

STANSTED AIRPORT CONSULTATIVE COMMITTEE

Secretariat

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AGENDA

Group	STANSTED AIRPORT CONSULTATIVE COMMITTEE	Venue	Enterprise House, Stansted Airport
Date	Wednesday 30 October 2013	Meeting room	Challenger 1
time	2.00pm	Secretary	Frank Evans

Can any Members unable to attend please let the Secretary know, if possible by 4.30 p.m. on Tuesday, 29 October. There will be a pre meeting buffet in Enterprise House for Committee members only from about 1.00 p.m. Can you please identify yourself at the Reception Desk, where an escort to the buffet will be arranged?

*Car parking is available in the Enterprise House **staff** car park from 12.30 pm onwards. To gain entry, upon arrival at that car park please indicate on the intercom that you are attending the STACC meeting and the control room staff will raise the barrier for you. This facility is also available to the public attending the meeting. No entry will be possible after 2 00 pm.*

Please do not go along the road beyond the staff car park entrance or attempt to get past the security barrier on that road.

Can any Members unable to attend please let the Secretary know in advance

AGENDA

1. Apologies for absence and substitute attenders

2. New Members

The Committee is invited to welcome new members as follows:

Ian Clayton (Ryanair)
Councillor Paul Schroder (Harlow Council)

3. Public Question Time

(a) Mr John Pryor

“Will the improvements you are proposing to make to the airport buildings trigger the payment of the outstanding compensation due to local residents, which you inherited from BAA? If not, when will this long outstanding debt be settled?”

(b) Mr Raymond Woodcock

“MAG is proposing up to another 3 runways at Stansted airport one being up to about 500 metres North West of the existing one. Using MAGs information, I've positioned, as accurately as possible, this runway on the attached Google map. If this proposal is supported by the Howard Davies Commission and the Government of the time, it will have significant consequences on the surrounding area with the possibility of Burton End being uninhabitable as a result of aircraft noise and the demolition of Gaunts End, Mott's Hall, Tye Green, and Pledgdon Green and possibly others. I'm finding it difficult to understand the possible flight paths to and from this runway bearing in mind its proximity to the existing runway. I would appreciate your comments.”

4. Minutes

To approve the attached draft minutes of the Committee meeting held on 31 July 2013.

5. Matters arising

All outstanding actions recorded in the Minutes of the meeting held on 31 July will be dealt with elsewhere on the agenda.

6. Working Groups: reports of meetings

To note the Minutes and Notes of the following Working Group meetings held since the July STACC meeting:

- i. Environmental Issues Group on 15 August (Notes attached)
- ii. User Experience Group held on 11 September (Minutes attached).

The Working Group Chairmen will amplify as appropriate any issues raised in the above meetings

7. Review of developments

The Airport Management Team to report on developments since the change in ownership.

8. Airport Management Report

To note the attached Management Report and Traffic Statistics.

9. Terminal Redevelopment Project

To consider an Airport Management Team update about the emerging proposals for the redevelopment of the terminal.

10. Sustainability Report

To consider an Airport Management Team update on sustainability issues and reporting.

11. Government consultations

The attached information note from the Secretary reports on current developments.

12. Meeting dates in 2014

The attached Note from the Secretary provides details of proposed dates for STACC and sub group meetings in 2014

Stansted Airport Consultative Committee

Government consultations

Note by the Secretary

The Committee is invited to note the following:-

Airports Commission

On 7 October, Sir Howard Davies, Chair of the Airports Commission, set out the Commission's developing views on the UK's future airport capacity needs. The main points were as follows:-

- pressure on the UK's busiest airports is likely to continue to grow even if a more conservative view of future aviation demand is taken than the DfT has in the past. This is likely to see levels of future demand in excess of capacity in the south east of England airport system.
- importantly, this appears to be the case even if future aviation demand is constrained in order to meet the government's legislated climate change objectives.
- it is difficult to see how the market alone could resolve the capacity / demand imbalance in the south east. Regional airports are already serving their local markets effectively but it is difficult to see how they can absorb all the excess demand. The tools available to government to influence the location of flights are also very limited.

Taken together, this would suggest that the Commission's report in December will point to the need for new runway infrastructure in the south east of England in the coming decades and outline possible options.

Night Noise Consultation

It is understood that the Department for Transport will be publishing the second stage of its consultation on the next night noise regime at Heathrow, Gatwick and Stansted Airports during the autumn. No further details about timing are known at this stage.

Economic regulation

In January 2013 the CAA issued a 'minded to' consultation on Stansted Airport's market power, which closed for response at the end of May 2013. A market power assessment (MPA) is required under the Civil Aviation Act 2012 as part of the process to decide whether and how Stansted airport will be regulated in the future. The CAA noted in its 'minded to' MPA consultation that likely future developments in the market and their potential implications would form a key part of this assessment. Those developments included the imminent divestment of Stansted (the announcement of which was expected but not concluded by January 2013). The CAA acknowledged

that one uncertainty that could alter its views would be if the new owners of Stansted established different behaviours and relationships with the airlines.

On 17 September 2013, the CAA announced that, as market conditions appear to have changed materially since the consultation closed (ie the long term agreements with EasyJet and Ryanair) and stakeholders may have new evidence that it would not have been possible for them to present previously, the CAA would consult to invite representations on how these developments may affect the MPA for Stansted airport.

This additional phase of consultation is limited in scope to the impact of those particular market developments upon the MPA for Stansted. The consultation runs from 17 October to 11 November 2013.

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5807>

In the consultation document, the CAA has outlined the key developments, explained their potential impact on the MPA for both the passenger market and the cargo market at Stansted, and the various regulatory outcomes available. The CAA sets out a provisional view on some aspects of the MPA, but not all of them. It invites representations from stakeholders on the impact of the developments on those particular aspects of the MPA for Stansted. Representation and evidence received as part of this consultation will inform the CAA's final determination of its market power assessment for Stansted airport, which the CAA plans to publish early in 2014. The form of regulation for Stansted will be finalised after that.

CAA calls on airports to use landing charges to encourage cleaner, quieter flights

On 15 October, the CAA issued a report calling for UK airports to use their landing charges to offer better incentives for airlines to operate cleaner and quieter flights. This report follows the Department for Transport's (DfT) Aviation Policy Framework published in March earlier this year, which suggested airports consider using differential landing charges to incentivise quieter aircraft. The CAA has since reviewed the noise and emission elements of landing charges at six of the UK's busiest airports (including Stansted) and has published in its report a set of good practice principles for airports to encourage airlines to operate more environmentally friendly flights.

During the review, the CAA found approaches to the environmental elements of landing charges varied greatly from one airport to another – with some airports offering greater financial incentives for airlines to use cleaner and quieter aircraft than others. The review acknowledges that options to increase incentives for airlines will be restricted to increasing differentials in landing charges, rather than the overall landing charges airlines pay. In addition, airports will need to consider potential trade-offs with economic and consumer choice factors when considering their approach to landing charges.

CAA Consumer Panel

The CAA Consumer Panel was established in October 2012 following a review of the CAA's approach to consumer representation. The main aim of the Panel is to help the CAA to deliver regulation that positively promotes the interests of consumers and the public. The Panel has recently published its first annual report. This sets out how the Panel was created, its objectives and ways of working (including how it differs from statutory consumer panels). It also sets out the principles that underpin the Panel's work.

The report states that the Panel has worked to ensure that the consumer interest is at the heart of the approaches the CAA has recently announced for the economic regulation of the major London airports and describes how the Panel has used its expertise and unique viewpoint to challenge and hone the CAA's proposals for how it carries out its new statutory duty to provide information that helps consumers make more informed decisions when buying flights or holidays.

Over the coming months the Panel plans to continue to engage with key existing and emerging CAA work. In terms of future aspirations, the Panel plans to work with the CAA on the development of a strategy to bring together the many strands of the CAA's consumer work in a more coherent way, as well as helping it deliver more effective complaints handling arrangements for the sector. The Panel also wishes to help the CAA do more to understand the attitudes and experiences of consumers, including those who might be particularly vulnerable to poor treatment in the market, and also look at the opportunities and challenges presented by price comparison services.

The report emphasises that the Panel is very keen to engage with key stakeholders (including airport consultative committees) and draw in expertise and opinions from those outside the CAA to further its ability to provide robust and timely feedback to the CAA.

Revision of DfT guidance to airport consultative committees

It is understood that the DfT plan to consult on revised guidance to ACCs before the end of the year with the aim of finalising guidance by spring next year.

Stansted Airport Consultative Committee

Meetings in 2014

Note by the Secretary

The Committee is invited to note the following provisional dates for meetings in 2014:-

STACC
29 January 2014
30 April 2014
25 June 2014 (Proposed AGM)
29 October 2014
All meetings commence at 2pm
It is also proposed to hold an Awayday in Spring 2014. Inter alia, the Awayday will provide an opportunity to consider the Government's proposed consultation on the revision of guidelines for airport consultative committees. Precise timing is therefore dependent on the consultation.
Environmental Issues Group
12 February 2014
14 May 2014
13 August 2014
12 November 2014
All meetings commence at 9.30am
User Experience Group
5 March 2014
11 June 2014
10 September 2014
10 December 2014
Meetings will normally be preceded by a tour of an airport facility commencing at 9.30am
Corporate Affairs Group
Meetings will be arranged to consider items of key strategic interest and major government consultations/ announcements. For example, the Airports Commission.