

STANSTED AIRPORT CONSULTATIVE COMMITTEE
ENVIRONMENTAL ISSUES GROUP

NOTE OF MEETING OF THE ENVIRONMENTAL ISSUES GROUP HELD AT STANSTED AIRPORT ON 10 FEBRUARY 2016

ATTENDEES

Keith Artus (Chairman)
Graham McAndrew
Stewart Ashurst
Danny Purton
Zhanine Smith

Also present:

Neil Robinson - MAG
Duncan Smith - London Stansted Airport
Kathy Morrissey - London Stansted Airport

Frank Evans (Secretary and Technical Adviser)

1. Apologies for absence

Apologies had been received from Richard Burrett, Jackie Cheetham and Steve Bailes.

2. Notes of previous meetings

The Group confirmed the notes of the meeting held on 11 November 2015. (Copy attached). NB – The notes were received and endorsed at the STACC meeting on 27 January 2016.

3. Action points

All action points arising from the last meeting were covered under agenda items.

4. Biodiversity and ecology

Kathy Morrissey (AMT) made a presentation to the Group covering biodiversity and ecology issues. (A copy of the presentation is attached). The overall strategy was to work to-

wards a zero net loss in biodiversity consistent with the aims set out in the airport's Sustainable Development Plan. A Biodiversity Action Plan was currently in presentation. The Group asked that it might have early access to the Plan. The airport also had plans in place to manage and protect designated areas such as Eastend Wood and Coopers Fen as well as plans to ensure regular maintenance of the habitat creation area and wildlife areas. The airport worked with a number of key stakeholders such as the Essex Wildlife Trust to help manage its environmental strategies. The Group suggested that that it would be helpful to monitor the airport's progress in delivering its strategy.

In further discussion, the Group stressed that organisational culture was a key factor in helping to deliver environmental commitments. Commercial considerations often meant that projects needed to be developed showing both business and environmental benefits. The weighting of these benefits might depend on the organisational culture within the organisation. The Group recalled that it had requested further information about payback periods for projects. The benefits for environmental projects often ranged beyond the standard three year period. It was agreed that the AMT would provide information about projects with a three year payback period, those between 3 and 5 years and those beyond five years. The Group requested that this information should be provided in the next couple of weeks.

5. Alternative metrics

As agreed at the previous meeting, the AMT had agreed to provide the Group with N70 contours. These had been provided and circulated prior to the meeting. The contours which were based on 2014 information provided a helpful contrast with the existing 57Leq contours. These indicated that the sq km (30) as measured under the N70 contour was greater than under the Leq contour (22 sq km). This had the consequential effect that more dwellings fell within the N70 contour.

It was important to develop this work both in terms of helping the local community better understand the environmental impacts of the airport and also to help inform the Group's engagement with NATS and others on airspace changes. It would therefore be helpful if the AMT could produce further N70 contour projections from a zero assumption base i.e. the use of PBN on all routes; no restrictions or turns i.e. airlines flew in straight lines and covered day time operations. Night operations could be reviewed at a later stage.

6. Airspace issues

i. Ryanair participation in RNP trial

The Airport Management Team advised that the IAA had recently granted approval to Ryanair. The Group welcomed this overdue news and asked when the airline was likely to begin using the trial procedures. The AMT said that this was unclear as the airline had over 2000 crews who would have to be trained. However the AMT would be encouraging the airline to begin participating in the trial as soon as possible.

ii. RNP trial

The AMT advised that the airport's consultation had now been completed and a report submitted to the CAA. A formal airspace change proposal had also been submitted to the CAA. There was an extension of the trial until November. The AMT would keep the Group apprised of developments.

iii. LAMP

It was confirmed the LAMP Phase 1A proposal that aircraft currently using the existing departure routing of the Stansted Standard Instrument Departure (SID) via Detling (a navigational aid close to Rochester) to Dover should be routed onto the existing Clacton SIDs had now been introduced.

7. Sound Insulation Grant Scheme

The AMT advised that work was in hand to conduct the proposed review process outlined in the SDP. They provided the Group with a helpful digest of such schemes across UK airports. It was noted that it was proposed to continue to use 90 dbSEL as the basis for night time operations. It was agreed that the digest should be amended to reflect points made in discussion and a revised copy circulated to the Group.

8. Fixed Electrical Ground Power

The AMT provided a helpful presentation on the use of FEGP at the airport. The benefits of FEGP were reduced noise and emissions as well as reduced fuel burn for airline operators. Current FEGP usage at the airport was high with all Stand Groups exceeding the FEGP usage target of 90% as set out in the SDP.

9 Annual Work Programme

The AMT had provided some helpful suggestions for the Group's element of the AWP. It was agreed that the Secretary would revise the AWP and circulate to Members.

10. Benchmarking

The AMT advised the Group that work was in hand to try and arrange for a representative forth retail sector (e.g. Intu) to attend the next meeting and inform the Group as to how environmental issues were considered in the development of shopping malls.

11. Date of Next Meeting

11 May 2016

**Environmental Issues Group
Stansted Airport Consultative Committee**

ACTION POINTS

Environmental issues

- The AMT to provide a list of projects that fell outside the 3 year payback period.

Noise metrics

- The AMT to produce further N70 contour projections from a zero assumption base i.e. the use of PBN on all routes; no restrictions or turns i.e. airlines flew in straight lines and covered day time operations.

Review of Sound Insulation Schemes

- It was agreed that the digest should be amended to reflect points made in discussion and a revised copy circulated to the Group.

Annual Work Programme

It was agreed that the Secretary would revise the AWP and circulate to Members.

Benchmarking

- The AMT to arrange for a representative of shopping centres such as Westfield and Intu to attend the next meeting to discuss sustainability policies and performance.