

Question for applicant Deadline 7-09/01/24

Within the applicant's Phase 1 plans for passenger growth to 21.5 million passengers per annum (MPPA), there is no detail/reference as to how the extra aviation fuel required for that growth will be transported to/stored on the airport site.

The two current sites are space restricted for the addition of extra storage tanks, so the only logical conclusion is that supply will be maintained by tankered delivery as at present.

Could the applicant please provide details of how many daily tanker refuelling journeys are required to provide enough supply to the current throughput of 18 MPPA, and the requirement for executive aircraft movements?

Could this figure also include the return journeys of empty tankers returning to base?

Could the applicant then provide the same details for the extra movements required for the increase in flights to achieve 21.5 MPPA?

How will the applicant monitor/record the extra pollution delivered by this increase in road movements, and how will it mitigate that increase in pollution?

Phase 2 of the development details the building of a new fuel farm to the East of the new development. The reasoning behind this is that a branch pipeline could be run from an existing aviation fuel main pipeline that delivers supply to London Stansted airport.

London Stansted has recently received approval to increase their passenger cap from 35 MPPA to 43 MPPA.

Could the applicant please confirm that the capacity of that existing pipeline is sufficient to maintain the current Stansted supply, the extra capacity for that growth, and the additional demand from Luton airport?

Could the applicant confirm whether that when/if this new fuel farm site comes on line, the existing sites will still operate?

The applicant claims that sustainable aviation fuels will cut emissions from the expansion.

Could the applicant detail where any supplies of sustainable aviation fuels would be stored on the current storage sites? It is unlikely that all aircraft operators will use blends of these fuels and regular fossil fuels, so some form of separate storage facility will be required.

The applicant claims that emissions from aircraft from Phase 2 of the expansion should be cut by the introduction of next generation of aircraft, powered by electric/hydrogen/hybrid engine technology rather than current fossil fuel technology.

Could the applicant please provide details of how any electric aircraft will be recharged whilst on the parking aprons?

Could the applicant please provide details of where/how hydrogen will be delivered/stored/transported around the airport site?

The reasoning for my questions for the ExA

The applicant states on many occasions in the application, that they have “future proofed” this development, to hit binding environmental obligations.

I ask the points detailed because I believe they provide proof, that instead of “future proofing”, any development will just follow the trend of recent developments, which is “make it up as we go along, as cheaply as we can, for as bigger return of income than we can”.

The supply/storage/delivery of new technology aviation fuels will be keystones to any airport developments worldwide.

This application holds no details of how those will be delivered.

My reference to the capacity of the existing delivery pipeline to London Stansted is that if capacity is not sufficient, it could lead to a major development of that line, to add more capacity.

This would require major construction works along that line, which would impact the public amenity in areas well outside of those covered by the applicant.

There is, of course, an argument that no one knows how these new technologies will be delivered, so how can they feature in any development plans?

However, the applicant has focused publicity on how this development will be a world leader in sustainable airport developments, yet it has not included any provision for the points I have raised.

How can something be world leading, when it ignores completely the future developments which will directly lead to greener/carbon neutral aviation?