STANSTED AIRPORT CONSULTATIVE COMMITTEE

Environmental Issues Group

Tuesday 23rd May 2023
1400-1600

Hybrid Meeting

Attendees:
Chair Person – Andrew Huggins
Shena Winning -
Carol Pull – Independent Secretariat
Gary Marshal Senior Policy Advisor, Airspace, Noise and Resilience Division, Aviation Directorate. Department for Transport
Jackie Cheetham –
Tom Cunningham – (left early)
Zhanine Smith – Essex County Council

Stansted Airport Limited (STAL)/MAG
Adam Freeman – Group Head of ESG & Environmental Strategy
Tom Rix - Head of Asset Development: Utilities, Energy & Environment
Christopher Gentry –
Dan Burford – Community Engagement Manager
Alice Carr – Senior Planner

1. Apologies

Frank Evans, Graham McAndrew, Aubrey Holt

2. Minutes of the last meeting

The Group agreed the draft minutes of the meeting held on 1st February as a true record.

3. Matters arising

None.

4. DfT Night Flight Consultation

Gary shared a presentation and discussed the key points and timelines.

Shena asked for confirmation that the 420 responses had been received from parties inside the designated area. Gary advised there was a sizeable number of responses from a campaign group in the LGW area calling for a complete ban on night flights. This hasn't happened in the STN area. Quite a few councils in the STN area have responded.

A member asked when the next proposed number of night flights will be consulted on and will the response be discussed. Shena confirmed the response will be discussed. Gary responded that the next consultation will be published in late 2023 and this will include the planned night flights from October 2025.

The member also asked for early visibility of the results of this consultation to give ample time to discuss before the next part of the consultation. Gary advised that a summary of responses to that part of the previous consultation will be provided.

Shena noted that the consultation is fairly limited and doesn't cover many issues. She is happy to take comments which would need to be in for submission by 2345 on the 25th of May 2023.

A member raised the issue of freight and the associated noise levels. She stated that this point must be emphasised. She also stated that shoulder periods need to be discussed.

A member asked that Essex County Council be included in the consultative committee response.

Action: Shena to send the committee response to the night flight consultation to Essex CC.

5. Airspace Modernisation Update

Chris Gentry introduced himself to the committee.

Chris shared a presentation, discussed the key points and clarified any acronyms used.

The Chair pointed out this topic specifically covers departures but that there is now a similar process in place (STARS) for arrivals in UK airports. Processes such as these will give greater freedom to choose more arrival and departure routes.

Jackie highlighted that STN has worked hard with certain carriers on using the correct swathes to minimise noise. She asked if this project would lessen stacking. Chris reiterated that his presentation refers to departures

which won't have a direct impact on stacking but will make holding pattern use more accurate. He explained the purpose of the arrival management tool which is being used in some locations.

The Chair stated that he agreed with Chris' points above and gave further information on what causes stacking.

6. Stansted Energy Transition Update

A paper was circulated and taken as read.

Tom took the committee through the highlights of his presentation on Solar PV and the electric vehicle charging infrastructure.

A member queried the levels generated by the solar farm as the levels stated by Tom during the presentation are considerably lower than previously mentioned in the planning application. Tom advised that there may have been some subtlety in the language used around demand as opposed to energy. This point will be picked up outside this meeting.

The Chair asked if there is battery storage to offset the nighttime usage. Tom advised that there is a provision for batteries in the framework of contractors which includes provision for this. Currently, due to limitations on the network, battery storage isn't currently viable as an option. To make batteries financially viable there has to be the option to offload excess power to the grid. An application to be able to export capacity is ongoing. The long-term plan is to be able to use 100% of the energy from the solar area and spread over the site.

The Chair also asked if there is a strategy to move some of the current energy use (i.e. gas) to more renewable options. Tom confirmed that the CSR strategy requires that the airport must move away from fossil fuels by 2030. They are currently assessing various options. This is a good time to assess this piece and the MAG is currently looking to work with specialist consultants on a site-specific basis which will maximise the benefits for each airport.

A member raised the recently closed government call for evidence consultation on airport operations. They asked if MAG, specifically STN responded and if so, could the response be shared? Adam advised that MAG did respond and he will share this response and will keep the committee updated. He added that it's important to understand that what the DfT has proposed is quite different to government expectations.

He clarified the 2050 net zero target and explained the differences of what the DfT have proposed. Zahine thanked Adam for his response.

Action: Adam to share the response to the recent DfT consultation with the committee.

7. Conservation and Biodiversity Strategy

Alice Carr attended on behalf of Alistair and took members through a presentation.

The Chair asked how much of the 10% biodiversity gain could be achieved on or near site. Alice advised she doesn't have an exact amount but that most of this will be done within the airport boundary. She will take this away and respond with a figure. The Chair suggested bringing this update to a future meeting. Adam suggested using examples of actual projects to show how this works and how the projects have enhanced the area around STN. This will also make it clear where there is capacity for biodiversity.
The Chair also asked for visibility of upcoming projects where the committee could be involved.
Action: Alice to provide figures of where the diversity gain will be achieved.
Action: Shena to make the group aware of any upcoming biodiversity projects

Jackie asked if the planting in Hatfield Forest has taken place. She suggested looking at previous planning conditions to get ideas for offsetting. Dan responded that it was difficult to find venues in Hatfield Forest to plant the trees. There are a lot of ongoing tree planting initiatives, but not many locations available to plant the trees. He will pick this up with the forest again.
Action: Dan and Jackie to pick up the Hatfield Forest project offline

8. Noise Action Plan (NAP)

Adam advised that this is currently a real focus for the team and many colleagues have been involved. The next NAP runs from 2024-2028. Adam provided the timelines being worked towards and confirmed that the committee will be engaged throughout the process.

9. Runway Resurfacing Project Update

Adam has visited the operational site on two occasions and gave a status update. The operational stage will be complete by the end of May 23. Below are some statistics of how the project has performed so far.

3km of runway resurfaced,15 taxiways resurfaced,50,000t of asphalt removed,65,000t of asphalt laid,6000m of drainage, 100,000 m2 of

grooving,1600 new Aeronautical Ground Lights. 200,000 person-hours worked. Minimal impact to departing aircraft prior to closure times.

Only 3 departure and 24 arrival aircraft have been directly affected during the runway closure stage of the project.

The Chair raised the issue of the increased levels of aircraft holding due to the transition time of runway closures. This has a big detrimental, environmental impact. The numbers aren't a true reflection on environmental impact. Adam will ask the team to look at the impact from holding.
Action: Adam to get information on impact of aircraft holding levels due to runway resurfacing project

10. Environment Report

Papers were circulated and taken as read. Adam noted that there are internal comments within these papers.

Adam highlighted that there are some gaps in the report due to the time of the year and that these will be filled in for the next meeting.

The data that is included is for calendar year statistics. The figures have returned to almost normal levels in quite a short period of time and there have been excellent performance levels in many areas. He praised the whole airport team and airlines for their work during a busy time. He alerted the committee that some of the reported figures, specifically continuous climb and descent could fall as the London airspace area becomes busier.

With regards to waste and recycling, there have been measures introduced at STN to segregate recyclables, where possible, at source.

Adam referred members to the information in the papers on security improvements and how this will reduce waste.

He praised Dan and the team for their work collecting items which couldn't be taken through security and distributing them to local charities. The team are currently looking at how these community groups can be helped following the security improvements.

Adam asked the committee for suggestions of items in this area for future meetings. The Chair advised that this be discussed at the agenda setting meeting and suggestions put forward at this stage.
Action: The Chair to raise the point of future agenda items on waste and recycling at the next agenda setting meeting and report back.

The Chair raised the issue of airport retailers and single use plastics, particularly water. Jackie has previously raised the point of installing water fountains. Adam advised that he has been championing this and that there are many water-filling sites over all MAG sites which appear on the water refill website and app. This is regularly promoted on all social channels.
Jackie also stated that work needs to be done with retailers to stop them promoting the purchase of single use plastic water bottles.

The following two questions were submitted following the meeting by Aubrey Holt. Responses were provided by Adam Freeman:

Q: Waste and Recycling: With the increased use of disposable e-cigarettes and smoking devices, has there been any integration of recycling bins for WEEE (waste electrical and electronic equipment) at the airport to discourage these products from entering landfill? Is there any statics available on captured WEEE within any recycling reports (not only e-cigarettes but charges, broken devices etc)?
A - Yes, we have dedicated waste handling of WEEE. This includes both MAG's own waste and passenger waste. We will look to provide further information about this, and the volumes involved, to a future meeting.

Q: Environmental Reporting: On the final publication of the environmental reporting and benchmarking, will there be added text with the statistics provided (outlining of activity and explanations of the data) and will the group be able to view this information before it is published?
A: Year-end data will be included in the Environment Report provided to the next EIG meeting. This report is provided for members of EIG and not publicly available. More detailed performance information, which has been independently audited, will be provided within and alongside our MAG Corporate Social Responsibility Report and Stansted's own summary report. These Reports are typically published in early October. Our disclosures align with the Global Reporting Initiative (GRI) framework. We would be happy to present this report to a future meeting of EIG.

11. Aviation Decarbonisation

Adam provided an update from Sustainable Aviation (SA) of which MAG is a founding member. It brings together many parts of the aviation industry to provide "bottom up" evidence to inform government policymaking. SA has recently published a recent version of its decarbonisation roadmap. The last version, which was developed in 2020, was where the net zero by 2050 target was first discussed. This shows how quickly things are moving in this area.
There have been many updates in this version which gives a clearer picture of the decarbonisation plan. It highlights the importance of several

critically important areas, including air space modernisation and sustainable aviation fuel.

Adam made the point of the importance of an energy transition to decarbonise using other sources of energy.

The link to the roadmap is below:
https://www.sustainableaviation.co.uk/news/uks-leadership-in-sustainable-aviation-technology-accelerates-industrys-transition-to-net-zero/

Action: The Chair to add Zhanine to the recurring meeting invitation. She gave her apologies for the next meeting.

Date of next meeting:
Wednesday 6th September 2023 (13:30-15:30)