During 2009, Stansted Airport originally developed, consulted the public and produced a five year Draft Noise Strategy and Action Plan, which was adopted by the Secretary of State for Environment, Food and Rural Affairs. In 2013, DEFRA advised the airport that they had issued “Guidance for Airport Operators to produce noise action plans under the terms of the Environmental Noise (England) Regulations 2006 (as amended)” Update July 2013. This required the Airports Noise Action Plan to be updated to include the period 2013-2018. 

This Executive Summary of our Noise Action Plan is designed to demonstrate that Stansted Airport has fully met the requirements detailed in Annex V of Environmental Noise Directive 2002/49/EC.

This Plan has been developed using the data pack provided by DEFRA. The information contained within the Environmental Noise (England) Regulations 2006 (as amended) Airport Noise Action Planning Data Pack is subject to Crown Copyright 2009. It has been reproduced and acknowledged under the terms of this copyright.

The second round of Noise Mapping was completed in 2012, based on 2011 mapping data.

INTRODUCTION

STANSTED AIRPORT

<table>
<thead>
<tr>
<th>Noise source</th>
<th>Noise source owner</th>
<th>Influence role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Engines</td>
<td>Engine Manufacturers</td>
<td>Airlines, CAA, NATS, STAL</td>
</tr>
<tr>
<td>Approach</td>
<td>Aircraft and engine Manufacturers</td>
<td>Airlines, CAA, NATS, STAL</td>
</tr>
<tr>
<td>Take Off</td>
<td>Aircraft and engine Manufacturers</td>
<td>Airlines, CAA, NATS, STAL</td>
</tr>
<tr>
<td>Climb Out</td>
<td>Aircraft and engine Manufacturers</td>
<td>Airlines, CAA, NATS, STAL</td>
</tr>
</tbody>
</table>

Table 1: Noise sources at Stansted Airport

Stansted Airport is now owned by the Manchester Airport Group (MAG) and has a licence to operate the aerodrome at Stansted Airport.

As the responsible authority, Stansted Airport developed in 2009 a Draft Noise Action Plan and has now produced the updated plan. This plan was subject to formal adoption and approval by the Secretary of State for Environment, Food and Rural Affairs, in line with Environmental Noise (England) Regulations 2006 (as amended).

The Noise Action Plan is the responsibility of the aerodrome operator regardless of any changes in ownership. Noise comes from a variety of sources as shown in Table 1 below.

Category 26: instrument landing systems. In 2002 over 90 different aircraft types served the airport and in the overwhelming types being twin engine, medium sized, narrow bodied aircraft such as the Boeing 737/738 and the Airbus A319.

Over recent years we have welcomed the introduction of modern, quieter and more efficient aircraft such as the Boeing 777 and 747-8F.

Table 1: Noise sources at Stansted Airport
THE REGULATION OF AIRCRAFT NOISE IN THE UK

The Environmental (Noise) Regulations 2008 (as amended) are a key component of UK environmental noise legislation. They contain the noise criteria that aircraft must meet when operating in flight over noise sensitive areas.

Local Regulation

Our planning permission for the Generation 1 development includes conditions which limit the airport to 35 aircrafts per minute. It also limits the number of passenger air transport movements, cargo transport movements, and air transport movements to 2,433,000, 20,500 and 10,000 respectively. This planning permission also limits the area enclosed by the 150, 50 and 20 dB contours to 23,250, 4,910 and 2,300 hectares respectively. These specific noise-related controls within the planning permission are in line with the national policy and guidelines imposed from many International, European, National and Local Authorities (shown below).

NATIONAL AND EU REGULATIONS

- Aviation Policy
- Ground Power Unit’s (GPU’s)
- Ground running of aircraft engines.
- <50
- 2011
- 500
- 1,400
- Balanced Approach
- Differential charging regime which promotes quieter aircraft
- Residential noise insulation scheme.
- Noise related controls within the planning permission are in line with the national policy and guidelines imposed from many International, European, National and Local Authorities (shown below).

Table 1: Estimated number of people and dwellings above various noise levels, Lden

<table>
<thead>
<tr>
<th>Noise level (dB)</th>
<th>≥55</th>
<th>≥65</th>
<th>≥75</th>
<th>≥80</th>
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<tbody>
<tr>
<td>Number of people</td>
<td>2</td>
<td>10</td>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>Number of dwellings</td>
<td>750</td>
<td>550</td>
<td>250</td>
<td>100</td>
</tr>
</tbody>
</table>

As a designated airport layout Stansted is bound by the Government’s night flying restrictions. This limits the number of aircraft movements that can occur during the night period (23:00-05:00) to any season and the contamination rate that these operations can generate. All flights are categorised by the noise they generate. This known as the Glads Cover (GC) system. There are five scheduling restrictions of aircraft which are categorised in the noise GC groups i.e. GC0, GC40, GC70 and GC100. This regime has been consulted upon during 2013/14 and has been reviewed to cover the period to Summer 2018. Stansted Airport has strict departure noise limits in place which were set by the Government. These noise limits are set as 94dBA Lmax for any departure between 07:00-23:00, 95dBA Lmax for any departure between 23:00-02:30 and 96dBA Lmax for any departure between 02:30-05:00. This is measured in Stansted Airport’s dedicated noise track keeping system and the eight fixed community noise monitors.

The Noise Action Plan and this subsequent Executive Summary have used and referred to the data provided by STERNA. An example of information from this data pack is shown in Table 2. This table shows that within the A5/500 contour there are on average 9,400 people living within this area, reducing to 7,400 people in 2011.

COMPARE AS RESULTS OF 2006 AND 2011 NOISE MAPPING

This is known as the Glads Cover (GC) system. There are five scheduling restrictions of aircraft which are categorised in the noise GC groups i.e. GC0, GC40, GC70 and GC100. This regime has been consulted upon during 2013/14 and has been reviewed to cover the period to Summer 2018. Stansted Airport has strict departure noise limits in place which were set by the Government. These noise limits are set as 94dBA Lmax for any departure between 07:00-23:00, 95dBA Lmax for any departure between 23:00-02:30 and 96dBA Lmax for any departure between 02:30-05:00. This is measured in Stansted Airport’s dedicated noise track keeping system and the eight fixed community noise monitors.

Whilst we have focused the main Action Plan activities on the earlier 2006 maps, clearly shows that there has been a significant improvement in all areas. The progressive introduction of more modern and quieter aircraft types has made an important contributory factor to this improvement and Stansted now benefits from one of the most modern aircraft fleets in the world. In the current 2011 maps, which are set by the Government. These noise limits are set as 94dBA Lmax for any departure between 07:00-23:00, 95dBA Lmax for any departure between 23:00-02:30 and 96dBA Lmax for any departure between 02:30-05:00. This is measured in Stansted Airport’s dedicated noise track keeping system and the eight fixed community noise monitors.

Our Noise Strategy and Action Plan is very much about building on the sound foundations we already have in place.

For over a decade Stansted Airport Limited has been at the forefront of proactively monitoring and tackling community noise issues.

The Noise Action Plan and this subsequent Executive Summary have used and referred to the data provided by STERNA. An example of information from this data pack is shown in Table 2. This table shows that within the A5/500 contour there are on average 9,400 people living within this area, reducing to 7,400 people in 2011.

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MANAGING AND WHERE POSSIBLE REDUCING THIS NOISE IS A LONG STANDING COMMITMENT WITHIN STANSTED AIRPORT LIMITED (STA). STA currently spends over £600,000 per annum on these activities. Our Noise Strategy and Action Plan is very much about building on the sound foundations we already have in place.

For over a decade Stansted Airport Limited has been at the forefront of proactively monitoring and tackling community noise issues.

The current noise reduction and mitigation at Stansted cover a wide range of activities including:

- Maintaining and where possible reducing this noise is a long standing commitment within Stansted Airport Limited’s (STA) corporate responsibility agenda. Our commitment and work in this area has been formally recognized through the ISO14001 environmental accreditation, which includes the management of environmental noise.

As a designated airport layout Stansted is bound by the Government’s night flying restrictions. This limits the number of aircraft movements that can occur during the night period (23:00-05:00) to any season and the contamination rate that these operations can generate. All flights are categorised by the noise they generate. This known as the Glads Cover (GC) system. There are five scheduling restrictions of aircraft which are categorised in the noise GC groups i.e. GC0, GC40, GC70 and GC100. This regime has been consulted upon during 2013/14 and has been reviewed to cover the period to Summer 2018. Stansted Airport has strict departure noise limits in place which were set by the Government. These noise limits are set as 94dBA Lmax for any departure between 07:00-23:00, 95dBA Lmax for any departure between 23:00-02:30 and 96dBA Lmax for any departure between 02:30-05:00. This is measured in Stansted Airport’s dedicated noise track keeping system and the eight fixed community noise monitors.

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THE NOISE ACTION PLAN

We believe that the actions in the Action Plan are appropriate, considering the development the airport has to operate is safe, successful and cost-effective. All operations within the parameters set by Government and regulatory bodies.

In developing our original Noise Action Plan, STAL carried out extensive public consultation on a draft Noise Action Plan. STAL held a series of public meetings at the London Stansted Airport to obtain the views of stakeholders and the public.

The draft Noise Action Plan was subsequently submitted to Parliament to allow some Parish Councils to submit their responses following GEC. STAL will continue to work closely with the EIG to keep traffic away from the most built up areas.

The EIG said ‘Monitoring the airport’s performance in meeting plan commitments is a key issue. EIG considers that noise is predominantly a local issue which is best tackled by the local community’. Government statements indicate that that the development of alternative metrics is seen as a local issue involving the airport and the local authority, the plan should set out how the airport will ensure that the annual report meets their reporting needs.

EIG has previously registered its potential concern that new medium and long haul services of growth will be managed. EIG made previous comments that were considered and where appropriate included in this document where appropriate.

‘the plan does not refer to helicopter noise. Although noise from helicopters is not identified as a significant noise control, the draft does refer to the noise controls. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why. The EIG felt the plan should clearly reflect progress made so far with a clear indication of commitments met and those that haven’t been met and the reasons why.'
Night Noise

We have increased the surge level for night operations. This particularly lies outside the Stansted Preferred Runways and will increase the surge level again in 2016. As previously mentioned STAL has introduced a twinned fire truck and increased the base level of fire for approach which increased the developer noise limits. It is also weighted for night operations. Our response time to the noise complaint is still the quickest in the country. Currently the largest noise limit has been £5000.00. This has influenced operators to reduce the engine fit on the twin- engine type flying in low noise areas where there is a multiple option available and to look replacing the engines.

As stated earlier, we will review the developer noise limits through the AWAC technical working group. We continue to work proactively with our complainants to the Government Noise Scheme.

Mitigation Schemes

Our Noise Insulation Scheme has been maintained and has increased to remove responsibilities and the introduction of a £12,500 take-up from qualifying properties.

We have reviewed our website policy which is now published on the Stansted Airport website.

All night and early morning flights are subject to a new policy of noise control and runway switching if infringements are directed to the Stansted Airport Officer. We meet with our Local Planning Authority on a quarterly basis and feel this is best placed to raise awareness of Aerodrome Safeguarding.

Monitoring and Reporting

We continue to investigate all complaints and in 2011 agreed target response times with the NTKWG. Our response time performance is measured quickly at these meetings along with our complaint statistics. We also present in annual complaints analysis report to the NTKWG representatives.

Our long standing community noise monitoring program continues with most recent studies undertaken at Wareside and Saffron Walden. The results and analysis in these reports are published on the Stansted Airport website. We report our Noise Action Plan targets in the Sustainability Report. This report is independently audited and published annually.

Policy and Planning

Our quarterly meetings with local planning authorities remain a valuable mechanism for awareness of airport related activities. This is also provides the airport with the opportunity to discuss current planning applications or subsequent planning developments. As previously mentioned AWAC has continued its collaborations and we welcome guidance in respect of the planning of Aeroports.

We have removed a separate action we felt is not related to noise mitigation. This refers to the exit and approach noise contour/surcharge/audited for local planning applications. We now refer all early evening arrivals to a quarterly basis and this is being piloted to raise awareness of Aerodrome Safeguarding.

Continuous Improvement

London Stansted is delighted to be hosting the first UK based RNP (Required Navigation Performance) trial. In 2011, under a project for the CAA to establish a CAA based RNP1 departure trial. It is our intention to implement RNP1 departure routes on a permanent basis following.

Our charging policy continues to meet minimum deviation is excess of 46% for Chapter 4 aircraft compared to similar Chapter 4 high aircraft. This is reviewed as an opportunity to the Sustainable Aviation Departure Code of Practice we will continue to address this in 2016.

In 2012 we have reviewed a new basis of the Noise Abatement Zone (NAZ) over current NAZ compared to the UK NAZ. This NAZ has also been updated to reflect the increased bases recently agreed with the Community Trust on an annual basis.

We have seen so far on the two trial routes has been exceptional and shows significant improvement in accurate track keeping. We will review this level again in 2016.

Effective Communication

Our website has undergone significant changes and improvements in the display of noise monitor readings, general speed and responsiveness of the service and provision for expanded services.

We have developed and published a suite of factsheets covering a wide range of areas including unacceptable levels of noise in our long standing community noise monitoring program. Detailed arrival and departure track reports are also now available every two years and we regularly review and update our Directors Notices relating to noise management.

As previously mentioned, Stansted Airport and our new parent company MVA-5 are both signatories to Sustainable Aviation Code. This has provided an ideal forum to facilitate sharing of best practices and service management techniques between other airports and aircraft operators.

We work with our NTVWG representatives as a quarterly basis to address precursor concerns and work together to improve the overall noise impact of aircraft operators.

We have continued to invite local resident and interested parties to the airport to see first-hand the work of the FEU and how noise controls are implemented and enforced. We are disappointed that not all of these have been invited and we continue to look to opportunity to visit us.

We have added two new actions to this section: “To report on the UK Government Civil Aviation Authority’s ability to utilise metrics to better describe noise impacts” and “To engage our local Consultative and Community Committee in the London Airspace Management Project Review”. We will report on our progress against these actions in the future.

We use a set of performance indicators to monitor our progress in achieving our Noise Action Plan targets. For the first time such an analysis is still in its infancy, being only two years since adoption, but this is a valuable mechanism for awareness of airport related activities.

Our performance against these indicators will be regularly reviewed internally through our environmental governance structure. During the planning period of this Action Plan, we may add or remove the range of performance indicators to reflect improvements which enable us to better manage the Airport noise impacts.

We will publish our performance against the performance indicators in our annual Corporate Responsibility Report.

Since the formal adoption of our Noise Action plan in 2011 London Stansted has made significant progress in delivering the actions within the Plan. It is acknowledged that the plan has had a significant period of time to make a difference and it is clear that the noise impacts within the Area have already been achieved.

A copy of the Adopted Stansted Noise Strategy and Action Plan 2011-2016 will be available for the Site for the Site and can be found on the following website: www.stanstedairport.co.uk/Noise

Table 3: Key performance indicators

<table>
<thead>
<tr>
<th>Reference number</th>
<th>Key performance indicator</th>
<th>2010 Baseline</th>
<th>2011 Baseline</th>
</tr>
</thead>
<tbody>
<tr>
<td>KP1</td>
<td>Percentage of Chapter 4 operated aircraft</td>
<td>36.6%</td>
<td>46.0%</td>
</tr>
<tr>
<td>KP2</td>
<td>Population inside the £500 contour (%)</td>
<td>64.0%</td>
<td>63.0%</td>
</tr>
<tr>
<td>KP3</td>
<td>Population inside the 48dB Lnight contour</td>
<td>6800</td>
<td>5900</td>
</tr>
<tr>
<td>KP4</td>
<td>Areas inside the £500 (£1) daytime contour not more than 22.5 dB</td>
<td>28.2</td>
<td>21.2</td>
</tr>
<tr>
<td>KP5</td>
<td>Number of infringements of the Optimal departure noise limit</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>KP6</td>
<td>Percentage of aircraft achieving a CAA (24 hour period) or lower</td>
<td>82.82%</td>
<td>96.42%</td>
</tr>
<tr>
<td>KP7</td>
<td>Number of aircraft on track (all hours)</td>
<td>98.10</td>
<td>99.07%</td>
</tr>
<tr>
<td>KP8</td>
<td>Number of individuals making noise related complaints</td>
<td>190</td>
<td>120</td>
</tr>
<tr>
<td>KP9</td>
<td>Number of infringements related to all working days</td>
<td>104</td>
<td>85.8</td>
</tr>
</tbody>
</table>

The information above is based on self reported data.