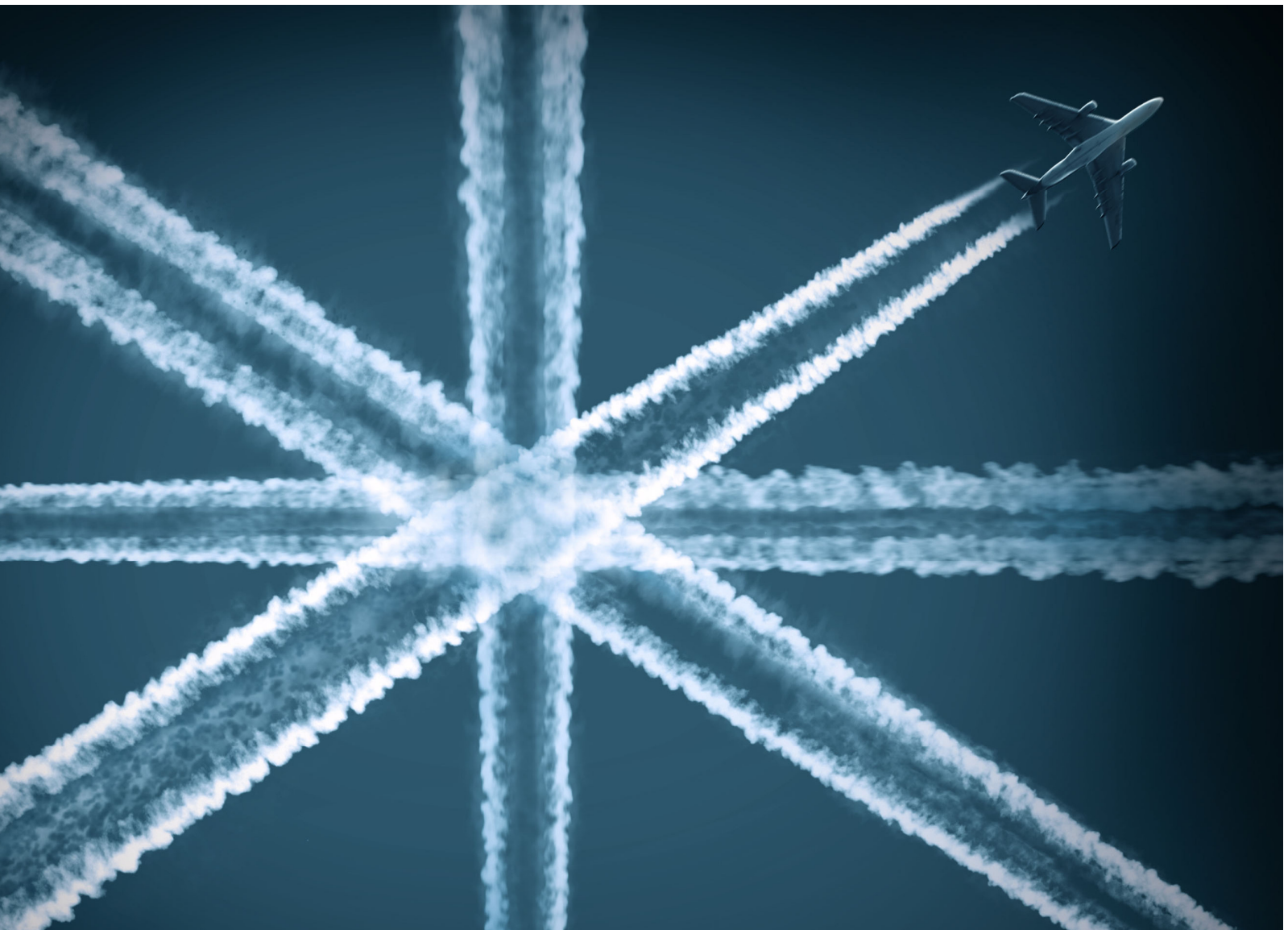




# Noise Abatement Summary 2013-14

Airline performance against AIP Noise  
Abatement Criteria



## Introduction

Under Section 78(1) of the Civil Aviation Act 1982, London Stansted Airport is a noise designated airport by virtue of the Civil Aviation (Designation of Aerodromes) Order 1981, and as such Noise Controls are set by the UK Government.

Details of the noise regulations are cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2007.

The exact requirements for Noise Abatement are detailed and published in the UKAIP<sup>1</sup> under section 2.21, Noise Abatement Procedures, which includes specific performance requirements for Arriving and Departing aircraft.

Statistics relating to the noise abatement performance at London Stansted are published annually in the airports annual Corporate Sustainability Report<sup>2</sup>,

For the purposes of this document, the noise abatement requirements have been broken down individually and the Passenger and Cargo operators have also been separated. This report covers the period April 2013 - March 2014.

## Noise Abatement Procedures

As described in the UKAIP, there are 4 main noise abatement procedures that are monitored as follows

- 1000ft infringements
- Departure Noise Limits
- Departure Track Keeping
- Continuous Descent Arrivals

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<sup>1</sup> [http://www.ead.eurocontrol.int/eadbasic/pamslight-F108E0CD2F96AOC22086F9D45EE08F19/7FE5QZZF3FXUS/EN/AIP/AD/EG\\_AD\\_2\\_EGSS\\_en\\_2013-04-04.pdf](http://www.ead.eurocontrol.int/eadbasic/pamslight-F108E0CD2F96AOC22086F9D45EE08F19/7FE5QZZF3FXUS/EN/AIP/AD/EG_AD_2_EGSS_en_2013-04-04.pdf)

<sup>2</sup> <http://www.stanstedairport.com/about-us/stansted-facts-and-figures/our-performance/sustainability>

## 1000ft infringements

The requirement states that after take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 ft aal (Above Aerodrome Level) at 6.5 km from start of roll as measured along the departure track of that aircraft.

## Departure Noise Limits

London Stansted has 8 fixed noise monitors, 4 at each end the runway.

The departure noise Limits are set as follows

- Daytime – 94dBA Lmax between 07:00 and 23:00 local time
- Shoulder Periods – 89dBA Lmax between 06:00 – 07:00 and 23:00 – 23:30 local time
- Night Time – 87dBA Lmax between 23:30 and 06:00 local time

Any aircraft that exceeds these limits within the time period stated is fined and all monies transferred to the Stansted Airport Community Trust.

## Departure Track Keeping

All aircraft except propeller driven with a Maximum Take Off Weight below 5,700kg are required to follow a Noise Preferential Routing (NPR) until a minimum height where they can be vectored by ATC onto another heading.

All routes have a minimum 4,000ft amsl requirement except the 04BUZAD and 22BUZAD NPR's which are 3,000ft amsl between 06:00 and 23:30 local time due to interaction with air traffic from other London Airports.

## Continuous Descent Arrivals

Where the aircraft is approaching the aerodrome to land on Runway 22<sup>3</sup> it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.

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<sup>3</sup> Due to current airspace restrictions around the Brookmans Park area to the south-west of the airport, continuous descent approach is only possible on runway 22, landing from the north-east

Other noise abatement procedures are detailed in the UKAIP, such as Instrument Landing System – Joining Point procedures. These other measures are reported to NATS (National Air Traffic Services) on a monthly basis and form part of a contractual performance.

NATS and aircraft operators have a direct influence on Noise Abatement, and some procedures only work with close co-operation of the aircraft commander and Air Traffic Control.

Where we believe the primary influence lays are detailed below.

1000ft – Aircraft Operator

Departure Noise Limits – Aircraft Operator

Departure Track Keeping – Aircraft Operator and NATS

Continuous Descent Arrivals – Aircraft Operator and NATS

## Monitoring

London Stansted has invested in a complex Noise and Track Keeping system, ANOMS. A community flight track replay is also provided by way of another product called Webtrak, and data within Webtrak is publically available for up to 3 months.

You will see variances in the data tables. Performance and nonconformance against the Noise Abatement objectives are magnified if the operator only has a small number of operations per month. Generally, this applies to our cargo operators who have far less aircraft movements than our larger passenger operators. Also, not all operators will have operated for a whole calendar year, so the results have been averaged for the whole time the airline operated. Additionally, an operator is only included if they have operated at least minimum of ten arrivals and ten departures in one calendar month.

## 2013-14 Results – Passenger Operators

1000ft @ 6.5km from Start of Roll compliance

<b>Operator</b>	<b>% Compliant</b>
Air Berlin	100
Aurigny	100
Aegean	100
Belle Air	100
easyJet	100
German Wings	100
Pegasus	100
Ryanair	100
Thomas Cook	100
Thomson Airways	100

Departure Noise Limits (% of departures that did not exceed any limit)

<b>Operator</b>	<b>% Compliant</b>
Air Berlin	100
Aurigny	100
Aegean	100
Belle Air	100
easyJet	100
German Wings	100
Pegasus	100
Ryanair	100
Thomas Cook	100
Thomson Airways	100

## Departure Track Keeping

<b>Operator</b>	<b>% Compliant</b>
Air Berlin	98.12
Aurigny	97.50
Aegean	85.71
Belle Air	88.14
easyJet	99.67
German Wings	98.20
Pegasus	99.56
Ryanair	99.82
Thomas Cook	96.85
Thomson Airways	99.32

## Continuous Descent Arrival – Runway 22 only

<b>Operator</b>	<b>% Compliant</b>
Air Berlin	84.05
Aurigny	88.85
Aegean	100
Belle Air	92.19
easyJet	94.06
German Wings	90.68
Pegasus	91.07
Ryanair	98.98
Thomas Cook	94.14
Thomson Airways	96.38

## Total Noise Abatement for Passenger Operators

<b>Operator</b>	<b>% Compliant</b>
Air Berlin	95.54
Aurigny	96.59
Aegean	96.43
Belle Air	95.08
easyJet	98.43
German Wings	97.22
Pegasus	97.66
Ryanair	99.70
Thomas Cook	97.75
Thomson Airways	98.92

## 2013-14 Results – Cargo Operators

1000ft @ 6.5km from Start of Roll compliance

<b>Operator</b>	<b>% Compliant</b>
ABX	100
Air Contractors	100
Atlas Air	97.97
Atlantic Airlines	100
Fedex	100
Global Supply Systems	99.49
Jet2	100
Martinair	100
Swiftair	100
Titan	99.81
UPS	100

## Departure Noise Limits (% of departures that did not exceed any limit)

<b>Operator</b>	<b>% Compliant</b>
ABX	100
Air Contractors	100
Atlas Air	100
Atlantic Airlines	100
Fedex	99.58
Global Supply Systems	99.84
Jet2	100
Martinair	100
Swiftair	100
Titan	100
UPS	100

## Departure Track Keeping

<b>Operator</b>	<b>% Compliant</b>
ABX	92.48
Air Contractors	95.97
Atlas Air	90.91
Atlantic Airlines	94.87
Fedex	99.43
Global Supply Systems	91.86
Jet2	99.87
Martinair	96.12
Swiftair	95.96
Titan	98.68
UPS	99.05



### Continuous Descent Arrival – Runway 22 only

<b>Operator</b>	<b>% Compliant</b>
ABX	83.61
Air Contractors	85.59
Atlas Air	67.38
Atlantic Airlines	89.70
Fedex	89.80
Global Supply Systems	87.22
Jet2	87.34
Martinair	87.32
Swiftair	66.53
Titan	89.18
UPS	97.21

### Total Noise Abatement for Cargo Operators

<b>Operator</b>	<b>% Compliant</b>
ABX	94.02
Air Contractors	95.39
Atlas Air	89.07
Atlantic Airlines	96.14
Fedex	97.20
Global Supply Systems	94.60
Jet2	96.80
Martinair	95.86
Swiftair	90.62
Titan	96.92
UPS	99.06

## Total Noise Abatement compliance for all Operations

<b>Operator</b>	<b>% Compliant</b>
Ryanair	99.70
UPS	99.06
Thomson Airways	98.92
easyJet	98.43
Thomas Cook	97.75
Pegasus	97.66
German Wings	97.22
Fedex	97.20
Titan	96.92
Jet2	96.80
Aurigny	96.59
Aegean	96.43
Atlantic Airlines	96.14
Martinair	95.86
Air Berlin	95.54
Air Contractors	95.39
Belle Air	95.08
Global Supply Systems	94.6
ABX	94.02
Swiftair	90.62
Atlas Air	89.07