

Stansted Airport Consultative Committee

ENVIRONMENTAL ISSUES GROUP

Meeting: 10.00 - 12.00 Wednesday 27 November 2019

Venue: Dove Meeting Room, Enterprise House

MINUTES

1. Apologies for absence

Apologies for absence had been received from Hylton Johnson, Shena Winning and Simon Walsh. Jackie Cheetham was represented by Keith Artus.

The airport was represented by Neil Robinson, Duncan Smith, Tom Rix, Sam Lomax and David Lewy.

2. Minutes of previous meeting

The Group noted that the draft minutes of the meeting held on 24 July had been received and endorsed by STACC at its meeting on 22 October.

3. Forward Programme

The Chairman reminded Members that it had been agreed at the last meeting that the Group should focus on three main topics:- Future airspace change; monitoring the Noise Action Plan and benchmarking. However the STACC meeting on 22 October had received a helpful and informative presentation from the airport on climate change. This had raised a number of issues relevant to the Group's work. In the light of this, it was agreed that climate change should be added to the Group's work programme.

4. Future Airspace Change

The AMT outlined the background to the new arrangements governing airspace change as required under CAP 1616. Airports would be responsible for proposing airspace changes under 7000 feet with NATS responsible for changes above 7000 feet. In addition airports were required to

co-ordinate with other airports recognising that the interaction between neighbouring airports (e.g. Stansted and Luton).

In terms of Stansted, work was planned to begin in the New Year with the initial focus on design principles. This would be facilitated by stakeholder engagement involving the following; a series of focus groups; contacting all relevant stakeholders and local publicity both in the media and the airport website. It was agreed that ATM would produce a short video to be used during their public consultation to inform the participants of the competing priorities and the broader issues - this video would be viewed at the next EIG meeting.

4. Noise Action Plan

It had previously been agreed that progress on implementation of the Plan would be reviewed at each EIG meeting. The AMT reported that:-

- CDA compliance on Runway 22 remained high. Progress was being made on CDA core night performance on Runway 04
- Departure track keeping was very good (99.70%)
- There had been limited noise infringements

The Airport had presented a number of proposals to the Department for Transport - who were statutorily responsible for setting noise controls at the airport. These proposals were as follows:-

- a lower daytime noise limit;
- a lower night time noise limit;
- a simplification to 16 hour daytime and 8 hour night time periods;
- and the publication of continuous climb monitoring criteria

A formal response was awaited from the Department.

5. Benchmarking

The issue of benchmarking had been an area of interest for the Group for some time, Members saw the value of comparing Stansted's performance against other airports - both in the UK and internationally - in terms of assessing best practice. It was recognised that an airport's performance would reflect local circumstances.

It was agreed that it would be helpful if the AMT could prepare a list of all environmental indicators for discussion at the next meeting. The Group could then select which key indicators should be the subject of

regular review. It would also be helpful if the airport could suggest a number of airports that might be used for benchmarking purposes.

6. Climate Change

It was noted that the next meeting would discuss climate change issues in further detail informed by an AMT presentation.

7. Date of Next Meeting

Details of meetings would be circulated to Members as soon as confirmed.

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December 2019