

STANSTED AIRPORT CONSULTATIVE COMMITTEE

ENVIRONMENTAL ISSUES GROUP

NOTE OF MEETING OF THE ENVIRONMENTAL ISSUES GROUP HELD AT STANSTED AIRPORT ON 9 NOVEMBER 2016

NATS switch in air flights from the Dover to the Clacton route

Under the Public Question Time item at STACC on 5 October 2016, representatives of Felsted and High Easter Parish Councils and the Easter and Rodings Action Group against Stansted Noise had tabled a number of questions relating to the switch in flights from the Dover to the Clacton route.

It was agreed at STACC that the issue should be discussed in detail at either NTKWG or EIG. It had been subsequently decided that the discussion should take place at EIG. Accordingly representatives of Felsted and High Easter Parish Councils together with Easter and Rodings Action Group against Stansted noise and Stebbing Parish Council were invited to attend for this item as follows:-

Felsted Parish Council

Andy Bennett

Stephane Woodhouse

High Easter Parish Council

Andrea Davis

Neil Reeve

Stebbing Parish Council

Jackie Kingdoms

Isabella Boyce

Easter and Rodings Group against Stansted Noise

Margaret Beer

The meeting had statements from the three organisations before it. (circulated to Members in advance). All referred to their concerns of their communities about the increase in noise disruption resulting from the NATS switch in flights from the Dover to the Clacton route. These concerns had been evidenced by a large increase in the number of complaints about noise intrusion. There were also concerns about night flights as well as health impacts. The airport management team advised that they had arranged a number of local meetings as well as commissioning specific noise monitoring. A report covering the High Easter area had been issued the previous day with one for Bartholomew Green to follow shortly. The airport reminded the meeting that this was a NATS and not an airport change. They wished to work with the local community and be transparent.

The switch in flights was subject to formal review by the CAA in February. The local representatives were seeking STACC's support in seeking to have this change reversed as well as mitigation particularly as new technology eg PBN provided opportunities for greater accuracy and greater dispersal of flights.

After discussion, it was agreed that the Chairman of EIG should prepare a short paper setting out the issues and possible options. This would be circulated to the local organisations for comments. Following this, EIG would consider further with a view to making a recommendation to STACC.

Main Meeting

ATTENDEES

Keith Artus (Chairman)
Jackie Cheetham
Steve Bailes (adviser)

Also present:

Neil Robinson - MAG
Duncan Smith - London Stansted Airport
Martin Churley - London Stansted Airport

Frank Evans (Secretary and Technical Adviser to STACC)

AGENDA

1. Apologies for absence

Stewart Ashurst, Graham McAndrew, Danny Purton and Richard Burrett

2. Notes of previous meeting

The Group confirmed the notes of the meeting held on 27 July 2016. (Copy attached). NB – The notes were received and endorsed at the STACC meeting on 5 October 2016.

3. Action points

Update on action points arising from the last meeting.

Air Quality

The AMT advised that the air quality strategy was contained within the airport's Sustainable Development Plan. It was agreed that the Group should receive regular dates and have an annual review.

Benchmarking

Members of the Group visited Intu Watford on 7 November. This is discussed under item 5 below.

PBN trials

Since the last meeting, the AMT had prepared the requested information pack about the successful trial. They had also prepared a schedule showing which airlines were operating RNP procedures and those that had yet to do so. The AMT confirmed that it would continue to actively encourage non participating airlines (especially new operators) to perform RNP procedures.

As regards PBN operations on other Stansted routes, the AMT was reviewing the position and would welcome suggestions from Members of the Group to possible options. In discussion it was stated that it would be helpful if the AMT could produce track reports covering the present day, the projected traffic and a typical day.

Complaints about the switch to Clacton routes.

This issue was discussed as the first item on the agenda,

Alternative metrics

The AMT had produced a draft note on monitoring and reporting aircraft noise which would be used to help inform the local community. It was suggested that the note might be expanded so that the detailed maps could be shown in a higher definition. It was agreed that the Chairman should write to Uttlesford District Council informing them about the availability of additional metrics

AWP Research Project

It was agreed that the Chairman should contact Dr Jefferson (Sustainable Aviation).

Electric vehicles

It was noted that whilst there was some use of electric vehicles on the airfield but there were no charging facilities at the car parks . There might be scope for buses in use at the airport to be made electric. It was agreed that the issue of monitoring the use of electric vehicles should be added to the Group's work programme covering both airport and private use

4. AWP

The Group reviewed its current work programme. As noted above, the Chairman would contact Dr Jefferson as to possible options for a EIG research project to help inform its work.

5. Benchmarking

A number of Group members had visited Intu Watford on 7 November. This had proved to be a useful and informative visit. There were a number of synergies but the main difference was that Intu were only responsible for the core building and not the activities of individual retailers. This meant that there were no specific Intu targets and that it was up to retailers to determine their own policy. It was agreed that the AMT should produce a note of the meeting. It was also agreed that the Chairman should write a letter of thanks to the Intu Operations Director at Watford. In further discussion, it was suggested that it might be helpful for the Group to consider comparing experiences with other airports. It was noted that Geneva appeared to be an example of best practice.

It was noted that the airport had published its annual Corporate Responsibility Report. This indicated that the airport was generally performing well against targets. The AMT had produced a separate note on benchmarking. The Group welcomed this note and suggested that if it was to be published, there would be a need to provide greater explanatory text.

6. Airspace

a. PBN trials - next steps

This was discussed under action points above.

b. Outcome of the CAA consultation on proposals for a revised Airspace Change process

The Group noted a report by the Secretary and Technical Adviser on the outcome of its consultation. It was noted that the CAA planned to issue draft guidance for further consultation in spring 2017. The Group would wish to consider whether it wishes to respond to this further consultation in due course.

7. Alternative metrics

This was discussed under the action points above.

8 Date of Next Meeting

It was agreed to rearrange the meeting planned for 8 February 2017 until 22 February to ensure the attendance of key STAL personnel

Action points

Clacton route

It was agreed that the Chairman of EIG should prepare a short paper setting out the issues and possible options. This would be circulated to the local organisations for comments. Following this, EIG would consider further with a view to making a recommendation to STACC

PBN trials

Members of the Group invited to suggest possible options for extension of PBN to other routes.

It was suggested that it would be helpful if the AMT could produce track reports covering the present day, the projected traffic and a typical day.

AWP

a. Research Project

It was agreed that the Chairman should contact Dr Jefferson (Sustainable Aviation).

b. Electric vehicles

It was agreed that the issue of monitoring the use of electric vehicles should be added to the Group's work programme covering both airport and private use

c. Air Quality

It was agreed to add monitoring of air quality to the AWP

Benchmarking

It was agreed that the AMT should produce a note of the meeting.

It was also agreed that the Chairman should write a letter of thanks to the Intu Operations Director at Watford.

The AMT invited to review its draft note on benchmarking.

Additional metrics

The AMT invited to review its draft note - in particular It was suggested that the note might be expanded so that the detailed maps could be shown in a higher definition.

It was agreed that the Chairman should write to Uttlesford District Council informing them about the availability of additional metrics

Date of Next meeting

The Secretary was invited to make arrangements for the next meeting to be rearranged from 7 to 22 February 2017