There are four main tiers of regulation which govern aircraft noise in the UK: International, European, National and local.

The following diagram summarises the tiers of aircraft noise regulation affecting operations at Stansted.

**INTERNATIONAL REGULATION**

The International Civil Aviation Organisation (ICAO) is a specialised agency of the United Nations, created with the signing in Chicago, on 7 December 1944, of the Convention on International Civil Aviation. It aims to develop the principles and techniques of international civil air navigation and foster the planning and development of international air transport.

One of ICAO’s chief activities is the establishment of international standards, recommended practices and procedures regarding the technical fields of aviation, including aircraft noise. After a standard is adopted, it is put into effect by each ICAO member state in its country.

ICAO has set progressively tighter certification standards for noise emissions from civil aircraft, known as chapters. The chapters set maximum acceptable noise levels for different aircraft during landing and take-off. For example, aircraft falling within chapter 2 have been banned from operating within the EU since 1st April 2002, unless they are granted specific exemptions. The vast majority of civil aircraft now operating fall within Chapters 3 and 4, which are quieter than the previous Chapter 2 aircraft.

All new aircraft manufactured from 2006 onwards must meet the requirements of Chapter 4. The standard for Chapter 4 has been set at 10dB below that of Chapter 3. Further details regarding these standards can be found at www.dft.gov.uk and www.caa.co.uk.

ICAO also requires member states to adopt a “balanced approach” to aircraft noise management. This balanced approach considers:

- Reducing aircraft noise at source
- Land planning use
- Changes to operational procedures
- Restrictions on the use of the noisiest aircraft.

Further details of the ICAO “Balanced Approach” can be found at www.icao.int/env/noise.htm

**EUROPEAN REGULATION**

The European Union (EU), through the European Civil Aviation Conference (ECAC), is working towards a common aviation policy in Europe. The EU has issued various directives relating to the management and control of environmental issues and is increasingly assuming responsibility for the regulation of aircraft noise standards. Member States are obliged to comply with the requirements of the directives and incorporate them into national legislation.

The relevant directives for aircraft noise management are:

- **EC Directive 92/14/EEC** - This directive banned Chapter 2 aircraft from landing in the EU from 1st April 2002.
- **EC Directive 2002/30** - This directive has:
  - Introduced discretionary powers to restrict the operation of marginally compliant Chapter 3 aircraft, where circumstances support this measure
  - Requires the publication of environmental noise objectives for the Airport
  - Requires the adoption of a balanced approach to noise management, including the four elements agreed by ICAO.
- **EC Directive 2002/49 (“Environment Noise Directive”)** - This directive requires Member States to create noise maps from all transport sources in urban areas by 2007 and to adopt action plans to manage noise by 2008. The directive also aims to harmonise methods for measuring noise across the EU.
**NATIONAL REGULATION**

The UK government has an important role in setting and developing policy framework for aircraft noise control at UK airports and achieves this in various ways:

**Acts of Parliament and regulations**

The UK government ratify Acts of Parliament and regulations which address aircraft noise. The relevant legislation is detailed below:


- **The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003** - These regulations turn EU directive 2002/30 into UK law. They apply to major airport operators with over 50,000 civil jet aircraft movements a year and reflect the adoption of the ICAO balanced approach to managing aircraft noise.

- **Aeroplane Noise Regulations 1999** - These regulations define the noise certificate requirements for both propeller and jet aeroplanes registered in the UK.

- **Aircraft Night Noise Regulations** - Following a lengthy consultation, the DfT has implemented three specific noise abatement objectives for the current night flight regime for designated airports which run from 2006 to 2012:
  - Minimise sleep disturbance resulting from overflight of the noisiest types of aircraft
  - Mitigate the effects of noise, in particular sleep disturbance. This will be done by encouraging the Airport to adopt night noise related criteria in order to determine which residents of domestic or noise sensitive premises should be offered insulation schemes
  - To limit the 6.5 hour 48dBA Leq contour (for the winter and summer seasons combined) to 38km² by 2011-2012.

- **Aeronautical Information Package (UK AIP)**
  This provides specific controls for managing aircraft noise at each UK airport.

**Planning policy**

Government policy for aircraft noise also includes land use and planning policies. These are set out in planning policy guidance (PPG) note 24, which gives advice to local authorities on how the planning system can be used to minimise the adverse effects of aircraft noise. It outlines the main considerations which local authorities should take into account when determining planning applications.
Environmental noise objectives
In June 2006, the Secretary of State published long term statutory environmental noise objectives for Heathrow, Gatwick and Stansted airports.

ANASE - Attitudes to Noise from Aviation Sources in England
This was a social study commissioned by the DfT in 2002 aimed at reassessing people’s attitudes to aircraft noise, reassessing Leq as a measure of annoyance and to determine the financial value of noise. The final report was published in 2007, together with the comments of peer reviewers and is available at www.dft.gov.uk

LOCAL REGULATION - AIRPORT PLANNING CONDITIONS AND OBLIGATIONS
As well as government legislation, additional noise-related controls are introduced by local planning authorities as part of the planning system. At Stansted Airport these Air and Ground Noise conditions and obligations include restrictions of use of Auxiliary Power Units (APU’s), Ground Power Unit’s (GPU’s) and the ground running of aircraft engines.

In addition, the planning permission for the G1 development includes conditions which limit the Airport to 35 mppa and limits on the number of passenger air transport movements, cargo air transport movements and non air transport movements of 243,500, 20,500 and 10,000 respectively. This also limits the area enclosed by the 57dB(A) Leq16hr (07:00-23:00) noise contour to 33.9 sqkm.
The full details are available to view in our Noise Action Plan at www.stanstedairport.com/noise

FURTHER INFORMATION
If you would like further information, please contact the airport:

- Website: Make an enquiry, view an aircraft track or log a noise complaint: www.stanstedairport.com/noise
- By e-mail: stanstednoiseline@stanstedairport.com
- By telephone: 0800 243 788 (answerphone service only)
- By post: Flight Evaluation Unit Enterprise House
London Stansted Airport
Stansted
Essex CM24 1QW