an inspirational experience for each young person that visits the Aerozone. It is also our aim to develop a location for the Aerozone that offers views of the airfield and to increase our visitor numbers to 5,000 per year.

WORK EXPERIENCE

Our BITC award winning work experience programme has been enjoyed by hundreds of young people over the past 10 years. We believe that quality work experience is invaluable to young people. We therefore offer two placement options, one with a focus on travel and tourism areas, the other on Science, Technology, Engineering and Maths (STEM) related roles. These placements have proved very popular, with lots of competition for the places. We offer a one week placement in each area between April and October.

We also encourage some of our workforce and other partners to take part in visits to the Aerozone, particularly colleagues from the Fire and Rescue team, the airport police, air traffic control and customer services. Having people who work at the airport take time to talk to young people about their jobs and their role adds to the work experience programme.



We will continue to develop and enhance the programme working with our on-site partners to provide the best first experience of work for our students. We will provide a minimum of 14 week-long work placements each year.

EDUCATION AND EMPLOYABILITY



THE AIRPORT ACADEMY

As one of the region's largest employment hubs, East Midlands Airport is committed to supporting its local community and aims to address unemployment and raise aspirations by supporting local people into employment on the airport site. The Airport Academy was opened at East Midlands Airport in 2013.

The Airport Academy builds on our experience at Manchester Airport, where M.A.G has offered a similar facility for a number of years. The Airport Academy provides a service to individuals in the local community who are looking for work at the airport as well as a bespoke recruitment service to on-site employers.

Working closely with Stephenson College as well as Jobcentre Plus in Nottinghamshire, Derbyshire and Leicestershire, the Airport Academy team are able to recruit candidates who are interested in securing employment with either the airport or one of around 90 employers on the site. Having successfully passed some initial literacy and numeracy assessments, potential candidates are then invited to attend the Airport Academy pre-employment training course. During this course they will work towards qualifications in Customer Service and Employability and Personal Development. They will also be given support in job searching, interview skills and CV development as well as specific support on compiling their 5 year checkable history, which is a requirement of the Government's aviation security restrictions. Airport employers are able to interview Academy 'graduates' within the Academy facility and know that all candidates have been pre-screened and are work ready.

The Airport Academy facility was officially opened by Andrew Bridgen, MP for North West Leicestershire at a launch event which was attended by partners, on site businesses, employers and job seekers. The facility comprises a classroom equipped with laptops for student use, interview facility for airport businesses to interview Academy candidates and an administration office. In 2013-14 162 job-seekers from across the East Midlands completed the Airport Academy training course with 100 going on to secure work as a result.



Thank you for everything you have done for me. I am really appreciate it and I am very grateful for the support. I have had two interviews in one week and I hop to hear back about them both very soon."

Abbie Turvey, Kegworth



The Airport Academy will provide a valuable future resource for both businesses and job seekers alike. The aim for the Academy is that it will become the employment hub for the airport training local job-seekers and placing 120 people a year into employment. At present the Academy accommodates job seekers aged 19 and over who are currently unemployed. In future the hope is to be able to extend the project to include 16 to 18 years olds and bridge the gap from education to employment.

EMPLOYEE ENGAGEMENT

An engaged and motivated workforce drives an efficient and prosperous organisation. Offering our colleagues the opportunity to engage in community activities enhances our work within the community and gives our colleagues something to feel proud of, as well as developing new skills whilst doing something different to their day job.



COMMUNITY CHAMPIONS

We offer all colleagues the opportunity to spend one day a year volunteering on education and community projects. Colleagues have been involved in presenting to schools in the Aerozone, mentoring young people, forest clearing, baking, mock interviews, reading with school children and much more. As a business, we believe that this has all-round benefits and we actively encourage our colleagues to take part in a variety of opportunities. During 2013/14 we achieved 20% of our colleagues volunteering.

TARGET

We will achieve a minimum of 23% of our workforce actively supported and involved in volunteering, rising to a long-term target of 30%. We will ensure that the work of the community champions supports the three counties that surround the airport and we will use volunteering as a tool to support and increase colleague engagement.



HOW TO CONTACT US

The Sustainable Development Plan and this Community Plan are important documents for East Midlands Airport. There are many stakeholders who have an interest in the airport and the views and comments from Government, local authorities, neighbours, the business community and customers are an important part of the planning process. The airport is committed to being open in sharing the vision for East Midlands Airport and the local area.

We are committed to keeping our plans relevant and up-to-date. We will report on our progress in delivering the Sustainable Development Plan every two years, and we will review our Sustainable Development Plan documents at least every five years.

To obtain copies of the Sustainable Development Plan:
Visit: www.eastmidlandsairport.com/developmentplan

To contact the Community Relations team:

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