

Stansted Airport Consultative Committee (STACC)

Quarterly Meeting

Wednesday 15th July 2026

1400-1600 Radisson Blu Hotel, Stansted Airport and via Microsoft Teams

Present:

Organisation	Name	Initial
STACC Chair	Shena Winning	Chair
Technical Adviser and Secretary	Iain Stewart	IS
UEG Chair	Graham McAndrew	GMcA
EIG Chair	Aubrey Holt	AH
STACC Member	Anthony Armon-Jones	AAJ
STACC Member	Cllr Richard Van Dulken	RVD
STACC Member	Zhanine Smith	ZS
STACC Member	Cllr John Evans	AG
STACC Member	John McGill	JMcG
STACC Member	Julia Ogiehor	JO
STACC Member	Cllr Calvin Horner	CH
STACC Member	Cllr Chris Wilson	CW
STACC Member	Gobi Ranganathan	GR
Transport Forum	John Pope	JP
MAG	Gareth Powell	GP
MAG	Lydia Sadler	LS
MAG	Dan Turpin	DT
MAG	Daniel Burford	DB
MAG	Morgan Redman	MR
MAG	Sue Thomas	ST
MAG	Neil Robinson	NR
MAG	Marcella M'Rabety	MM
MAG	Jonathan Stock	JS
Harlow College	Karen Spencer	KS

Apologies Received:

Title	Name	Initial
STACC Member	Jackie Cheetham	JC
MAG	Dan Turpin	DT
STACC Member	Coral Lindfield	CL
STACC Member	Brian Ross	BR

Agenda Item	Description
1	Stansted Airport College - future workforce training KS talked to her presentation on the current work of Stansted Airport College and its future ambitions, noting: Overview and Growth • Open since 2018. Current capacity: 500 students; 2025/26 enrolment reached ~600, requiring overflow space at Titan Airways' Endeavour House • Also 89 apprentices. • Key outcomes: ○ 97% of students into positive aviation industry outcomes ○ 87% go on to work at Stansted Airport ○ 75% are Essex residents • Transport subsidised up to 85% by Manchester Airport Group; fully covered for disadvantaged students with travel bursary • Students travel from as far as Colchester, Lincolnshire, London; two relocated from Australia and Spain Curriculum and Skills • Three main employment pathways for students: aviation operations, engineering, and hospitality and allied services • Aviation operations include cabin crew, baggage handling, border force, ATC, supply chain, flight planning • Engineering – of critical importance given that average age of licensed B engineers currently 57, making pipeline investment critical. Students can look forward to well-remunerated careers with licensed engineers earning ~£100k. In addition, airlines such as Ryanair and Jet2 prefer college graduates over university graduates for hands-on competence. Ryanair took 18 of 20 students from last fast-track cohort. • College designed with practical environment in mind: standing desks, outdoor working conditions, donated private jet and cabin crew training room from Inflight and Titan Airways Expansion Plans and Funding • Phase 2A target: grow to ~900 students; Phase 2B to ~1,200; long-term goal of ~1,000–1,200 • Essex County Council committed £5m toward Phase 2A • Government funding decision expected within the next month • Manchester Airport Group gifted land on peppercorn rent for expansion • Aviation not named in government's eight industrial strategy priority sectors, a noted challenge Points raised in discussion included details of the apprenticeship pathways and the ability of students from Hertfordshire to apply to the College. A future visit to the College for Members would be arranged.
2	Procedural Matters • There were no public questions. • The minutes from the previous meeting were agreed • There was one matter arising. RVD inquired about the eligibility of applications from his ward for Community Fund grants; his ward lies beyond the 10-mile radius but is affected by

	aircraft noise. LS confirmed that the 10-mile radius was fixed by S106 commitment but that flexibility exists if project beneficiaries can evidence that they are drawn from within the area. MR undertook to liaise with RVD on specific applications.
3	Chair's Report SW asked AH to provide an update on the recruitment process for the next STACC Chair, noting: • The process was delayed by a few months due to funding identification and process agreement with the Airport. • The search is now underway with Saxton Bampfylde, the same recruitment consultancy used for Technical Adviser/Secretary recruitment). • Advert going live soon; target to have new chair in place by October AGM • AH is chairing the committee with members JC, RVD, GMcA ZS and JE.
4	Update from Technical Adviser IS provided an update on the following matters: • Local government reorganisation and devolution: the Government is expected to announce imminently its plans for Hertfordshire. Following the CAG's consideration of the matter, STACC's AGM in October will be invited to agree in principle changes to STACC's membership structure arising from local government reorganisation and devolution. • CAA/DfT Consultations: Three live consultations were flagged. While STACC would not be submitting formal responses, members could make personal submissions.: ○ Heathrow Expansion National Policy Statement (closes 1st September) ○ CAA consultation on aircraft diversion to aerodromes in emergencies ○ DfT sustainable aviation fuel mandate • Economic study: scoping work underway with Edith McDowell; mapping strategies, studies, and growth ambitions which could affect future demand on the airport. The Working Group for economic study to be refreshed; an email would be sent to members to reconfirm or join the Group. • Night Noise Studies: The DfT/CAA had recently published their ANNE and ANAS studies, which had been circulated to members.
5	Working Group Reports EIG: • AH reported that the July meeting included a tour of the new biodiversity site at the airport. The site helps to biodiversity net gain from terminal expansion • The meeting also included a discussion on sustainable aviation fuels. and airport/wider aviation sector positioning • The next EIG meeting, on 24th September, would include a presentation on the decarbonisation of airport ground operations. UEG • GMcA reported that the planned 24th June meeting was cancelled due to the hot weather and rescheduled to 5th August.

6	Planning Update LS noted the following developments: • Skylinks - temporary works ongoing • Solar farm - nearing operational status, targeting end of summer for “go live”. • Airport is supporting the College’s planning application which is close to submission. • 35+ planning permission requirements had been fulfilled via works on Yankee stands and terminal extension permission is protected from expiry via scheduled APB demolition. The following points were raised in discussion: • JE requested a tabulated compendium of S106 permissions, compliance dates, and trigger points, given that much of the original S106 has fallen away or been superseded. LS agreed to provide a more detailed tabulation. • JE raised concern about the overflying of conservation areas and heritage assets, noting that Uttlesford plans to lobby for NPR adjustments to deliver marginal rerouting to avoid listed building concentrations. NR noted that the future aerospace modernisation will assess such issues but that would be, at minimum, a two-year process meaning near-term changes are very unlikely.
7	MD Report GP spoke to his report, noting: Demand and Passenger Growth • Very strong customer demand; with a record-breaking summer underway ○ 3.4% YoY growth in June; July tracking equally strong ○ Bookings slightly later than prior years, attributed to consumer confidence and macro-economic conditions • Middle East crisis has had a limited impact on Stansted ○ Lower-than-anticipated volumes on directly affected routes, but no fuel shortage ○ Emirates has returned to a twice-daily service; ○ Resilience driven by low-cost focus and predominantly European route mix ○ Gatwick and Heathrow more exposed than Stansted Service Performance and Operations • Security performance strong and improving YoY ○ Better asset reliability on lanes ○ Full staffing achieved ahead of peak summer ○ June heatwave was a challenge: cooling systems operated but terminal became warm. Further resilience work planned for changing climate patterns • NPS holding up well; expected seasonal dip during peak crowding ○ Strong improvement in toilet/cleaning NPS visible YoY Infrastructure and Capital Projects • New security portal is working well. • Good progress is being made on new SAT3 bussing gates. • Skylink foundations fully underway: diggers and piling rigs on site ○ GTS to be decommissioned next year; permanent skylinks to follow ○ Laing O’Rourke engaged for main build; schedule and customer flows being finalised

	○ Complex construction methodology required to build over live baggage/passenger processing area Points raised in discussions included: • The airport's support for next phase of the College's expansion. • The trial of all-night services on the Stansted Express, which the airport hopes will be made permanent.
7	Transforming Stansted DB spoke to his slide presentation and in discussions noted: • Programme firmly in delivery and construction phase. Key completed areas include Domestic arrivals and Tex car park. • New construction validation point built north of terminal for construction staff (separate from colleague validation) • Airside fence being moved around Enterprise House area, creating space for future colleague validation point • Front portal: 23 to 29 gates, 99.1% complete; remaining cosmetic work (walls, lighting) deferred to September to avoid gate closures during summer peak • Orientation zone changing daily: Duty Free fitting out new store, WH Smith in place, new flight info screen installed before World Duty Free • Flooring replacement underway in main passenger walkway; done in phases overnight, continuing through summer and autumn • APV building decommissioned: escalators removed, crash deck created at level 4, replaced with additional seating and walking space. • Border Force offices being relocated to level 5 temporarily ahead of future arrivals route • Skylinks: foundations and piling underway; contractor announcement imminent. • Interim APV building (bus boarding for remote stands) under construction; target: late winter 2026 or early 2027 • Satellite 2 radiator refurbishment planned for perimeter, done in stages to keep satellite operational • Baggage hall road utility diversions: major active workstream, individual entry points closed in rotation • TTS contingency process tested successfully during a real TTS breakdown a few weeks ago • Main passenger risk this summer: capacity pressure and minor disruption from active sites • Seating reduced due to lost areas; mitigation includes extra seating where possible, restaurants asked to turn tables, option to call passengers to gates early • Passenger volumes hitting ~100,000/day; was a milestone in first October half term two years ago, now happening multiple times a fortnight • PRM volumes have grown. • North extension contractor will produce a full delivery schedule once contracted. This was asked to be shared with the Committee. • Sequencing confirmed: skylinks first, then TTS decommissioned, then north extension construction begins • Target: some capacity released into summer 2028, maximum capacity likely summer 2029 • Passenger journey will be fundamentally different next summer as the "nine-piece puzzle" of walkways and routes starts moving • STACC will receive updated visuals and programme detail in autumn; site tours to continue at appropriate frequency

8	AOB One item of AB was raised: GR raised this issue of PRM special assistance lounge closing at 5:30pm. DB undertook to investigate and report back. The next STACC AGM and meeting is scheduled for 2-4pm on Wednesday 14th October 2026, again at the Radisson Blu hotel and on-line. There being no other AOB, the meeting closed at 1556.

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