

STANSTED AIRPORT SUSTAINABILITY REPORT DATA TABLE (2008 - 2012)

Measure	Measure unit	2008	2009	2010	2011	2012	Change from previous year	Commentary
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CLIMATE CHANGE

STAL Direct CO ₂ Emissions (Energy consumption and vehicles)	Tonnes of CO ₂ per annum	54,241	51,585	50,167	48,184	46,826	-2.82%	Figures recalculated from 2007-2011 due to revised 2012 DEFRA conversion factors.
Aircraft in Landing & Take Off Cycle CO ₂ Emissions	Tonnes of CO ₂ per annum	233,866	216,493	201,673	186,456	181,056	-2.90%	
Passenger Transport CO ₂ Emissions	Tonnes of CO ₂ per annum	169,300	163,699	173,887	165,916	150,447	-9.32%	2011 and 2012 figures revised using new 2012 DEFRA passenger transport emissions calculator.
Staff Transport CO ₂ Emissions	Tonnes of CO ₂ per annum	33,813	24,540	29,910	26,682	22,591	-15.33%	
Airside Fuel Use - Third Party CO ₂ Emissions	Tonnes of CO ₂ per annum	7,799	9,160	7,080	6,946	6,547	-5.75%	
Waste & Water CO ₂ Emissions	Tonnes of CO ₂ per annum	5,882	5,258	9,455	668	543	-18.75%	In 2012 DEFRA adopted a new methodology for calculating carbon emissions from waste treatment and disposal.
Business Travel CO ₂ Emissions	Tonnes of CO ₂ per annum	50	29	37	37	57	53.28%	Increase in business travel emissions in 2012 vs 2011 is due to improved data and ability to determine emissions.
Total Carbon Footprint Scope 1,2 & 3	Tonnes of CO ₂ per annum	504,951	470,764	472,210	434,889	408,066	-6.17%	
Total CO ₂ per passenger	kg of CO ₂ per passenger	23	24	25	25	23	-6.71%	

AIR QUALITY (HIGH HOUSE FORM)

NO ₂ annual mean	µg/m ³	24	24	25	22	26	18.18%	
NO ₂ 1 hour mean above 200ug/m ³	Number of exceedences	0	0	0	0	0	0.00%	
PM ₁₀ annual mean	µg/m ³	17	19	21	15	19	26.67%	
PM ₁₀ 24 hour mean above 50ug/m ³	Number of exceedences	2	2	3	2	8	300.00%	PM ₁₀ contributions were influenced by a source to the east at higher wind speeds. The consultants found that the highest PM ₁₀ concentrations at Stansted 3 were not associated with the airport but could have been as a result of nearby major roads or agricultural activity.
Benzene annual mean	µg/m ³	0.76	0.77	1.04	Not measured	Not measured		Following 3 years of very low readings it was decided to stop continuously monitoring this metric.

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AIR QUALITY (RUNWAY)

NO ₂ annual mean	µg/m ³	21	21	19	19	19	0.00%	
NO ₂ 1 hour mean above 200µg/m ³	Number of exceedences	4	13	0	1	0	-100.00%	

NOISE

% departures on track on each individual Noise Preferential Route 4,000ft	No flights on track / total flights	96.03%	98.03%	97.95%	98.43%	98.30%	-0.13%	
% departures on track on each individual Noise Preferential Route 3,000ft	No flights on track / total flights	99.00%	99.39%	99.80%	99.85%	99.83%	-0.02%	
% departures on track all flights	No flights on track / total flights	97.38%	98.64%	98.76%	99.07%	98.95%	-0.12%	
Flights on track on Route 22 Buzad	No flights on track / total flights	98.80%	99.30%	99.77%	99.82%	99.79%	-0.03%	
Flights on track on Route 22 Clacton	No flights on track / total flights	97.64%	98.79%	98.73%	99.11%	99.22%	0.11%	
Flights on track on Route 22 Dover	No flights on track / total flights	93.84%	98.46%	98.75%	98.67%	98.37%	-0.30%	
Flights on track on Route 04 Buzad	No flights on track / total flights	99.20%	99.50%	99.68%	99.62%	99.65%	0.03%	
Flights on track on Route 04 Clacton	No flights on track / total flights	98.84%	98.51%	98.81%	98.92%	98.89%	-0.03%	
Flights on track on Route 04 Dover	No flights on track / total flights	92.00%	94.58%	94.58%	95.31%	95.66%	0.37%	
Number Noise Infringements Day (0700-2300)	Number of infringements	2	6	2	2	1	-50.00%	
Number Noise Infringements Night (2300-0700)	Number of infringements	1	21	19	22	4	-81.82%	
CDA Compliance 24hr (Runway 22 only)	No CDA arrivals / total arrivals	not previously published	not previously published	93.78%	94.42%	94.63%	0.22%	
Area within 57 Leq contour	km ²	29.1	24.1	22.5	21.2	Not yet available	-5.78%	Change based on 2011 vs 2010.
Area within 57 Leq contour per 100,000 pax	km ² / 100,000	0.13	0.12	0.12	0.12	Not yet available	-3.15%	Change based on 2011 vs 2010.
Population within the 57 Leq contour	Population in '000's	2.9	1.5	1.4	1.25	Not yet available	-10.71%	Change based on 2011 vs 2010.

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NOISE (continued)

No. of enquires regarding aircraft event	Number of enquiries	2,305	2,125	1,745	881	742	-15.78%	
No. Individuals making enquiry	Number of individuals	914	666	545	368	305	-17.12%	
Night Quota - QC 2 aircraft	Number of QC movements by QC2 aircraft	743	693	578	576	500	-13.19%	
Night Quota - QC 4 aircraft	Number of QC movements by QC4 aircraft	6	0	14	15	1	-93.33%	
Night Quota - Total QC	Number of QC movements by all aircraft	6,759	5,491	5,587	5,238	5,326	1.68%	
Number night time movements	Number of aircraft flights	9,975	8,705	9,200	8,410	8,293	-1.39%	

WASTE

Total tonnage of general waste collected per annum	'000's kg	5,400	4,689	4,574	5,042	4,704	-6.71%	
Waste (kg) per pax arisings	kg	0.24	0.24	0.24	0.28	0.27	-3.39%	
Total tonnage of general waste landfilled	'000's kg	3,981	1,981	1,624	1,705	1,358	-20.33%	
% of general waste landfilled	landfill waste / total waste	73.72%	42.25%	35.51%	33.81%	30.00%	-11.26%	
Total tonnage of general waste recovered for energy generation	'000's kg	New in 2009	1,065	1,093	399	399	0.00%	
Total tonnage of general waste recycled	'000's kg	1,419	1,642	1,857	2,459	2,415	-1.78%	
% of general waste recycled	general waste recycled / total waste	26.28%	35.04%	40.59%	48.76%	51.00%	4.58%	
Total tonnage of green waste composted on-site	'000's kg		New in 2010	1,437	999.3	548	-45.16%	
Total airport waste (general and green waste)	'000's kg	New in 2009	5,385	6,010	6,041	5,511	-8.78%	
Total airport waste recycled and composted	'000's kg	New in 2009	2,339	3,294	3,458	3,223	-6.80%	
% of total airport waste recycled or composted	airport waste recycled & composted / total waste	New in 2009	43.44%	54.79%	57.24%	58.50%	2.20%	

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WASTE (continued)

% of total airport waste landfilled	landfill airport waste / total waste	New in 2009	36.79%	25.03%	28.21%	25.00%	-11.39%	
% of airport waste diverted from landfill	All airport waste streams			New for 2011	71.79%	75.00%	4.48%	

ENERGY

Grid Electricity	kWh	93,690,662	90,832,036	86,529,097	84,637,247	81,947,394	-3.18%	
CHP electricity	kWh	1,221,732	759,672	0	0	0		
Gas	kWh	16,828,046	15,273,684	20,385,089	14,595,709	13,179,645	-9.70%	
Biomass Woodchip Tonnes	Tonnes	769	2,285	2,267	2,000	2,175	8.75%	
Biomass generated	kWh		5,800,041	7,527,263	6,354,325	6,644,982	4.57%	
Total annual airport energy consumption	kWh	110,518,708	111,905,761	114,441,449	105,587,281	101,772,021	-3.61%	
Energy per passenger	total energy kWh / annual passengers	4.95	5.61	6.16	5.85	5.53	-5.51%	
CO ₂ equivalent (tonnes) derived from airport electricity, gas and biomass consumption (recalibrated with latest DEFRA conversion factors)	Tonnes of CO ₂ Per Annum	53,370	50,711	48,942	46,586	45,214	-2.95%	Historic CO ₂ e for electricity has been recalculated based on latest DEFRA emissions factors for previous years.
CO ₂ e per pax	kg of CO ₂	2.41	2.70	2.90	2.99	2.62	-12.26%	

WATER

Total annual airport water consumption	Cubic metres	720,568	680,579	625,953	420,860	412,630	-1.96%	
Water consumed per pax	Litres	32.26	34.11	33.72	23.33	23.64	1.35%	
No. of surface water samples exceeding glycol discharge limits	Number of Samples			New in 2011	0	0		
% of surface water quality samples showing values within discharge consent parameters	Percentage	97.37%	95.95%	86.61%	95.25%	96.50%	1.31%	
% of trade effluent samples showing values within discharge consent parameters	Percentage			New in 2011	98.70%	100.00%	1.3%	

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SURFACE ACCESS

Number of travelcard sales		1,225	1,253	1,217	1,368	15,625	1042.18%	As of 2012, Stansted started to record total yearly sales of travelcards as opposed to a sample month.
Number of carshare members		1,299	1,637	1,731	1,642	877	-46.59%	In 2012 Stansted moved over to a new carshare system and employees that were no longer employed at the airport were removed from the database.
% of staff not arriving by single car journey		Next Survey is in 2009	28.3%	Next Survey is in 2011	30.10%	Next survey in 2013		
% passengers arriving by public transport		46.9%	49.6%	47.80%	48.90%	50.80%	3.89%	
Private Car		42.1%	38.3%	40.10%	38.50%	36.20%	-5.97%	
Hire car		2.7%	3.3%	3.00%	3.20%	2.70%	-15.63%	
Taxi / mini cab		7.9%	8.2%	8.50%	9.30%	10.10%	8.60%	
Bus / coach		21.2%	23.5%	22.50%	23.80%	26.80%	12.61%	
Rail		25.7%	26.1%	25.30%	25.10%	24.00%	-4.38%	
Other		0.4%	0.5%	0.40%	0.20%	0.20%	0.00%	

STANSTED AIRPORT LIMITED (STAL) AS AN EMPLOYER

Number women employed by STAL		550	525	546	612	563	-8.01%	
Number men employed by STAL		833	793	790	795	735	-7.55%	
Age mix of employees <20		14	11	12	23	8	-65.22%	
Age mix of employees 20 -29		284	262	238	252	194	-23.02%	
Age mix of employees 30 - 39		302	291	286	297	283	-4.71%	
Age mix of employees 40 - 49		428	409	425	436	417	-4.36%	
Age mix of employees 50 - 59		284	268	281	299	290	-3.01%	

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STANSTED AIRPORT LIMITED (STAL) AS AN EMPLOYER (continued)

Age mix of employees 60 +		71	77	94	100	106	6.00%	
Ethnic diversity (by %) Asian All		73	70	71	68	64	-5.88%	
Ethnic diversity (by %) Black All		24	20	19	20	19	-5.00%	
Ethnic diversity (by %) Chinese - All		5	4	4	4	3	-25.00%	
Ethnic diversity (by %) White - All		1,233	1,177	1,200	1,272	1,179	-7.31%	
Ethnic diversity (by %) Mixed - All		15	16	16	17	13	-23.53%	
Ethnic diversity (by %) Other		12	10	9	10	10	0.00%	
Ethnic diversity (by %) Unallocated		21	21	17	16	10	-37.50%	
Length of Service <1		105	55	104	162	23	-85.80%	
Length of Service 1 - <2		242	98	41	83	113	36.14%	
Length of Service 2 - <3		242	225	89	37	76	105.41%	
Length of Service 3 - <5		175	302	414	283	104	-63.25%	
Length of Service 5 - <10		321	362	387	512	598	16.80%	
Length of Service 10 - <15		88	92	115	141	193	36.88%	
Length of Service 15 - <20		170	121	63	45	44	-2.22%	
Length of Service 20 - <30		36	56	116	138	141	2.17%	
Length of Service 30 +		4	7	7	6	6	0.00%	

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ECONOMY AND JOBS

Number of people employed at the airport		Around 12,000 inc. BAA Staff	10,859	Next Survey is in 2011	10,231	Next survey in 2013		
Number of companies working at the airport		Around 180	199	Next Survey is in 2011	190	Next survey in 2013		
Number of terminal passengers (ppa MAT)		22,337,535	19,951,738	18,564,662	18,042,374	17,456,700	-3.25%	
Cumulative number of passengers (ppa MAT)		22,337,535	19,951,738	18,588,913	18,073,220	17,497,387	-3.19%	
Number of passenger air traffic movements		166,493	145,841	143,335	126,763	121,128	-4.45%	
Number of cargo air traffic movements		10,654	10,392	10,184	10,147	10,271	1.22%	
Number of other movements		16,174	11,635	11,809	11,440	11,931	4.29%	
Total number of ATMs		193,321	156,233	155,144	148,350	143,330	-3.38%	
Number of routes (scheduled and chartered)		149 (as at dec 08)	144 (as at Dec 09)	132 (as at Dec 10)	128 (as at Dec 11)	128 (as of Dec 12)	0.00	
Number of airlines (scheduled and chartered)		29 (as at Dec 08)	19 (as at Dec 09)	12 (as at Dec 10)	13 (as at Dec 11)	12 (as of Dec 12)	-1.00	

HEALTH & SAFETY

Staff reportable incidents		10	21	9	8	5	-37.50%	
Staff Non reportable incidents		337	323	356	153	63	-58.82%	
Fires		2	1	1	1	6	500.00%	The 2012 figure accounts for non-significant fires of which there were six in 2012.
False Alarms		102	87	75	60	64	6.67%	
Completion of senior management HS&E tours		68	62	86	83	153	84.34%	

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COMMUNITY

Number of S106 commitments delivered on time		99% (Real Time Information in Coach station expected to be complete in Spring 2009)	100%	100%	100%	100%	0.00%	
Number of airport visits by education establishments					New in 2012	27		
Number of vacancies filled by the Employment and Skills Academy					New in 2012	485		
Monies paid to Stansted Airport Community Trust		£100,000	£100,000	£100,000	£100,000	£105,350	5.35%	£100,000 per year plus RPI commitment up to Jan 2015.

PASSENGER EXPERIENCE

Percentage of passengers processed through security within 10 minutes			New in 2010	98.19%	97.85%	98.00%	0.15%	
Percentage of passengers processed through security within 15 minutes		New in 2009	99.00%	99.67%	99.28%	99.74%	0.46%	
Number of occurrences when the maximum calculated average queue length in any 15 minute time period is greater than 30 minutes			New in 2010	0	1	3	200.00%	Severe winter weather on 5 February 2012 resulted in number of security officers being unable to get into work leading to significant queues at the Central Search operation.