

**Stansted Airport
Independent Consultative Committee (ICC)
STACC
Wednesday 26th June 2024
Enterprise House 1400-1600**

Present:

Title	Name	Initial
Independent Chair	Shena Winning	Chair
Independent Secretariat	Michelle Boness	MB

Organisation:

Title	Name	Initial
WHICH?	Coral Lindfield (Teams)	CL
Surface transport interests	John Pope	JP
Hertfordshire County Council	Cllr Graham McAndrew	GA
Stansted Airport Watch	Brian Ross	BR
Essex County Council	Zhannine Smith (Teams)	ZS
Environmental interests	Aubrey Holt (Teams)	AH
Business Interests	John McGill	JMc
Braintree District Council	Cllr Richard Van Dulken (Teams)	RVD
Uttlesford District Council	Cllr John Evans	JE
	Wilma Thanning	WT
	Paul Donovan (Teams)	PD
Essex County Council	Cllr Lee Scott	LS

MAG:

Title	Name	Initial
Stansted Airport Managing Director	Gareth Powell	GP
Head of Community Engagement	Robert Pattison	RP
MAG CSR & Future Airspace Director	Neil Robinson	NR
Head of Media and Communications	Mark Davison	MD
MAG Strategic Planning & Investment Director	Alistair Andrew	AA
Community Engagement Manager	Daniel Burford	DB
Planning Manager	Alice Carr	AC
	Irene Jones	IJ
Employment and Skills Manager	Nathane Mullane	NM

Apologies & Absences	Name	Initial
Uttlesford Association of Local Councils	Cllr Jackie Cheetham	JC
	Gobi Ranganathan	GR
Surface Access Interests	Anthony Armon-Jones	AAJ
ABTA	Julia Ogiehor	JO
Hertfordshire Association of Local & Parish Councils	Cllr Alex Daar (Teams)	AD
East Hertfordshire District Council	Cllr Calvin Horner	CH

Agenda Item	Description
1	Apologies for Absence and Deputising Attenders Apologies and absences are recorded above.
2	Public Question <i>Following the recent Night Flights Consultation set up by the DfT, I have looked at some of the responses. In spite of the overwhelming fact that aircraft noise, especially at night, is detrimental to the health and wellbeing of those of who live close to airports, the management of Stansted Airport is still pressing to keep night flights as part of its regular operations. No matter how those flights are classified or regulated, they still inflict noise on local communities, still cause distress and compromise health and wellbeing. There is no such thing as a quiet aircraft.</i> <i>Will Stansted Airport please begin a process of banning all night flights, night being a full eight hours. Airlines will have to schedule their flight timetables so that no aircraft will take off after the beginning of the eight-hour period. Incoming flights must be scheduled so that their arrival will not occur during the nighttime closed period. If the flying public has less choice of scheduling or destinations, then I am sorry. But I will not accept that their needs be met at my expense.</i> <i>Irene Jones</i> This was taken as read. Whilst night flights are always considered in planning schedules it is acknowledged that, whilst becoming quieter, aircraft are not silent and Stansted has one of most modern and quiet aircraft fleets enabling a reduction in noise levels. It was noted night flight noise remains at the same level as 2022 and despite an increase in passenger numbers no additional traffic has been created. There are no plans to phase out night flights as they are important to air freight and allow passenger ticket prices to be kept low. IJ thanked NM for his response. It was further noted, a number of conditions contribute to the night flight quota based on a points systems and this does not reflect the actual number of flights.
3	Minutes of Previous Meeting The minutes of the meeting held on 23rd April 2024 were accepted by the majority although one member disagreed with regard to the discussions around the DFG night flights.
4	Matters Arising Changing the dispensation reporting structure which was agreed. The process for handling the consultation process was queried along with the ToR for EIG.

5	Stansted Airport College It was noted there had been a presentation from the College previously and the update by Victoria Claydensmith was welcomed. Highlights from the report are below. • The College was created in partnership with MAG and Harlow College to train staff for both the airport and surrounding businesses and to understand their needs by delivering the L3 and L4 qualifications, it was noted the reputation of the College is growing. • Training is designed for employment within three main areas: • Aviation operations. • Engineers, working with GT Engines, Ryan Air etc. • Hospitality, working with international hotel chains. • All tutors are industry experts bringing real-life experience to the courses. • >82 business engagement experiences have been delivered, including the Army's simulator and Gazelle helicopter, MAG Fire Service had also attended. • 100% of all students obtained full-time employment at the end of their course within the hospitality industry. • Teaching is over three days; structured to emulate early- and late shift patterns. • Students take part in various training / exercise simulations include hostage situations. • A year-long pilot-enrichment programme has been run to open opportunities to all students to equip them with core learnings to becoming pilots. The programme is expected to open up in terms of diversity with L3 qualifications and Government funding at FE levels seen a solution to pilot diversity, together with the pilot-enrichment programme which explores BAM criteria and funding needs. • A simulator is available to encourage students and give them a 'flavour' of being a pilot. • A visual of the expanded College was explained. It was noted the College has seen considerable progress. Following conversations it is was confirmed that the Young People Special Education Needs provision was still operating and there were no barriers to applications. It was noted, however, that DOE and DFT are often in conflict and this is constantly reviewed by the College and training providers to provide a holistic solution to the Government Aviation Strategy. The catchment area is expanding across the UK and reaching out as far as Devon and Newcastle. The College is working closely with City of Bristol College and Newcastle [University] to provide the Category B licence which falls into a Batchelor Degree level qualification. It was noted that it would be interesting to know the geographical range of students. ACTION: VC will review student geographical reach and update at the next meeting.
6	CSR Update – Focus on Education, Skills and Employment Presentations from: Jennifer Crossling – Senior Education and Employment Manager Nathane Mullane – Employment and Skills Manager

	A report was provided with the following highlights. Academic Year 23-24 Predicting to end with approx. 2750 visitors Summer Term (Apr 24- Jul 24) 963 students from 24 schools across 35 visits 50% bookings from Priority area (15 miles) Next Year (Sep 24- Jul 25) Only 11 dates left for whole academic year 77.8% bookings from Priority Schools • Care is being taken to ensure local groups do not miss out [on visit opportunities] due to schools from further afield visiting. • Launched on 3rd May, Fantasy Wings is an aviation focussed charity working primarily with Ethnic Minorities and Women. Feedback is very positive including a student's comment that "it was the best session they had ever taken part in". • Forest Hall Mentoring hosted a celebratory lunch at the Aerozone including a guided tour. • An event held in collaboration with DGL marked International Women's Day. Twenty female students from St Helena's School in Colchester attended with positive feedback including noting the opportunities available to women outside of reception desk work and air hostesses. • Kids at Work Day welcomed 29 colleagues and children to learn more about their work. • Carbon Curriculum demonstrated an interactive touchscreen 'gamification' of how technology can work to reduce the carbon footprint. • Work Experience is being offered to children / relatives of MAG employees as well as to the wider audience with offers of employment being offered at the end of the opportunity. • Careers Events are held throughout the year to encourage student engagement. Nathan Mullane (NM) updated on the Employment and Skills Academy which provides pre-employment training to get adults back into employment. Highlights include: • 167 engagements at Job Centre Plus. • 91 employment events attended. • 243 'disadvantaged' job seekers trained. • 130 participants secured interviews with MAG or on-site business partners. • 72 business partners gave talks to academy learners. • Two internal job fairs are held annually at the Radisson Blue and are attended by around 39 on-site business partners and over 11,000 visitors. • It was noted interviews are sometimes held at the event with job offers made at interview. • Outreach events include Rising Youth at Tottenham and Arsenal Football Clubs were held.
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	A member commented on the long queues for Emirates only for those queuing to be told they had to be 20 years old to be cabin crew with them. It was noted Emirates were looking for staff to relocate to Dubai and they will be looking for UK-based staff in the near future. TikTok was noted as having more engagement than other social media outlets; this medium appears to be more popular with the target students and will be grown in the future. Links with Job Centres in London, Essex and areas of high unemployment was queried with venues such as Braintree Racecourse and Chelmsford Cricket Ground suggested for future events. The target area includes Essex and Uttlesford and opportunities are generally posted where the local Job Centre Plus is located. It was suggested the intake should be pan-UK. Completion of the courses sees at least 50% employment with relationships in place at Ipswich, Cambridge and Clacton along with a wider audience. It was noted that following COVID there has been a big push by Stansted to get people back into employment and current activities were confirmed as being a good platform for converting them to coming into the industry.
7	Report of Managing Director The report was circulated prior to the meeting and taken as read. JF took members through the highlights of the report. • The last financial year closed at a record 28.5m passengers [passing through Stansted]. • 50,000 departing passengers in a day. • YTD surpassed 50,000 six times, with over 100,000 in a day seen for the first time. • 98% of passengers passed through security in less than 15 mins in April and May. • The EV fast charging hub is proving very popular and has seen good use. • ANPR has been upgraded seeing users not being overcharged due to vehicle registrations not being recognised. • 75 additional customer support agents are available. There are now 15 customer support agents available per shift to assist and guide passengers. • Terminal seating is being increased. • MPS is improving year on year. • There has been a record use of customer assistance service; 23% more than expected. • The power disruption at the end of April was caused by an unknown 'device' on the UK Power Network Grid which tripped the systems. There were contingencies in place and additional staff minimised disruption. The power outage did not affect critical safety measures. • The UK Border Force outage in early May affected the whole border crossing system including desks. Contingency laptops were deployed to mitigate disruption. • "Just Stop Oil" protesters gained access to the north side of the runway; police were despatched and a number of arrests made, Stansted continues to work with the police. • DFT is reinstating the 100ml liquid rule which had minimal impact on passengers, however, staff impact was quite high with a slight increase in reject rates and more staff put in place to reduce delays. • Community Engagement and local charities have received contributions from the Airport Community Fund .

	There was discussion around the decrease in vehicular traffic around Stansted especially in local villages. There has been an increase in rail provision [four trains per hour] and coach travel which is expected to continue to increase; new gating lines which are expected to make rail travel even easier are being created. It is expected the reduction in car travel will continue and it was noted this is partly due to international travellers not having cars. The 40% downturn [in vehicular travel] has not been audited to reflect private car or the 'kiss and fly' market. It is expected the solar farm will be able to supply Stansted's power needs on a sunny day, but at other times it will need input from the grid. The exit time from the charging station was commented on, particularly the amount of time spent waiting for a safe exit into the traffic flow on the outlet road. There was a discussion around PRN figures and validation of 'genuine' need. It was noted that, on occasion, the service <i>may</i> be used to overcome language barriers and it cannot be determined whether 100% of users really need it since not all 'genuine' users have physical disabilities, the largest user group may have cognitive needs. It was felt the service should be provided to everyone who requests it. It was suggested that power issues should be a standing item in the MD's report to be brought to the group as a regular matter and there should be sufficient resilience to prevent power outages as experienced in May. A presentation regarding cyber-attacks and resilience plans, with particular reference to third party providers, was requested. It was noted there is a resilience plan in place to manage cyber-attacks and a report can be provided. ACTION: A resilience presentation / report to be presented at the next meeting to include power outage and cyber security should an attack be carried out and to mitigate against future occurrence.
8	Working Groups a. Environmental Issues Group – Shena Winning SW noted the following points from the EIG meeting held on 13th June. It was noted that Andrew Huggins is resigning and relocating to Dubai. • A dispensation discussion was held to decide on how dispensation data should be shown / reported. It was generally agreed that the data would be represented both graphically and in text as: Gross Number of Dispensations, Gross QC Points, Number of dispensations applied, Number of flights. It was considered that breaking monthly figures down by week would also be helpful. • A number of waste / environmental issues were discussed along with the DFT response to night flights. Concern was noted with the response and that committee responses had previously gone through STACC. It was queried how many had responded and noted that everyone's views should be sought. In the past, the report has always gone to the main STACC meeting and been signed off there.

	The DFT response had been sent from EIG without recourse to STACC in line with set precedence. It was noted ten responses had been received along with ‘appended’ email responses already sent by various organisations. The EIG comment was “<i>we would not be making a choice as there is a broad range of needs</i>”. It was noted that important consultations had previously been an agenda item and requested this be reverted to. A member commented that EIG had always had an opportunity to comment [on dispensation reports] and advised a wider point to bring back discipline to working groups in that the three-monthly meeting schedule be adhered to with minutes presented at the STACC meeting. It was noted that minutes are prepared and sent out, the member commented that, previously, they were sent and also put on the website. • Recruitment for a new secretary and technical advisor is ongoing. • In advance of the October AGM, it was requested that a forward schedule of activities for the working groups be available to contribute to issues which should be covered in these groups. ACTION: ALL to consider and provide a forward schedule of activities for consideration at the AGM. It was noted that AIU is collating information from Stansted and Gatwick for the benchmarking report and a presentation is being prepared. From 11th July there will be a 24-hour bus service to Tottenham Hale; Tottenham and Harlow will see another bus being provided. b. User Experience Group - Graham McAndrew • No update. c. Transport Forum – John Pope • The cross-county train service refurbishment is due to be completed in November. • Long-term local road works are expected and alternative transport from Harlow should be considered. • It was confirmed there is a two-hourly bus service direct from Stansted to Peterborough during the day and it is not expected to revert to hourly until May 2025.
9	Airport Planning Update Strategic Planning and Investment AA gave a verbal update.

	Passenger Transport Levy Accounts FY24 <table><tr><td>PTL FY24 Income</td><td>£1,373,000</td></tr><tr><td>Area of Spend</td><td></td></tr><tr><td>Airport Commuter Centre - Provision and management of the commuter centre </td><td>£226,000</td></tr><tr><td>Bus Support - Staff shuttles including connecting a College service for those that arrive by public transport, and a Tottenham Hale bus services for early morning staff (leaving TH at 0130). - Rail strike contingency bus shuttles </td><td>£115,000</td></tr><tr><td>Airport Travelcard - Provision and management of the airport travel card </td><td>£96,000</td></tr><tr><td>Coach Station - Addition of seating with the station. - Additional signage within the station </td><td>£53,000</td></tr><tr><td>Annual Transport Forum Conference</td><td>£40,000</td></tr><tr><td>Marketing - Support in the marketing for bus and coach operators - Provide material for encouraging sustainable travel options for staff - Marketing of the airport's lift share scheme </td><td>£38,000</td></tr><tr><td>Transport Signage - Additional signage within the staff car parking for the lift share scheme - Additional signage highlighting other sustainable modes including cycling schemes </td><td>£18,000</td></tr><tr><td>Cycling - Provision of a shared cycle scheme which connects staff from Enterprise House to Coopers End Car Park </td><td>£13,000</td></tr><tr><td>Covid-19 Overspend The PTL was significantly reduced during the Covid pandemic however it remained that there were some costs to bare in order to support the Commuter Centre and Travelcard. Final instalment of the overspend during this period.</td><td>£328,000</td></tr><tr><td>Total</td><td>£927,000</td></tr><tr><td>Carry Over to FY25</td><td>£446,000</td></tr></table>	PTL FY24 Income	£1,373,000	Area of Spend		Airport Commuter Centre Provision and management of the commuter centre	£226,000	Bus Support - Staff shuttles including connecting a College service for those that arrive by public transport, and a Tottenham Hale bus services for early morning staff (leaving TH at 0130). - Rail strike contingency bus shuttles	£115,000	Airport Travelcard Provision and management of the airport travel card	£96,000	Coach Station - Addition of seating with the station. - Additional signage within the station	£53,000	Annual Transport Forum Conference	£40,000	Marketing - Support in the marketing for bus and coach operators - Provide material for encouraging sustainable travel options for staff - Marketing of the airport's lift share scheme	£38,000	Transport Signage - Additional signage within the staff car parking for the lift share scheme - Additional signage highlighting other sustainable modes including cycling schemes	£18,000	Cycling Provision of a shared cycle scheme which connects staff from Enterprise House to Coopers End Car Park	£13,000	Covid-19 Overspend The PTL was significantly reduced during the Covid pandemic however it remained that there were some costs to bare in order to support the Commuter Centre and Travelcard. Final instalment of the overspend during this period.	£328,000	Total	£927,000	Carry Over to FY25	£446,000	- There is a £1.37m transport levy with a surplus to carry over due to lag from COVID. - Services were maintained during COVID with no income generated. - There is a potential for £2m spend for the next financial year. - Utopia is the fund decreases with no money coming in although this is unlikely.
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10	Stansted Transformation Project & Future Security Programme Engagement Planning This was covered in the MD’s report.																											
11	Any other Business A member queried if the new secretary and technical advisor would be appointed by the next meeting? It was noted this is ongoing. A member requested the car parking be made simpler at Enterprise House with regard to security and ease of access. It was confirmed this would be via a key card.																											
12	Date and Time of Next Meetings 23rd October 2024 (AGM) (All 1400-1600) There being no other business the Chair closed the meeting at 3.52pm																											