

### THE STANSTED DEVELOPMENT CONSULTATION

1. The document opens with an emphasis on "the hugely important question of climate change around the world" and records BAA's active support for an emissions trading scheme as much more effective than blunt taxation and a key way of ensuring that aviation meets its full environmental costs. (p.2)
2. Stansted's forecast growth takes passenger numbers from 23.5 million in 2006 to nearly 70 million a year in 2030 (p.3)
3. The document gives details of the decisions taken on the location of the proposed runway, the on-airport development, the position of the extended airport boundary and the associated capital costs (p.5)
4. Master plans are explained. The term is used to describe each short listed two-runway configuration option that has been considered, including the masterplan detailed in the consultation document that it is intended to take forward by means of a planning application in Summer 2007. This is different from the "Airport Masterplan" which the Department for Transport has asked all airport operators to produce as a strategic plan for each individual airport. The Stansted Interim Airport Masterplan was published in Spring 2006 and the Final Airport Masterplan will be published in Summer 2007 (p.5)
5. BAA sent out a questionnaire to 43,000 local residents in February 2006 the results of which are analysed in the "Populus Report" (p.7)
6. Since the acquisition of BAA by ADI, a review of the project has been undertaken. The second runway development proposal which had been selected has been confirmed by that review (p.7)
7. The planning application will be for a new wide-spaced parallel runway, 3,048 metres long, located 2,200 metres to the south-east of the existing runway. The application will be based upon the two runways being operated in segregated mode (p.9)
8. The document explains that the principal capacity benefit of independent mixed mode operations is that the use of both runways for arrivals and departures allows the optional sequencing of aircraft of different sizes in order to reduce the separation distances between them and so get aircraft on and off the runways more quickly. This is not possible in segregated mode where all arriving aircraft use one runway and all departing aircraft use the other (p.10)
9. The forecast fleet mix for Stansted as it grows in the period to 2030 reflects the airport's long term future as the home for low-cost carriers. The airport would continue to have a high proportion of modern, similar sized short-haul aircraft. This means that the benefits of being able to manage the sequence of arriving and departing aircraft are smaller than they would be at, say, Heathrow where the percentage of heavy aircraft in the fleet mix is significantly higher than it is forecast to be at Stansted (p.10)

10. The decision to adopt segregated operations with an hourly rate of 86 movements was undertaken after consideration of some airspace considerations put forward by NATS. Two runways in segregated mode, generating 68 million passengers annually in 2030, are estimated to handle some 495,000 total aircraft movements. Of these, around 452,000 would be passenger air transport movements, some 28,000 would be cargo movements and the remainder would be other movements such as general aviation, military and positioning flights (p.11)
11. Because of the (generous) separation distance between the runways in the development proposal, it would be possible at some future date to change from segregated mode to partial mixed mode or independent mixed mode, subject to airspace considerations and the outcome of a planning application for development of additional land, together with a Compulsory Purchase Order for the acquisition of that land (p.11)
12. Alternate landings and take-offs on different runways (as is done at Heathrow) is not intended as no environmental benefit from doing so is seen at Stansted (p.12)
13. The airport boundary is to be extended to take in some 486 hectares of land for maximum airport development but highway and rail plans may create additional demands (p.13)
14. The airfield will be laid out to accommodate aircraft of up to B.747 size with 65 metre wingspans but with a safeguarded potential to introduce aircraft of the size of the A.380 with wingspans of up to 80 metres (p.13)
15. Extension of the airport boundary would result in the loss of 73 homes and 18 listed buildings and structures (p.15)
16. The number of people living in the new noise contour areas are expected to range from 3,886 within the 57 Leq contour to 182 within the 69 Leq contour. Two schools and two churches will be within the 63 Leq contour (p.15)
17. The cost of Phase 1 of the scheme is estimated to be £1,422 million (2005 prices) and the total cost £2,269 million (p.15)
18. The BAA forecast of 68 million passengers at a two runway Stansted Airport in 2030 assumes that a third runway at Heathrow would become operational around 2020 in line with Government policy. The possible introduction of mixed mode operations in any form at Heathrow would not change the BAA view of the need for the second runway project (p.22)

