

# DRAFT

## STANSTED AIRPORT CONSULTATIVE COMMITTEE

### ENVIRONMENTAL ISSUES GROUP

#### NOTE OF MEETING OF THE ENVIRONMENTAL ISSUES GROUP HELD AT STANSTED AIRPORT ON 12 NOVEMBER 2014

##### ATTENDEES

Keith Artus (Chairman)  
Graham McAndrew  
Martin Peachey  
Steve Bailes  
David Webb  
Zhanine Oates

Also present:

Neil Robinson - MAG Corporate  
Dr Paul Hooper( Manchester Metropolitan University) - Item 3 only  
Frank Evans (Secretary and Technical Adviser)

##### 1. Apologies for absence

Apologies had been received from Stewart Ashurst, Councillors Cheetham, Durcan and Johnston, Zhanine Oates, and Duncan Smith.

The Chairman welcomed David Webb (Sustainability East) as a new member of EIG (and STACC), replacing Carly Leonard. The Chairman expressed the Group's appreciation of her contribution to the Group's work.

##### 2. Notes of previous meetings

The Group confirmed the notes of the meeting held on 23 July. These notes had been received by STACC at its meeting on 29 October 2014. On matters arising, the Chairman advised that he was in contact with UDC relating to the FEU audit. All other matters were covered elsewhere on the agenda.

##### 3. Alternative metrics

Dr Hooper made a presentation to the Group (see attached slides), providing an update on the work undertaken since the last meeting. The presentation focussed on the role that an enhanced WebTrak might play in helping to inform both the debate as well as the decision making process. For example information from WebTrak could play a key role in the development of a noise envelope. It was also noted that in seeking to minimise aircraft noise, it was important not to overlook the noise benefits that improvements in operational procedures could deliver. It was also important to ensure that any consultation/engagement process was fully inclusive and covered the widest range of stakeholders not just the local communities. Furthermore it was important that the Web-Trak produced information that was accepted by all stakeholders and could be used to ensure the development of a consensus approach.

However the Group noted that the current software was based on ATM movements and did not currently include a noise model. Nor did Webtrak currently take account of operational mode. It was understood that the Airport Management Team were in contact with the software developers. It was agreed that it would be helpful if the Group could draw up a list of enhancements that they would wish to see included in any future release of the software. As a first step, Dr Hooper was asked to produce an initial list which the Secretary would circulate to Members for comment. Dr Hooper was also asked to prepare an envisaged timetable for his work.

The second part of the presentation related to the current PRN CLN 22 trial. Although the data was limited to a limited number of airlines (Ryanair had yet to participate (see item 4 below), the results suggested that improvements for residents to the north could be achieved without any significant dis benefit to residents in the south. Experience suggested that a similar approach could be used for future trials. However it was important to ensure that mobile noise monitors were in place either side of the centreline before the commencement of the trial. This would ensure that there would be effective monitoring of the trial.

#### **4. Airspace changes**

The Chairman expressed his concern that it had not yet proved possible for Ryanair to join the trial. Their participation was essential - given they were the major airline at the airport - if the trial was to have full credibility. The AMT explained that they had recently met the CAA and Ryanair to try and effect progress. It appeared that the IAA had approved all documentation submitted to them but that Ryanair need to submit a further request seeking RTF approval. The AMT were strongly encouraged to press the local Ryanair representatives to submit the outstanding documentation.

The meeting with the CAA had also considered the airspace change process needed to make the trial permanent. The CAA would be further contacting the AMT. Following this, the AMT would prepare a schedule setting out the stages and timetable.

#### **5. LAMP**

The Group noted that NATS were due to publish a feedback report on the consultation. The Group was disappointed to note that it appeared that NATS were to proceed with the change despite the Group's request that any change should be delayed pending further information becoming available as to future South East airspace strategy. The Secretary and Technical Adviser would circulate a copy of the report once published.

#### **6. Airport CSR**

It was noted that the airport's CSR had now been published. The AMT advised that the report might be regarded as an unusual report given the change in ownership. Next year's report would focus on whether targets had been achieved, provide linkage with the Sustainable Development Plan and performance benchmarking. On the latter point, the Group noted that it had repeatedly requested that the report should include external comparators especially from outside the airport sector, The AMT advised that they had reviewed available information but that this had proved to very limited. In view of this, the AMT were considering whether use of exemplars/best practice might be another way forwards. It was also suggested that closer liaison with local authorities especially on waste disposal might be explored. It was agreed that the AMT should liaise with David Webb to discuss the scope for further action.

#### **7. Date of Next Meeting**

11 February 2015

## **ACTION POINTS**

### **Noise metrics**

- Dr Hooper to produce an outline list of possible enhancements to the Webtrak software and timescales.

### **LAMP**

- The Secretary and Technical Adviser to circulate the NATS feedback report once published.