

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 6.30 pm on 15 JULY 2002**

Present:- Councillors Mrs M A Caton, Mrs J F Cheetham, Mrs E J Godwin,
R A Merrion, R C Smith and P A Wilcock.

Also present:- Councillor R P Chambers.

Officers in attendance:- Mrs M Cox, W Cockerell, R Harborough,
B D Perkins and R M Secker.

Also in attendance:- Mr C Bush – Planning Director, Stansted Airport.

SA1 APPOINTMENT OF VICE-CHAIRMAN

RESOLVED that Councillor Mrs J F Cheetham be appointed Vice-Chairman of the Panel for the ensuing year.

Councillor Mrs Cheetham then took the Chair for the meeting.

SA2 APOLOGIES

Apologies for absence were received from Councillors A Dean, G Sell and A C Streeter.

SA3 MINUTES

The Minutes of the meeting of the Advisory Panel held on 22 April 2002 were agreed and signed by the Chairman as a correct record.

SA4 STANSTED AIRPORT UPDATE

The Chairman welcomed Mr Bush to the meeting. He reported comparative figures to the end of June this year compared with the same period in 2001. The number of passengers passing through the terminal was approximately 14.5 million, an increase of over 12%. The number of passenger ATMs had decreased by about 2.2%, which meant that the average passenger per aircraft had increased significantly from 93.5 to 107.4. There had been a 2.2% reduction in the amount of cargo carried and the cargo ATM figures had also decreased by 10%. There were fewer heavy cargo operators at the airport. New operators, including Federal Express and TNT, tended to carry more value/less bulky cargo. Noise and track keeping had improved over the last year.

There was still concern about on-street car parking in the areas surrounding the airport. BAA had written to the operators of the Airport Carz asking their drivers not to pick up passengers from the street. He asked Members, if they were aware of any such incidents, to record the date, time and the taxi number, if possible, in order to pursue the matter further.

BAA had consulted the Central Science Laboratory (part of DEFRA) about evergreen planting at the airport. It had concluded that dense conifer foliage could attract flocking bird species and increase the risk of bird strikes.

With regard to Chapter 3 Aircraft, European legislation currently required a 20% reduction per annum in this type of aircraft. This was expected to be English law by September 2003 but BAA had started to write to the airlines suggesting a voluntary phasing out before this date.

Chris Bush then mentioned the mode share targets. All companies at the airport were being encouraged to produce a travel plan. So far these had been completed by Meteor, KLM and the Hilton Hotel. Employees were being encouraged to use public transport and the car share scheme.

From 19 July a mobile paramedic would be based at the airport on a trial basis on the busiest days of operation.

Members then had the opportunity to question Mr Bush.

With regard to landscaping, Members asked whether it might be possible to plant conifers in the short term until the more established trees had had the chance to grow. Councillor Smith questioned whether the target for the phasing out of the Chapter 3 aircraft applied to 20% of the whole fleet or 20% of that type of aircraft. Chris Bush agreed to clarify this. Councillor Merrion questioned why the shoulder period appeared to be particularly busy. Mr Bush explained that the low cost airlines operated a four flights a day schedule and the first wave of aircraft usually went out at this time.

SA5

NIGHT FLIGHTS HEATHROW: GOVERNMENT APPEAL

A request had been received from a consortium of local authorities around London Heathrow Airport to donate to a fund to be used to oppose the Government's appeal over last October's landmark ruling on night flights delivered by the European Court of Human Rights. Relevant local authorities had been asked for a donation of £5,000. Councillor Wilcock, seconded by Councillor Merrion, moved that the donation should be made. Some Members were concerned that if night flights were reduced at Heathrow it might have a knock-on effect at Stansted and might be detrimental to this district. It was also a significant sum for this Council. Councillor Smith moved that the Council send a letter of support but that there be no financial contribution. The amendment was then put to the vote and was carried.

RECOMMENDED that no financial contribution be made but, a letter of support be sent to the Consortium.

It was agreed that the letter would be sent immediately and the Environment and Transport Committee be asked to ratify action taken at its next meeting.

SA6 **STACC MEETINGS**

Members received the Minutes of the STACC meeting held on 24 April and the agenda of the next meeting to be held on 17 July 2002. Members were asked to address any points of concern to Councillor Smith who would be attending the meeting.

SA7 **DATE OF NEXT MEETING**

The next meeting would be held at 7.30 pm on 14 October 2002 at the Council Offices, Saffron Walden.

The meeting ended at 7.30 pm.

Following the conclusion of the meeting, Members received presentations from the following people about their operations at Stansted Airport.

Des Morgan, Vice-President, Northern Europe, Federal Express
Phil Murphy, Head of Network, Logistic Solutions, Consignia (Royal Mail)
Captain Paul Llewellyn-Beard, Chief Pilot, Go