

**STANSTED AIRPORT CONSULTATIVE COMMITTEE**

**ENVIRONMENTAL ISSUES GROUP**

**NOTE OF MEETING OF THE ENVIRONMENTAL ISSUES GROUP  
HELD AT STANSTED AIRPORT ON 27 JULY 2016**

**ATTENDEES**

Keith Artus (Chairman)  
Graham McAndrew  
Stewart Ashurst  
Steve Bailes (adviser)

**Also present:**

Duncan Smith - London Stansted Airport  
Liz Brassington - London Stansted Airport

Frank Evans (Secretary and Technical Adviser to STACC)

**AGENDA**

**1. Apologies for absence**

**Jackie Cheetham, Danny Purton, Richard Burrett, Neil Robinson**

**2. Notes of previous meeting**

The Group confirmed the notes of the meeting held on 26 May 2016. (Copy attached). NB – The notes were received and endorsed at the STACC meeting on 22 June 2016.

### **3. Action points**

Update on action points arising from the last meeting.

#### **CAA consultation on changes to the airspace change procedure**

The Secretary and Technical Adviser reported that after consultation with Members a response had been submitted to the CAA.

#### **Noise metrics**

- Covered under Item 7.

#### **Benchmarking**

- Covered under the following agenda item 5.

### **4 . Air Quality**

The Airport Management Team updated the Group on the airport's air quality strategy.

Automatic continuous monitoring was conducted at two locations, referred to as Stansted 3 and Stansted 4. Stansted 3 was located to the south-east of the airport, and Stansted 4 was located to the north of the runway. Both sites monitored oxides of nitrogen (nitric oxide and nitrogen dioxide); PM10 particulate matter was monitored at Stansted 3 only. In addition to automatic monitoring, indicative monitoring of nitrogen dioxide was carried out using diffusion tubes. These were co-located with the continuous automatic monitor at Stansted 3 and also used at four other sites, to the north, south, east and west of the airport.

The airport advised that it was currently operating within UK and international requirements without any transgressions. It appeared that stanste were performing well when compared to other airports. In discussion, the following points were made:-

The planned growth of the airport would affect the airport's ability to meet limits. In addition to additional aircraft movements, increased road traffic would also be a key factor.

The AMT were asked to confirm the date for publication of the 2016 report and the timescale for the production of the new air quality strategy. The previous strategy covered the 2010-15 period.

It was important that other key stakeholders e.g. local authorities who had individual air quality strategies should liaise.

In conclusion, the Group was grateful for the helpful presentation by the AMT. It was suggested that it would be helpful if future presentations could be made to Group Members in advance of the meeting. This would help to provide for an informed discussion. It was further suggested that any presentations should be relevant to the Group's AWP and relate to the CSR. It would also be helpful to note which groups of stakeholders were particularly affected by air quality (and other issues)

## **5. Benchmarking**

The Group were very disappointed to note that the AMT had not yet arranged for the Group to visit an Intu site such as Lakeside. In order to hasten progress, it was agreed that the EIG Chairman should contact INTU direct. The AMT would provide the necessary contact details. It was also noted that the 2016 CSR report would be available shortly.

## **6. Airspace**

### **b. PBN trials - next steps**

The AMT reported that Ryanair had joined the trial on 20 June. Initial results were encouraging and indicated that Ryanair aircraft were operating on the centre line. The only issue was that the airline wished to operate clean at 220 knots as opposed to 210 as required under CAA RNP 1 procedures. The airline were proposing to conduct simulator trials shortly with a view to approaching the CAA (and the IAA) for approval for a variation in procedure.

It was suggested that the AMT should prepare an information pack about the successful trial and present this both to the CAA and the IAA.

About 20% of total traffic were using the PBN routes

It was agreed that the AMT should prepare a schedule showing which airlines were operating RNP procedures and those that had yet to do so. The AMT should continue to actively encourage non participating airlines to perform RNP procedures.

The next steps were to consider the options as to which other routes might be operationally suitable for PBN operations. It would therefore be helpful if the AMT could give some preliminary thought to the issue and report back to the Group's next meeting.

**b. Increased number of complaints about the flights from the south-east departure routes (Detling) to the east departure routes (Clacton).**

There had been an increased number of complaints about the switch in departure routes from Dover to Clacton. Members had been copied letters that had been sent to the key player e.g. the CAA, NATS, the DfT and the airport. It was noted that EIG had submitted a response to the original NATS consultation opposing the switch. The issue was one primarily for the NTKWG but it was agreed that it would be helpful to place EIG's position on record. It was therefore agreed that the EIG Chairman should write to the Felsted Parish Council. The AMT would assist in the drafting of the letter. It would be helpful if the AMT could consider whether there was any environmental information available especially on noise that could demonstrate any change in impact as a result of the switch

## **7. Alternative metrics**

The Group noted that the AMT had agreed at the previous meeting to prepare an information pack might be developed to help inform the local community. It was also suggested that the term "alternative metrics" might be changed to "additional metrics" This reflected the fact that the traditional Leq metrics would continue to be used for comparison purposes and any new metrics would help to inform discussion and understanding.

It would also be helpful if the AMT could provide a list of bullet points outlining the main issues affecting additional(alternative metrics) for the next meeting.

## **8. AWP**

The Group considered how best to develop possible options for a re-search project to help inform its work. (The June Annual Meeting of STACC had allocated £5k on a contingency basis pending identification of a project). It was important any project did not duplicate any previous work. In discussion it was suggested that it might be useful to consider approaching Sustainable Aviation, the AEF and Cranfield University. As a first step, it was agreed that the Chairman should contact Dr Jefferson (Sustainable Aviation).

## **9. Any other business**

### **a. Night flights**

The Group noted that the DfT had held a number of evidence gathering workshops as preparation of the next night flights regime beginning in 2017

### **b. Drones**

It was noted that the issues of drones at Stansted had been highlighted in the media. The AMT advised that there had only been a very small number of incidents

### **c. Electric vehicles**

The AMT were invited to provide information about the existing and future use electric vehicles at the airport

## **10. Date of Next Meeting**

9 November 2016

## **Action points arising from EIG meeting on 27 July 2016**

### **Air Quality**

The AMT to confirm the date for publication of the 2016 report and the timescale for the production of the new air quality strategy

### **Benchmarking**

The Chairman to contact INTU direct. The AMT would provide the necessary contact details.

### **PBN trials**

The AMT to prepare an information pack about the successful trial

The AMT to prepare a schedule showing which airlines were operating RNP procedures and those that had yet to do so.

The AMT to continue to actively encourage non participating airlines to perform RNP procedures.

The AMT to give some preliminary thought to possible options for introducing PBN operations on other Stansted routes and report back to the Group's next meeting.

### **Complaints about the switch to Clacton routes.**

The Chairman to write to the Felsted Parish Council. The AMT to assist in the drafting of the letter.

The AMT to consider whether there was any environmental information available especially on noise that could demonstrate any adverse impact as a result of the switch

### **Alternative metrics**

The AMT to prepare an information pack might be developed to help inform the local community together with a list of bullet points outlining the main issues affecting additional(alternative metrics) for the next meeting.

### **AWP Research Project**

The Chairman to contact Dr Jefferson (Sustainable Aviation)

### **Electric vehicles**

The AMT to provide information at the next meeting about the existing and future use of electric vehicles at the airport