

**Stansted Airport Consultative Committee (STACC) Meeting****Wednesday 25<sup>th</sup> June 2025****Radisson Blu Hotel, Stansted Airport 1400-1600****Present:**

| <b>Title</b>                    | <b>Name</b>     | <b>Initial</b> |
|---------------------------------|-----------------|----------------|
| Independent Chair               | Shena Winning   | Chair          |
| Technical Advisor and Secretary | Iain Stewart    | IS             |
| Independent Secretariat         | Michelle Boness | MB             |

**Organisation:**

| <b>Title</b>                                   | <b>Name</b>             | <b>Initial</b> |
|------------------------------------------------|-------------------------|----------------|
| Business Interests – Innovation Corridor       | John McGill             | JMc            |
| Passenger Interests                            | Coral Lindfield         | CL             |
| Braintree District Council                     | Cllr Richard Van Dulken | RVD            |
| Stansted Airport Watch Foundation CIC          | Brian Ross              | BR             |
| Business Interests                             | Graham McAndrew         | GMc            |
| Environmental interests                        | Aubrey Holt             | AH             |
| Essex County Council                           | Zhanine Smith           | ZS             |
| Uttlesford District Council                    | Cllr John Evans         | JE             |
| Uttlesford Association of District Councils    | Jackie Cheetham         | JC             |
| Herts County Council                           | Paul Donovan            | PD             |
| Local Passenger Interests/Surface Access       | Anthony Armon-Jones     | AAJ            |
| Herts County Council                           | Cllr Calvin Horner      | CH             |
| Hertfordshire Association of District Councils | Alex Daar               | AD             |
| ABTA                                           | Oliver Clark            | OC             |
| PRM / Accessibility representative             | Gobi Rangathan          | GC             |
| East Herts Council                             | Cllr Chris Wilson       | CW             |

**MAG:**

| <b>Title</b>                                    | <b>Name</b>      | <b>Initial</b> |
|-------------------------------------------------|------------------|----------------|
| Head of Community Engagement                    | Robert Pattison  | RP             |
| Chief Sustainability Officer                    | Neil Robinson    | NR             |
| Strategic Planning Director                     | Alistair Andrew  | AA             |
| Head of Stakeholder Communications              | Daniel Burford   | DB             |
| Community Engagement Manager                    | Daniel Turpin    | DT             |
| Head of Noise and Community Engagement Strategy | Sue Thomas       | ST             |
| Planning Manager                                | Lydia Sadler     | LS             |
| Commercial Director                             | Ciaran Brannigan | CB             |
| Acting Head of Brand                            | Adam Keeble      | AK             |

**Apologies:**

| <b>Title</b>                | <b>Name</b>        | <b>Initial</b> |
|-----------------------------|--------------------|----------------|
| Surface transport interests | John Pope          | JP             |
| Harlow Council              | Cllr Alistair Gunn | AG             |
| Head of Corporate Affairs   | Jonathan Stock     | JS             |

20250625 STACC Unadopted Minutes

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|----------------------------------------------|-----------------------|----|
| Managing Director - Stansted Airport         | <b>Gareth Powell</b>  | GP |
| Head of Business Continuity & Resilience     | <b>James Parrish</b>  | JP |
| Flight Evaluation Manager                    | <b>Duncan Smith</b>   | DS |
| Essex County Council                         | <b>Cllr Lee Scott</b> | LS |
| Hertfordshire Association of Parish Councils | <b>Alex Daar</b>      | AD |
| AAC and Mitigation Administrator             | <b>Morgan Redman</b>  | MR |

| Agenda Item | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 1           | <p><b>Procedural Matters (5 mins)</b></p> <p><b>Attendees were welcomed to the meeting</b></p> <p><b>a. Apologies for absence and deputising attendees</b></p> <p>Ciaran Brannigan, Commercial Director, Stansted, deputised for Gareth Powell, Managing Director, Stansted, who was unable to attend.</p> <p>Cllr Chris Wilson, East Herts, was welcomed to the meeting with it noted that Cllr Calvin Horner now represents Herts.</p> <p><b>b. Public Questions</b></p> <p>There were no questions from the public.</p> <p><b>c. Minutes from the previous meeting</b></p> <p>It was noted that status of the planning submission application was not a view of MAG [section 4b, paragraph 4].</p> <p>Minute title was queried and advised it had been copied from the agenda; this has been changed going forward.</p> <p><b>d. Matters arising</b></p> <p>23/04/25 (item 2): a day to be organised to discuss forward planning and attendance to connect with all communities. <b>Ongoing.</b></p> <p>23/04/25 (item3): GP to provide night flight dispensation numbers. <b>GP queried why this was required and noted dispensations were 40% lower than this time last year mainly due to weather and air traffic control issues. Increased disruption is being seen due to the middle East issues.</b></p> <p>Please see the link to the sustainability strategy in the minutes of the meeting <a href="#">mag_work-with-us_sustainability_strategy-report_v1_may-2025.pdf</a></p> |
| 2           | <p><b>Update from Chair: Shena Wining, STACC Chair (5 mins)</b></p> <p>The baggage handling tour prior to the meeting was well received and any comments welcomed.</p> <p>It was noted there were a number of additional items on the agenda; a key one being freight which Iain Stewart will cover.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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| 3 | <p><b>Report of Managing Director: Ciaran Brannigan, Commercial Director, London Stansted Airport (30 mins)</b></p> <p>The report had been circulated prior to the meeting and was taken as read with the following highlights.</p> <ul style="list-style-type: none"> <li>• May saw a record breaking 2.74 million passengers, an increase of 0.8% on May 2024.</li> <li>• The domestic arrival facility is now operational.</li> <li>• 99% of passengers passed through security within 15 minutes during May, averaging 2½ minutes per passenger.</li> <li>• Incident response teams were quickly deployed and worked with management during the internet outage [11<sup>th</sup> May] to return the airport to normal operations. Some passengers missed flights due to baggage and security systems being unavailable although some carriers delayed flights to ensure as many passengers and their baggage were loaded as possible. There is confidence the IT issue has been fixed and will not be repeated.</li> <li>• Air Algiers and Transavia had their inaugural flights [from Stansted] in April with additional carriers to follow.</li> <li>• The latest jobs fair attracted some 1,500 jobseekers with 30 employers attending offering almost 500 vacancies.</li> <li>• The 10<sup>th</sup> Anniversary of Aerozone was marked with Deputy Leader of Essex County Council, Louise McNally, in attendance.</li> <li>• The education centre has welcomed over 27,000 students since opening in 2015.</li> <li>• Stansted re-branding has been launched.</li> </ul> <p>It was noted installation of the contactless barriers by end of the year due to 'systems' conflicts was unwelcome; this is being pushed to bring forward.</p> <p>Thanks were given for the substitute bus provided on the 133 route to aid students and workers in reaching their destinations.</p> <p>51 million passenger projection was confirmed as early 2040s. Documents will be available over the summer. The planning application specifically states 2041 and is under review through the Transport Forum.</p> <p>A lack of funding support awareness was raised, a discussion to be held outside of the meeting. The DfT is refreshing the Transport Forum website and an update will be provided to STACC and UEG members with links to / from the website for ease of navigation.</p> <p>An update on the background working of the Transport Forum regarding buses / cycling to see how this can sustainably obtained was requested.</p> <p>It was noted the closing date for Council consultation responses is 21<sup>st</sup> July with the closing date for all responses being 26<sup>th</sup> September. The planning application was noted as being on the Uttlesford portal.</p> <p>Seven responses were confirmed to the SDP which was noted as low; this was the total number received with significant consultation.</p> <p>Daniel Turpin and Daniel Burford were thanked for the interesting Baggage Reclaim tour.</p> <p>Graham noted coaches / buses would begin shortly.</p> |
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|   | <p>Stansted Airport Community Fund noted considerable donations of 37% of the £45k fund were made and DT advised £86K worth of applications were received to the Stansted Airport Community Fund (SACF). 45% were refused due to stature and suggested they be resubmitted. The SACF is promoted via funding events and emails with the next round opening 1<sup>st</sup> July – 8<sup>th</sup> August.</p> <p>Flights to America remain an aspiration of the airport, however, the routes are dominated by Heathrow and it is difficult to break into due to working partnerships and is not seen as a quick win. Supply chain and availability of aircraft was noted as significant barriers. The route(s) are being actively worked on and are at least 18 months away.</p> <p>It was noted that delivery of the new aircraft to Emirates is affecting flight frequency expansion which is now behind schedule. The issue is with baggage handling due to increased numbers of passengers arriving on one flight. It was noted there are certain times of day when more passengers can't be accommodated due to capacity constraints. Noted the airbridge is suitable to accommodate the A380 height.</p> <p>A member flew to Valencia and was talking to cabin crew who stated, "I hate Bishops Stortford". It was noted that community engagement activity is being considered to make them [cabin crew] happy / more comfortable in the local community.</p> <p>The prevailing wind direction from the East [normally West] has created more noticeable noise under arrival due to operating procedures being more difficult to achieve on Easterly paths which is affecting Bishops Stortford. Thaxted and Broad Oak are under discussion for noise monitor placement. Noise monitors are located in Bishops Stortford on rotational monitoring but not fixed.</p> <p>Noise monitors are located permanently 6.5k from the runway to monitor against noise limits. Placement of summer community monitors is decided by EIG. If there is an issue Braintree this can be accommodated on the monitoring programme with it noted that noise monitors are being discussed at EIG, updates will be provided to STACC.</p> |
| 4 | <p><b>Airport Planning Update: Alistair Andrew, Strategic Planning Director, MAG (10 mins)</b></p> <p>No update available, awaiting input from Planning Inspector.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5 | <p><b>Freight – an overview: Iain Stewart, STACC Secretariat (20 mins)</b></p> <p>IS thanked the Committee Members and Stansted Team for making him so welcome, he is enjoying getting to know people and airport. IS apologised for not being able to attend in person this is due to a long standing engagement in South-West he was unable to change.</p> <p>IS outlined the context of his update: the Chair keen is to look at a range of different topics the Committee may wish to explore at future meetings. One often overlooked issue is the freight sector and this overview is intended to plant seeds for future exploration.</p> <p>Air freight is a general term covering a range of operations including logistics, freight is a small percentage of this making up 1% of import / exports by volume.</p> <p>It was noted that 40% of the UK's international trade to non-EU countries is by air with Heathrow as the country's biggest 'port' by value. Combined, Heathrow, East Midlands and Stansted account for 50% of air freight movement. This is across 'belly' haul [passenger craft] and 'dedicated' cargo eg FedEx. 'Belly' cargo helps to sustain some passengers routes and is predominantly on long haul flights.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|   | <p>There are three categories of dedicated freight; general, express [dedicated eg FedEx etc], niche where specific conditions / types of transit is required eg medical, equestrian, which would not go into normal hold areas.</p> <p>Recent trends show a broad correlation in growth of air freight and GDP. This growth has been fairly constant over last 20-30 years. Throughout the COVID pandemic both express and niche markets were still buoyant whilst 'belly' cargo took a significant hit due to lack of passenger flights.</p> <p>Since the pandemic long term growth has increased although 'belly' cargo has not kept pace due to changes in aircraft design with reduction in 'belly' cargo capacity in newer aircraft.</p> <p>Tail winds [pros]: the industry is cautiously optimistic due to global political issues changing the routes which has increased air freight, aviation fuel is cheaper, e-commerce continues to grow, increasing automation in freight handling and documentation along with temperature controlled environments all contribute to a growth in air freight. There has been a noticeable spike due to traders getting ahead of global tariffs.</p> <p>Headwinds [cons]: constraints include the impact of tariffs on volume of global trade as is conflicts around the World and expanded areas of 'no fly zones' making freight flights longer and increasing costs. Demand for new, quieter, more efficient aircraft is being hampered by supply issues.</p> <p>Members were invited to submit queries for expansion of air freight for future meetings to IS or Chair.</p> <p>It was noted there are a number of changes which may impact on the balance of cargo / freight and that, as the airport grows, freight slots may decrease along with the 'belly' hold capacity which should be explored.</p> <p>Availability of emissions data regarding increased ground traffic / freight vehicles to the airport in terms of pollution and noise emission was queried and noted that surface access is a broader concept as an agenda item.</p> <p>A member observed that Stansted has around 98% of dedicated cargo flights with Heathrow mostly seeing 'belly' cargo. Freight is more concerning to the community as the aircraft are noisier, bigger and tend to fly at night.</p> <p>It was noted that freight pricing is controlled by MAG rather than STAL. Awareness of the pricing model to accommodate older, heavier aircraft by STACC was requested.</p> <p>The airport has control over noisier aircraft, the loudest of which are not allowed to operate at night and has gone further with QC2 sanctions than the Government recommendations with additional night movements carrying a £5 per ton surcharge. Pricing for noise is being looked at with airlines advised as there is a keenness to drive down noise.</p> <p>Lower 'belly' cargo use at Stansted is primarily down to airlines' business models requiring a quick turnaround which does not facilitate unloading 'belly' cargo. Heathrow's 98% 'belly' cargo is due to range and long haul flights with it not as cost effective for short haul.</p> <p>IS noted the points raised are all useful and will be taken forward for discussions with the various Chairs.</p> |
| 6 | <p><b>Stansted brand update: Adam Keeble, Acting Head of Marketing (15 mins)</b></p> <p>AK gave a presentation with the following key points.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

- New branding launched this week.
- 1.2bn investment to bring passengers more choice, value and opportunities.
- The new logo incorporates the 'SkyLights' which are a feature unique to Stansted.
- The brand has been given a 'personality' and tag line "...the journey should be as exciting as the destination..."
- The logo has different uses and colour palettes which was demonstrated on a video.
- A full brand audit is being carried out and completely refreshed.
- Roll-out is a big job to be carried out of the next 12 months; digital has been completed, terminal refresh is being carried out from the entrance backwards with building work being worked around.
- A press release was issued on 25<sup>th</sup> June.

It was noted that MAG branding has not been updated; this is seen as an opportunity to differentiate between MAG and STAL.

The website user experience is being worked on to keep visitors to the STAL website.

It was queried how this differs from other airports? Was the branding looking at existing passengers or has it been future proofed? Would this carry over to the business travel market?

Messaging at other airports is Manchester proud to serve the North, East Midlands is the gateway keeping the UK moving. Stansted is unique and hasn't been pigeonholed, this is where the factors came from. A huge amount of work has gone into future proofing the branding making it generic enough to flex, grow and remain relevant.

It was noted during the tour prior to the meeting that security staff looked bored and miserable. It is a bit ambitious to "...make the journey as exciting as the destination..." and conceded that there is work to be done to make this happen.

The new logo is below.



7

**MAG sustainability structure: Neil Robertson, Chief Sustainability Officer, MAG (10 mins)**

Please see the link to the sustainability strategy in the minutes of the meeting [mag work-with-us sustainability strategy-report v1 may-2025.pdf](#), the following highlights were noted:

- Progress has been made regarding sustainability including education.
- More than 150 stakeholders were consulted to incorporate into the strategy.
- Community focus has changed the least, education programmes, back into employment, it was noted that levels of economic inactivity is high around the airport.
- More change in environmental strategy, decarbonisation of airport along with impact on nature and use of resources.
- Detailed targets have been profiled and set out within the strategy.
- Net zero by 2038 with incremental targets.
- First time aircraft emissions target has been set with 27% efficiency improvement by 2035.

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|    | <ul style="list-style-type: none"> <li>• Generate own renewable energy.</li> <li>• Transition away from carbon offsets to remove carbon from atmosphere.</li> </ul> <p>Comments / awareness will be discussed at future meetings.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8  | <p><b>Transforming Stansted: Daniel Burford, Head of Stakeholder Communications, MAG (10 mins)</b></p> <p>Due to time constraints the following summary for the summer period was provided:</p> <ul style="list-style-type: none"> <li>• The front portal area is being worked on during the summer.</li> <li>• Shoreline check in being expanded from September.</li> <li>• Security lanes have gone into the fifth phase; phases six and seven will start after the summer.</li> <li>• Fully compliant for all passenger movements from mid-September.</li> <li>• Security orientation zone is taking shape.</li> <li>• Work on the World duty free shop front to start.</li> <li>• Skylink expansion will start soon.</li> <li>• APV to be relocated to side of satellite three, building to commence once agreed with stakeholders.</li> <li>• Domestic reclaim is operating well with minimal negative feedback.</li> <li>• Suggested two opportunities [Committee tours] per year to see progress.</li> </ul> <p>Capture of customer feedback was noted as via NPS.</p> <p>Security access [during the morning tour] was quite time consuming, it was suggested a video 'walk through' be recorded.</p> <p>Members thanked all staff involved for arranging the tour and airside passes with a request for the passes to have longer validity.</p> <p>Information retention period was queried as 'old' photos were used for some passes which raised some concern as to GDPR and data retention.</p> |
| 9  | <p><b>Any other business: Shena Winning, STACC Chair (5 mins)</b></p> <p>A member noted that the Climate Change Committee had published its report; and noted that UK aviation now produces more emissions than the entire energy sector.</p> <p>The Bishops Cleeve noise monitor was confirmed as located at the Thames Water site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 10 | <p><b>Future meetings</b></p> <p>Wednesday 22<sup>nd</sup> October 2025<br/>(All 2-4pm at Radisson Blu Hotel)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|    | <p><b>There being no further business the meeting closed at 1611.</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |