

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES  
LONDON ROAD SAFFRON WALDEN at 7.00PM on 18 JULY 2012**

Present: Councillors K Artus, J Cheetham, D Jones, M Lemon, K Mackman and J Rose.

Officers in attendance: M Cox (Democratic Services Officer), R Harborough (Director of Public Services), J Pine (Planning Policy/DM Liaison Officer) and A Taylor (Assistant Director Planning and Building Control).

**SAP1 ELECTION OF CHAIRMAN**

RESOLVED that Councillor J Cheetham be elected Chairman of the Advisory Panel for the ensuing year.

**SAP2 APPOINTMENT OF VICE –CHAIRMAN**

RESOLVED that Councillor K Artus be appointed Vice Chairman of the Advisory Panel for the ensuing year.

**SAP3 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

Apologies for absence were received from Councillors A Dean, D Perry and J Rich.

Councillor Cheetham declared a non - pecuniary interest as a Member of NWEHPA, SASIG and the Council's representative on STACC.

Councillor Artus declared a non-pecuniary interest as a representative on STAACC and on the Noise and Track Keeping Group at Stansted Airport.

Councillor Rose declared a non-pecuniary interest as the Council's substitute member on STACC.

**SAP4 MINUTES**

The minutes of the meeting held on 10 January 2012 were received and signed by the Chairman as a correct record subject to the word 'pleased' being substituted for the words 'not pleased' in the second paragraph on page 3.

SAP5

## **BUSINESS ARISING**

Councillor Artus updated progress on noise and track keeping and advised of plans to redesign the navigation instructions for Clacton 22 and Dover 4 routes. The new system aimed to keep the aircraft on the centre line and would have the effect of moving the tracking of planes slightly further north, which should be an improvement for the majority of residents. A trial of the new system would start after the Olympics.

At the last meeting, members had asked if the figures for the STAL travel survey could be supplied for East Hertfordshire as a comparison. Unfortunately most of these figures were only available at a county level although the map within the document did provide some more visual detail. The only comparison available was the percentage employed at the airport and this was 19% for Uttlesford and 25% for Herts.

SAP6

## **SOUTH EAST LOCAL ECONOMIC PARTNERSHIP: RESEARCH STUDY –GREATER SOUTH EAST AIRPORT CAPACITY 31 MAY 2012**

Members received a report which summarised the findings of a research study carried out by Parsons Brinckerhoff (PB) on behalf of the South East Local Enterprise Partnership (SELEP) into airport capacity in the Greater South East.

The report looked at a number of airports in the Greater SE region and asked questions about spare capacity, capacity for regional operation of long haul flights, demands for the coming decade, whether the region could remain competitive without the need for additional runways and whether a new hub airport was required in the medium to long term. The study made a number of recommendations which were set out in the report together with officers' comments in relation to Stansted Airport. The study identified 5mppa potential capacity at Stansted above the existing 35mppa planning limit but concluded that this would give no resilience.

The meeting of SELEP in June had considered the report and had made a number of recommendations on the lines that it supported effective utilisation of existing capacity, that a hub estuary airport would not meet short and medium term needs to address current business being lost and to encourage Government to make better use of regional capacity.

Members commented that when considering future capacity in the South East the airspace available was a significant constraint and they queried whether adequate consideration had been given to this in the study.

### **AGREED**

- 1 That the Panel notes the study findings and the resolution of the SELEP Full Board dated 22 June 2012.

- 2 A letter be sent to the South East Local Economic Partnership drawing attention to the Panel's concern that inadequate consideration had been given to airspace capacity.

Officers would draft a reply and circulate to members of the group.

SAP5

### **REDUCING THE ENVIRONMENTAL IMPACT OF GROUND OPERATIONS AND DEPARTING AIRCRAFT: AN INDUSTRY CODE OF PRACTICE 2012**

The working group was given details of a new Code of Practice that gave advice on 4 operational techniques aimed at improving the environmental impacts of aircraft during ground operations and departure phases of flight.

This Code would be relevant to Stansted Airport and it was suggested that STAL should assess its performance against compliance with the Code when it updated its Noise and Air Quality Strategies.

Councillor Artus cautioned against concentrating on reducing carbon emissions to the detriment of noise controls. He said that the relevance of each depended on how near the aircraft was to the airport and the Government should take this into account in its strategies.

#### **AGREED**

- 1 The Panel noted the report
- 2 The Panel requests that Stansted Airport Limited (STAL) reports on compliance with the code in updates to its Noise and Air Quality Strategies.

SAP6

### **DRAFT AVIATION POLICY FRAMEWORK CONSULTATION**

The Panel considered the recently published Draft Aviation Policy Framework, which set out the Government's objectives and policy for achieving a sustainable framework for UK aviation. The consultation would run until 31 October 2012.

The document set out proposals for the short, medium and longer term, although most reference was made to measures in the short term, up to 2020.

The call for evidence on the UK's hub capacity had been postponed to the end of 2012 deferring a decision on how airport capacity could be expanded in the medium to longer term. As an alternative the consultation encouraged stakeholders to submit specific evidence based proposals for consideration in identifying the medium and long term

steps needed to meet the Government's economic and environmental objectives for aviation.

SASIG had produced a summary of the key measures included in the proposed framework and this was circulated to the Panel. The matters relevant to Uttlesford were highlighted. Of particular note was the proposed liberalisation of the market to allow the airlines to pick up/ disembark international passengers at Stansted Airport on route to other destinations; and the improvement of surface access to the airport, particularly travel by rail. The main emphasis in the report was on better use of the existing UK airports.

The report set out a series of questions to be answered in the consultation response. Members would be sent a copy of the report and were asked to submit responses to be included in the draft report to the next meeting, which would be arranged for late September before the final response was approved by Cabinet on 25 October 2012.

**SAP7 PRESENTATION BY THERESA VILLIERS MP**

The Director of Public Services reported on the AGM of SASIG that had been attended by Theresa Villiers MP. She had reiterated the Government's position on the 3<sup>rd</sup> runway at Heathrow, the effective use of existing airport capacity and the current Government initiatives for increased resilience. A copy of the notes of the meeting would be circulated to members.

**SAP8 OTHER BUSINESS**

Councillor Artus questioned whether a full annual review of the activities of the Flight Evaluation Unit (FEU) was necessary, as he considered it would be more effective to target specific areas. The Planning Policy/DM Liaison Officer said he would check the wording of the obligation and report back to members.

The meeting ended at 8.15 pm.