Stansted STACC Meeting
Wednesday 26th April 2023
Aerozone
1400-1600

HYBRID MEETING

Attendees:
Chairperson – Shena Winning
Hertfordshire County Council - Graham McAndrew
East Hertfordshire District Council – Andrew Huggins
Stansted Airport Watch - Brian Ross
Local passenger interests - Anthony Armon Jones
Uttlesford Association of Local Councils - Jackie Cheetham
Braintree District Council – Richard van Dulken
Surface transport interests – John Pope
Hertfordshire County Council - Paul Donovan (Teams)
Harlow District Council – Michael Hardware (Teams)
Environmental interests – Aubrey Holt (Teams)
Essex County Council - Zhannine Smith (Teams)

Stansted Airport Limited (STAL)/MAG
Gareth Powell - STAL Managing Director
Neil Robinson - MAG CSR & Future Airspace Director (Teams)
Adam Freeman – Group Head of ESG & Environmental Strategy
Robert Pattison - Group Head of Community Engagement
Alistair Andrew - MAG Strategic Planning & Investment Director
Daniel Burford - STAL Community Engagement Manager
Marcella M'Raberty - Group Head of Education.Skills & Employment
Patrick Hall – Public Affairs Manager
Alice Carr – Senior Planner (Teams)

1. Apologies for Absence and Deputising Attenders

Frank Evans - The Chair updated the committee on the reason for Frank's absence and wished him well.
Tom Cunningham
Sandi Merifield
Joe Chapman – Head of Corporate Affairs Patrick Hall attending on behalf of.

2. Public Questions

Anthony Haywood's questions 2a & 2b:

2a. Considering aircraft noise starts around 6am and continues until around 11.30pm, leaving approximately 6 1/2 hours available to sleep, should it not be considered at least to restrict aircraft noise to only 'sociable hours', generally accepted as 9am-9pm? It must be accepted that good health, gained through proper sleep and adequate rest is far more important than airport related profits, jobs, or indeed anything else. It should be noted that after noise stops it may take perhaps 30-60 minutes to fall asleep, maybe leaving only 5 hours available. Youngsters and those who prefer to go to bed early, and unable to sleep are severely affected as this disturbance is obviously highly detrimental to their quality of life and health.

Response by Adam Freeman: Head of ESG & Environmental Strategy

London Stansted has always been a 24-hour airport and the arrival and departure routes currently operated have been in place since 1989. Over this time, we have seen the continued investment in quieter aircraft fleets and large reductions in aircraft noise. With ever quieter aircraft operating we have seen reductions of up to 85% in departure noise from the Boeing 737-200 aircraft operating in the early 2000's to today's fleet of Boeing 737-8200 (max) aircraft that entered service as the airport began recovery from the COVID pandemic. This level of noise reduction is equally apparent with Airbus fleets operating, with the new 'Neo' models now operating extensively.

Demand for flying is not restricted to just a 12-hour period as there are significant economic and social benefits the aviation industry brings to the UK. The government carefully balances the negative impacts of aviation when it defines its aviation policies alongside the strategic need for aviation connectivity for both passenger and freight markets. In its current controls, the Government places restrictions on the flights which take place during a 6.5-hour night period from 23:30 to 06:00. Additionally, in granting planning permission for the airport to increase passenger numbers to 43 million passengers per annum, the Planning Inspector imposed a planning condition which limits the airport's noise impact during a longer, 8-hour, night period from 23:00 to 07:00. This condition limits the area of the 48 dBLAeq8h contour to 74 square kilometers (km2) and will come into force one the airport reaches an annual throughput of 35 mppa.

A member questioned if the government has already agreed to this 8-hour period? AF confirmed that the limits detailed in his response are current, with the 8-hour limit introduced through the airport's recent planning consent. **2b**. Should consideration be given to the restriction of use to only the S/W-N/E runway unless absolutely essential, and thus limit noise pollution only to those unfortunate villages already sadly plagued by noise, instead of adversely affecting the lives of so many thousands of extra residents of villages affected by the use of the other runway? At least then those disturbed remain only those historically affected, and not thousands of others that need not be.

Response by Adam Freeman: Head of ESG & Environmental Strategy

Arrival and departure routes to and from London Stansted have been in place since 1989. To maintain safe operations, aircraft land and take off into wind. At London Stansted there is no preferential runway policy and the direction (mode) of operations is determined by NATS, who provide air traffic control services at the airport, based on the wind conditions. Over the last 20 years, an average of 72% of movements have been on Runway 22, this is when aircraft arrive from the north-east and depart to the south west. Over the same period, an average of 28% of movements have been on Runway 04, when aircraft operate in the opposite direction. Though there is some potential to choose the direction in which aircraft operate, though most must always operate into the wind to ensure safety, we have not previously considered that there is any significant benefit in trying to adopt a preferential runway direction. This is something we will look at again as part of our Future Airspace Project.

Questions 2c & 2d from Irene Jones:

2c. Have any of the older students, years 10 and 11, A level students or college students, when visiting Aerozone, asked about sustainability in the aviation industry?

If so, how does Aerozone respond?

Response by Marcella M'Rabety: Group Head of Education, Skills and Employment

We are aware that the younger generations are taking more interest in sustainability and questions around this topic have come up during Aerozone visits from some (and usually older) age groups. Sustainability is also a key element of the national curriculum delivered by schools and with which our educational programmes are aligned.

We discuss how the industry is working to make improvements to aircraft for example recent changes made by manufacturers have increased fuel efficiency whilst also reducing noise impact.

At the viewing platform we point out winglets on aircraft and explain how these help to reduce drag and therefore increase fuel efficiency. We also highlight newer aircraft and talk about the efficiencies they deliver, such as Ryanair's 737 Max 'Gamechanger' aircraft which are 16% more fuel efficient per seat and 40% quieter than their 737-800 aircraft.

We also explain the work being done on introducing sustainable aviation fuel (SAF) and the ways in which the industry is taking waste products to promote sustainability.

We also explain the work being done by MAG to make Stansted a more sustainable airport and provide examples such as: the fact that we are a carbon neutral airport; the introduction of more energy efficient LED lighting on the runway; and the fact we have achieved planning permission for our new solar farm.

We also direct them to 'CarbonClick' and explain how they can use this to understand the carbon footprint of flights they might take in the future and use it to offset those emissions.

We are currently working on industry leading 'carbon curriculum' that will be delivered to groups visiting the Aerozone from September. We will use interactive technology to engage the students in learning about the SAF process and the impact it will have on sustainability in the industry moving forward.

2d. Do airlines advise prospective customers as they book their flights, that their flight can cause environmental damage, and if so are they also advised about steps the customers can take to mitigate that damage?

Have any customers taken steps to mitigate the damage their flight will cause?

Response by Adam Freeman: Head of ESG & Environmental Strategy

Within the Jet Zero Strategy, the Government set out an aim to "preserve the ability for people to fly whilst supporting consumers to make sustainable aviation travel choices". To this end, the Strategy established a number of policy measures under the title "Influencing consumers". Earlier this year, the Civil Aviation Authority (CAA) launched a Call for Evidence as part of it's work to deliver upon the first action detailed in this part of the Jet Zero Strategy.

The Call for Evidence posed questions intended to enable the CAA to develop policy regarding the provision of information about the climate impacts of flying to consumers. Further consultation will be held at a later date on firm policy proposals.

MAG responded to the consultation, supporting the provision of environmental information which helps consumers make informed travel choices.

3. Minutes of the 25th January 2023 meeting

Anthony Armon Jones was shown as present but was absent. This will be corrected.

The minutes of the last meeting were accepted and approved.

4. Future Airspace Update

NR advised that they are now in the 2nd stage of the ASC process. STN is the first large airport to do so. Before substantial progress can be made to shortlist options, the team need to have comfort that the system is optimized and integrated. Other airports need to be allowed to catch up, ensure they intgrate well so that the system works effectively. Meetings with other airports have taken place over the last 6 months and will continue to do so as the programme develops. There is complexity in certain areas which means it's a slow process. The airport ask the committee and stakeholders to be patient until this can be done correctly.

The CAP1616 process is extensive and includes various stages and approvals and it is a difficult process to navigate. The CAA are currently consulting on the process itself and will look to learn from airports who have been through the process to find out how they might refine it in the future. They wouldn't look to make major changes but the onus on producing a comprehensive list is too onerous. Some of the initial included routes don't have much merit so they will naturally fall out. Having this much information makes it harder to look at what's actually being considered. It would be good to look at amending this stage.

A member asked for a summary of where the engagement is so far which would help the committee. NR advised further information could be accessed on the airport website.

https://www.stanstedairport.com/futureairspace/

4. Report of Managing Director

The report was taken as read.

The airport is proud to be involved in the repatriation of flights from Sudan. A special border and transport links are being set up.

Post COVID recovery
STN remains the fastest recovering airport in the UK, reaching 95-97% of pre-COVID numbers. The forecast is £28 million for this financial year, which is very close to pre-COVID numbers. The Easter period was very busy. Service levels were very good with 99% of passengers clearing security in under 15 minutes. The only real challenge has been on-time performance, which was affected greatly by European airspace as this has a knock-on effect. The airport worked closely with partners to minimize the issues at STN.

GP is delighted that the STN Express will return to 4 trains per hour from May 4th. The additional trains will run at railway peak times. The airport will push for 4 trains to operate at all times. He thanked all stakeholders involved in making this happen. There are other transport enhancements coming, including coaches.

The airport continues its rolling refurb and enhancements programme with some sites already having been improved including several retail outlets and seating areas.

The immigration area has hosted a UK Border Force trial for 2 weeks which allowed 10/11-year-olds to use e-gates. This trial was so successful that it will continue and should become permanent. A contingency was put in by UK Border Force for the recent strikes. They used military resources which proved very effective and there was no real impact.

Accessibility is improving and shows a positive trend for both pre-booked and ad-hoc passengers. The airport will continue to focus on this area.

2 security lanes are currently trialing new technology which has so far proved very successful. The new machines will now be rolled out throughout STN. There will be a continued focus on the transition of this procedure. Customers are being informed in the queue of the new rules and requirements.

The ongoing runway refurbishment has been very successful so far. The runway was closed overnight. The project was featured on the news which highlighted the hard work involved in delivering successfully. Phase 1 is complete and phase 2 sees the runway remaining open with reduced

distance which the airport is monitoring closely. The project is going well and will be finished before the summer peak.

Groundwork is underway for the new drive-through EV charging station. 10 rapid charging units and accompanying passenger facilities are being installed. This area can expand if demand requires it.

The college is doing very well with skills development. Sessions have been hosted here and there has been great take-up from students moving into both the airport and further education. Recruitment is on track for the summer peak having a very good response to campaigns. The airport is looking at various types of contracts, including seasonal ones, to offer multiple employment options. The events have been very successful and the airport will be fully staffed for the summer period.

A member raised the issue again of airport parking in the villages, as numbers have risen. She stated that rail ticket and parking prices are very high which is why families are parking here. Is there any way the airport can work with rail operators to get reduced-priced tickets? GP responded that passengers are always encouraged to travel by rail and coach and that they will continue to promote travel in these ways. The government is responsible for setting rail fares. He is very keen to see Oyster being extended and a full gating system being introduced. These are DFT programmes, but the airport will continue to make sure this is pushed forward. Some partners offer onward coach packages, but there are limits to what the airport can do. GP welcomes comments in any way they can help. The airport has good working relationships with airlines and can raise this.

A member stated that he is happy gates are being replaced at the express set down and asked if there will be a facility to pay online. Suggested number plate recognition could be used.

A member requested some form of guidance on how to use the Resident Discount Scheme facilities. A "How to" guide will be produced once the new system has been implemented. A member suggested using the same system as the Dartford tunnel.

A member referred to the report on night flights and the number shown on the final page, a number of these which is higher than the limit set by the DFT. He asked the airport for comments on how this is managed with regulations. NR advised commentary and an analysis can be provided with the minutes to clarify. He stated that STN is operating within the rules and added that the Ukraine crisis and ATC strikes have affected numbers.

A member raised a point that there are still no improvements at VP9 and VP2 which both have long wait times, and asked whether the airport had plans to make improvements? GP advised that the new technology would help, in the Medium to long term there would be an enhancement of the facilities for colleagues which will require investment

The member also stated that staff were upset that there is no covered walkway from the furthest car park to the terminal building and the bus is not reliable. GP will take these comments away.

A member has recently read the new Stansted Express timetable and found a number of issues which he aired and delivered a note as to his findings.

The same member expressed his concerns about the STN Express with a lack of space for luggage, the security of baggage with multiple stops along the route and the opportunity for theft. He voiced concerns about the introduction of additional stops in the journey. GP advised that policing is the responsibility of British Transport Police and the operator.

The airport will take the comments to them. He agrees it's important to have quick, reliable and safe services to the airport.

A member asked when will STN express be faster and referenced an article in the Times in March. GP responded that the airport is focused on the desirability of the service. The DFT needs to commit to the improvement of the service. This continues to be a focus for the airport that regional rail services are improved.

The same member commented on the deficiency of the rail services form the north to the airport, the frequency having not being restored as promised. He reflected that this must affect the airport. Airport agrees improvements need to be made but the can only be made by Network Rail

It was noted that the Chair and Graham McAndrew attended the Greater Anglia Users forum AGM and gave feedback on discussions in respect of the Ely service for which there was considerable desire for the service to be improved.

5. Economic Footprint of London Stansted Airport

Presentation delivered by Patrick Hall.

The slides will be circulated with the minutes.

The results of the project will be shared with the committee at the next meeting.

A member queried the figures.

A member queried whether cargo levels will increase or decrease with passenger numbers. AA responded there will be natural changes but that the airport doesn't see much movement in this area in the near future.

6. Airport Planning Update

AA thanked members for their attendance and contribution to the Sustainable Development Plan introductory meeting and made members aware they will be given suitable notification and consultation time when the document has been finalised through STACC.

He updated that the redevelopment of the North Side, which is no longer our land and owed by CTI, has been granted outline planning permission and is now in the process of finalising the S106 agreement. Reserved Matters applications will be required thereafter and it is envisaged we will start to see work commence in the next 6-8 months.

There are lots of housing applications currently within Uttlesford, particularly local to the airport. STAL is consulted in respect of highway impacts, and STAL & ECC have been working together to ensure impacts are assessed and mitigation secured. The lack of a local plan makes the ad hoc applications far more likely.

The government has a number of consultations in respect of the planning system, with many proposed changes to speed up or introduce more flexibility in the system. MAG has been responding to these, and whilst none are fundamentally objected to, there are a number of changes that will mean development may not be captured by the Aerodrome Safeguarding process, and therefore where there is a risk to aircraft safety, MAG has been opposing some of the proposals, or making suggestions to improve how changes may be implemented.

A member requested AA keep the committee updated on conversations with Essex CC about the roundabout. AA committed to this.

7. CSR Update

Daniel Burford provided an update on Community Engagement.

A member reported an incorrect link on the website which DB will look into.

8. Working Groups

8a. Environmental Issues Group - Andrew Huggins

Andrew reported that the buggest challenge for the subcommittee is a lack of membership in the group He asked the committee for their assisnatce nin suggesting potential members.

A template has been created for environmental benchmarking which will be completed and published and shared in October.

There have been briefings and discussions around various topics including Jet Zero and de-icing as well as a full briefing of the runway resurfacing. The group aims to focus more discussion relating to biodiversity.

The next meeting of EIG will be 23rd May 2023

8b. User Experience Group - Graham McAndrew
A meeting has taken place with Greater Anglia about cleaning around the station and the entrance to the airport. This was also brought up at the recent AGM and discussed in length within the UEG meeting.

All UEG members have been invited to join Airport managers to take a tour of the airport on 7th June with a follow-up meeting on 9th June.

8c. Transport Forum – John Pope

The group have been looking at local buses to provide a 3am arrival for staff.

The bus industry continues to receive financial support until the end of June.

National Express has increased some of its services.
During the rail strikes, staff transport was provided to Tottenham Hale which they are looking to make a permanent arrangement.
The annual conference is on Tuesday 14th November.

9. Benchmarking Project

Discussions have taken place with a local university Professor who may be able to assist with the project. The current focus is on drawing up a formal specification for the work to invite tenders.
Topics have been identified and a list will be shared at the next meeting along with the project plan.

10. STACC Finances

A report giving an updated position was sent yesterday.
Following the discussion at the January STACC meeting the Chair and Secretary met with STAL management and a revised funding sum was agreed. The revised plan for 2022/23 included sums for projects that will support the ongoing work of the committee. The committee discussed the possible nature of future projects.
The Chair has asked Graham Mc Andrew to look at the feasibility of creating forums to enable UEG to broaden the voice of users.

A member suggested reaching out to other similar airport groups to understand some of their activities. The Chair advised there are ICC groups at all airports and of the presence of UKACCS and its function.

A member supported the idea of forums to give a greater scope of members.

RP commented that airline engagement is an issue within all airport consultative committees.

A member pointed out that there may be turnover within the committee as a result of next week's election, so focus needs to be put on induction. The Chair stated that induction for new members and ongoing refreshers for members had been part of the website development and needed further work to complete. A sum had been provided in the financial plan for new member induction.

11. STACC website development

Members were shown the updated version of the website which contains a member's forum area.

The Chair will provide the login details for members to access the test site over the next few weeks. Following that period members were requested to provide feedback and the website will be live by the end of May.

12. Future Agenda Items / Member Presentations

Date of next meeting: Wednesday 28 June 2023 1400-1600