

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.00PM on 20 SEPTEMBER
2012**

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

Officers in attendance: R Dobson (Democratic Services Officer), R Harborough (Director of Public Services) and J Pine (Planning Policy/DM Liaison Officer).

SAP9 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Rich, Rose and Wilcock.

*Councillor Cheetham declared her interest as a member of NWEHHPA.
Councillor Dean declared his interest as a member of SSE.*

SAP10 MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 18 July 2012 were received and signed by the Chairman as a correct record.

SAP11 MATTERS ARISING

(i) Minute SAP6 – South East Local Economic Partnership

The Planning Policy/DM Liaison Officer said he had written to the South East Local Economic Partnership as agreed, regarding the Panel's concern about the level of consideration that needs to be given to airspace capacity. No reply had been received.

**SAP12 CONSULTATION ON DFT'S DRAFT AVIATION POLICY
FRAMEWORK**

The Planning Policy/DM Liaison Officer presented a report inviting the Panel to consider the Council's response to the DfT's draft Aviation Policy Framework consultation. The consultation period was due to expire on 31 October 2012, therefore the response recommended by the Panel would be submitted to Cabinet on 25 October for ratification.

The Planning Policy/DM Liaison Officer highlighted the recent Cabinet reshuffle, which had resulted in a new Secretary of State for Transport being appointed. The Secretary of State had subsequently announced the setting up of an independent Commission under Sir Howard Davies tasked with identifying and recommending options for maintaining the UK's status as an international hub for aviation. An interim report was expected in 2013, with a final report due in 2015. The interim report would recommend immediate actions to improve the use of existing

runway capacity in the next five years,, but no significant change to the way Stansted Airport operated was anticipated.

Members remarked on the absence of any mention in the draft Framework of how to deal with airport capacity in the South East in the medium to longer terms.

Members considered the draft Framework response, commenting in particular on the following points:

Chapter 2 – Benefits of Aviation

Members considered whether to support the proposal to extend the UK's fifth freedom policy to include Stansted, that is, the right for an airline from one country to fly to another, pick up passengers and then fly on to a third country: Members agreed to this principle with the caveat that such flights should not take place during the night-time.

Members welcomed the review of rail access to airports, although wished to add that this review should not be at the expense of local commuters. The process should be used to inform how to best use the existing spare train path through the airport rail tunnel and timetable integration. They also felt that the review should look at the question of the cost of travel to London from Stansted Airport, which was felt to be disproportionately high. Members did note, however, that competition between rail and coach operators at the Airport is resulting in some savings for rail passengers.

Chapter 3 - Climate Change

Members felt it was important not to let the Government evade a commitment to tougher climate change targets by citing the difficulty of enforcing emissions targets globally. Aviation had this year become part of the EU carbon trading regime, and an aviation levy should be imposed with the fund used for carbon reduction rather than being paid direct to the Treasury.

Chapter 4 - Noise and other environmental impacts

Members were strongly in favour of continued Government regulation of noise at Stansted Airport. However, there was no "one size fits all" set of regulations, and what suited Heathrow and Gatwick might not suit Stansted.

Regarding a question on differential landing fees, the Panel expressed concern that the Government was losing sight of the importance of regulation to reduce noise. It was noted that neither the night quota nor QC ratings on planes had been changed for some years. Improvements to flight technology meant that the older limits were now essentially meaningless and very unlikely to be breached.

Councillor Artus said that at the Environment Issues Group meetings of the Stansted Airport Consultative Committee (STAAC) much work had been done in the past on noise abatement procedures, and it was clear from this work that there needed to be a balance between noise and carbon emissions at different stages of flight. It was important to consider noise as the priority whilst planes were in and around the Airport, and then to consider climate change once they were at a higher altitude. He was concerned that the Government's consultation did not seem to acknowledge that noise both during the day and at night was an issue. The priority around the Airport should be noise mitigation.

Regarding the response on helicopters, Members agreed the wording needed to be clearer.

Councillor Dean asked that officers investigate discussions which had taken place with the CAA which had been referred to in Parliament regarding an environmental obligation on airports and the possibility that this obligation could be passed on to airlines. Councillor Dean said it was important to consider in responding to the draft Framework that a future owner of the airport might possibly be less co-operative than the current one. It should not just be the Airport owner but also the airlines that should bear responsibility for environmental issues through landing charges.

The Chairman agreed a comment should be added to the draft response document to the effect that costs should be capable of being passed to airlines.

Chapter 5 – Working Together

Members commented that whilst STAAC worked very well, this was partly due to the fact that nothing contentious currently appeared on its agenda. The independence of the Committee could be enhanced by introducing recruitment of the Chairman by independent persons, although this was in no way a criticism of the quality of the current Chairman.

Councillor Artus said economic considerations would always prevail over any suggestions made by a group without real power. He reported on a meeting of the Corporate Affairs Group, which was an ad hoc group at which discussions were held with the Airport on commercial and economic issues.

The Planning Policy/DM Liaison Officer drew Members' attention to the response suggested to the question regarding the CAA's role in providing independent oversight of airports' noise management. Members commented that the CAA was two-thirds owned by the airlines, which suggested potential for a conflict. Therefore the response should be 'Yes, with reservations'.

Councillor Artus said change to a consultative body would be difficult without giving it regulatory powers.

Councillor Dean suggested a review of the role of the CAA should take place to see if it was independent and fit for the 21st century.

Councillor Artus suggested that a review could consider whether there should be an escalation route for any matter on which there was disagreement.

The Chairman noted the Planning Policy/DM Liaison Officer would incorporate all comments, and would add further comments arising from next week's technical workshop, and would then circulate the revised response to all members of the Panel. The finalised response would then be submitted to Cabinet on 25 October.

The Planning Policy/DM Liaison Officer gave a brief summary of a meeting he had attended about the London Airspace Management Project hosted by NATS.

SAP13 DATE OF NEXT MEETING

The date of the next meeting would be Thursday 10 January 2013 at 7pm.

The Planning Policy/DM Liaison Officer said he would invite a speaker to attend the meeting.

SAP14 ANY OTHER BUSINESS

Councillor Artus reported on proposals through AIG for different departure routes out of Stansted. He said it was likely that the trial would be starting in January as it took three months for notices of the trial to be published.

The meeting ended at 8pm.