

# What's the Rush?

| Comparing the current Stansted planning application by Manchester Airports Group (MAG) to the last similar planning application by BAA |  |  |
|--|--|--|
| Milestones   | Current MAG application                                | The G1 BAA application                         |
| Government policy support  | None – New Aviation White Paper expected Spring 2018   | December 2003                                  |
| Scale of application   | 35mppa to “approximately” 44.5mppa                     | 25mppa to 35mppa                               |
| Increment  | “approximately” 9.5mppa                                | 10mppa   |
| Assessment period  | 12 years to 2029<br>no interim assessment              | 26 years to 2030<br>with interim assessments   |
| Scoping report   | June 2017  | July 2004                                      |
| Deadline for responses to Scoping Report   | July 2017<br>(5 weeks)                                 | Nov 2004<br>(15 weeks)                         |
| Consultation   | No consultation document – just 8 x roadshow events.   | Full public consultation<br>July- October 2005 |
| Planning Application   | Autumn 2017 – just 4 or 5 months after Scoping Report. | April 2006 – 21 months after Scoping Report    |
| Spare capacity when application submitted  | 10mppa   | 2.5mppa  |

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# What's the Truth?

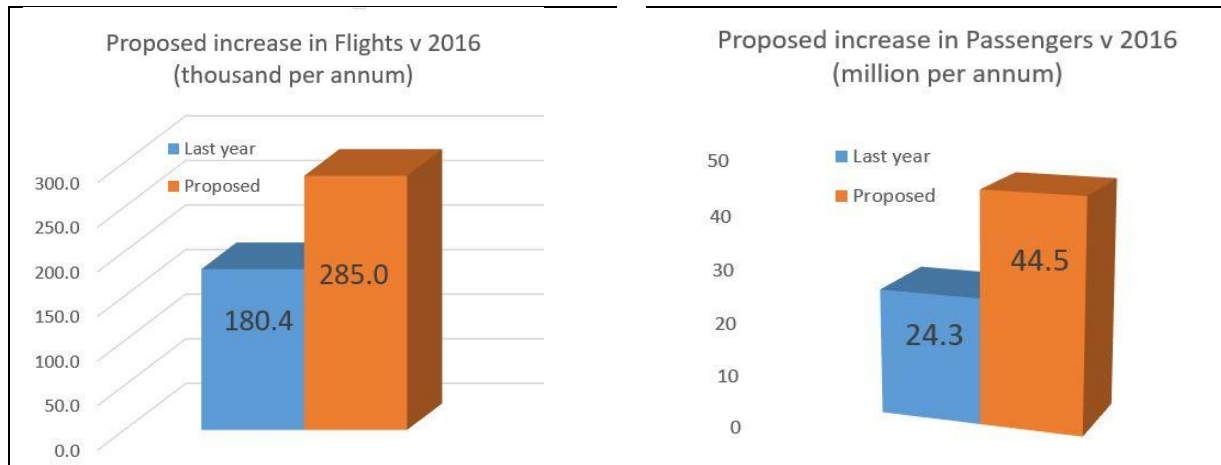
Here are some questions you might like to ask Stansted Airport Ltd.

- 1) What would be the increase in the number of flights, compared to the number we had last year?

**Answer:** 285,000 proposed v 180,400 in 2016 = an extra 104,600.

- 2) What would be the increase in the number of passengers, compared to the number we had last year?

**Answer:** 44.5 million proposed v 24.3 million in 2016 = an extra 20.2 million.



- 3) How many extra car journeys would there be to/from the airport compared to last year.

**Answer:** SSE's preliminary estimate is that the number of airport-related car/taxi journeys on an average September weekday would grow from about 36,000 in 2016 to about 65,000.

- 4) What would be the impact on local air quality? Compared to last year, how many more tonnes of nitrogen oxides and particulate matter would there be as a result of the additional flights and additional road traffic.

**Answer:** We do not yet know. Stansted Airport Ltd has not yet provided the air quality monitoring and modelling results needed to estimate these impacts.

- 5) What would be the impact on climate change? How many million tonnes of carbon dioxide would be produced by 285,000 flights per annum?

**Answer:** SSE's preliminary estimate is 2.2m tonnes of CO<sub>2</sub> per annum. After allowing for radiative forcing to reflect the greater climate change impact of CO<sub>2</sub> emissions at high altitude and the impact of non-CO<sub>2</sub> emissions, the figure rises to the equivalent of 5.5m tonnes of CO<sub>2</sub>.

- 6) What proportion of the employees at Stansted Airport are Uttlesford residents?

**Answer:** The most recent figures (2015) show that 18.3% of the airport's employees live in Uttlesford, including overseas employees living in temporary rented accommodation.

- 7) How dependent is Stansted Airport on its major airline customer? What proportion of all Stansted's passengers are flying just with Ryanair?

**Answer:** Ryanair last year accounted for about four out of every five Stansted passengers.

- 8) What are the main Brexit risks for Stansted in the future in terms of free access to EU airports and being able to recruit the staff needed by the airport and its airlines?

**Answer:** We do not yet know but there may be some significant future risks.

- 9) How much profit did Stansted Airport Limited make last year?

**Answer:** £98.7m before tax and £82.6m after tax (Year ended 31 March 2016).

- 10) What was Stansted Airport's revenue from airport car parking last year?

**Answer:** £55.0m (Year ended 31 March 2016).