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 1: Noise sources at 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>Aircraft Engines (Testing)</td>
<td>Airlines</td>
<td>STAL</td>
</tr>
<tr>
<td>Construction Activities</td>
<td>Construction Company</td>
<td>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>Taxi</td>
<td>Engine Manufacturers</td>
<td>NATS, STAL</td>
</tr>
<tr>
<td>Climb Out</td>
<td>Aircraft and engine Manufacturers</td>
<td>Airlines, CAA, NATS, STAL</td>
</tr>
<tr>
<td>Ground Handling</td>
<td>Ground Handling Companies</td>
<td>NATS, CAA, STAL</td>
</tr>
</tbody>
</table>

Table 1: Noise sources of Stansted Airport

Category 26 instrument landing systems. In 2009, over 90 different aircraft types served the airport with the overwhelming types being twin-engine medium and narrow body aircraft such as the Boeing 737/800 and the Airbus A319. Over recent years we have welcomed more efficient aircraft such as the Boeing 777 and 747-8F.

Airport Authority

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

As the responsible authority, Stansted Airport developed in 2009 Draft Noise Action Plan and has now produced this updated plan. This was subject to formal adoption and approval by the Secretary of State for Environment, Food and Rural Affairs, in line with Environmental Noise 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.
As a designated airport London Stansted is bound by the Government’s night flying restrictions regime. This limits the number of aircraft movements which can occur during the night period 23:30-06:00 (all local time). This is measured in Stansted terms as 94dB(A) Lmax for any departure between 07:00-23:00, and 89dBA Lmax for any departure between 23:00-23:30 and 07:00-23:00, which are set by the Government. These noise limits are set as part of the Quota Count (QC) system. There are further scheduling restrictions of aircraft which are categorised in the noisiest 10% of all aircraft movements and are categorised by the noise they generate. This is known as the Generic Class (GC) system. There are already scheduling restrictions of aircraft which are categorised in the next 15% (also GC) and the quietest 85% (also GC) of aircraft movements.

Noise Action Plan: For over a decade Stansted Airport Limited has been at the forefront of proactively monitoring and tackling community noise. Managing and where possible reducing this noise is a long standing commitment by Stansted Airport Limited (STAL) corporate responsibility agenda. Our commitment and our investments in implementing the Quota Count (QC) System, Noise Action Plan and other noise related activities, together with the successful outcome of the results of the 2011 noise mapping, shows the importance of this contribution to the improvement and mitigation of aircraft noise at Stansted.

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

We believe that the actions in the Action Plan are appropriate, considering the existing noise levels at the airport and the potential for future growth in passenger numbers. The plan sets out a clear framework for improving noise levels and reducing the impact of aircraft on local communities.

The plan focuses on a range of strategies to reduce noise levels, including

- Introducing new operational procedures to limit noise emissions from aircraft
- Implementing noise abatement procedures for departures and arrivals
- Developing a night movement restriction to reduce noise levels during the night
- Launching a community consultation to gather feedback on the plan

In addition, the plan includes a commitment to monitor and review the effectiveness of the noise reduction measures on a regular basis. This will ensure that the airport continues to make progress towards achieving the noise reduction targets set out in the plan.

We believe that the noise action plan is a key component of London Stansted's commitment to reducing its environmental impact and improving the quality of life for local communities. We encourage all stakeholders to support the implementation of this plan and to work together to achieve the goals set out in it.

The 2013 Update

In developing our original Noise Action Plan, STAL carried out a comprehensive consultation process. This was followed by a limited consultation with the Airport Consultative Group (AEG) in November 2013 and their comments and suggestions were considered and included in the updated version of the plan.

In 2011, STAL carried out a consultation on the Draft Noise Action Plan on Friday 12th June 2009. It lasted for 3 weeks and sought views on a number of key issues, including

- The commitment to a noise action plan
- The approach to noise management
- The effectiveness of the plan

Consultation of the updated plan was limited to a small number of interested parties and the comments received were considered and included in the final version of the plan.

We believe that the 2013 Update to the Noise Action Plan is an important step towards achieving our noise reduction targets. We encourage all stakeholders to support the implementation of this plan and to work together to achieve the goals set out in it.
Night Noise

We have increased the surface level for night operations. Fort-pastilly lies outside the Stansted Preferred Flight Path and will receive increased noise level again in 2016. As previously mentioned STA has introduced a timed flying ban and increased the base level of noise to Fort-pastilly which exceed the departure noise limits. This is also weighted for night operations to conform to the noisiest day standard. Currently the largest fine has been £5800.00.

This has influenced operators to operate the regime for the same type aircraft flying at night as operators where there are multiple options available and is likely to result in an increased level of complaints.

As stated earlier, we will receive the departure noise limits through the ANWAC technical working group. We continue to work closely with our colleagues in the Government noise regime.

Mitigation Schemes

Our Noise Insulation Scheme has been reformed and has increased to reduce sea plane noise and the baseline for this is in a 2dB take-up from queuing planes.

We have reviewed our viable policy which is now published on the Stansted website. All noise and advice to residents in noise and walking down aircraft with being improved are intended to the Stansted Airport website. taxiway noise community noise monitoring reports. Detailed arrival and departure noise maps are available in excess of 40% for chapter 4 aircraft compared to similar estimates for reasonable level of performance indicators to the NTKWG. The results and analysis in these reports will be published on the Stansted website. A copy of the Adopted Stansted Noise Strategy and Action Plan Revised for 2013-2018 can be found on the airports website: www.stanstedairport.com/noise.

Policy and Planning

Our quarterly meetings with local planning authorities remain valuable to discuss any planning or infrastructure changes.

It is also provides the airport with the opportunity to discuss future capacity and planning issues with the Department of Transport so as to ensure that our planning and development is consistent with the Department’s planned growth for London. We also meet with Environment Agency on a quarterly basis and bring the best and most informed noise management expertise to our local planning and development.

Continuous Improvement

London Stansted is delighted to be hosting the first UK based RNP1 (RNP 0.3) trial date. After agreeing to a trial for the CAMBOT in order to test if the trial was technically feasible for use in the domestic departure route, OR RNP 0.3 (RNP 1.0) route and have undertaken two years of development and testing. We are now ready for trials and will update our Directors Noise Committee on the progress.

As previously mentioned, Stansted airport and our new parent company MA-GP put both signatories to Sustainable Aviation. It has provided us with a clear focus for reducing noise and improving the noise impact of aircraft operations. Our charging mechanism continues to set a minimum differential between aircraft types in order to set a baseline for the future and included our key performance indicators.

We have added two new actions to this section, “To work in partnership with the CAA to establish ideas for revised metrics to better describe noise impacts” and “To engage our customers and Consultative Committee on the London Airspace Management Project”. We will also report on our progress against these new actions in the future.

We use a set of performance indicators to monitor our progress against our noise action plan. We use a set of performance indicators to monitor our progress against our noise action plan. We use a set of performance indicators to monitor our progress against our noise action plan. Our performance against these indicators is regularly reviewed internally through our environmental governance structure. During the first year of this Action Plan, we may add or adjust the range of performance indicators to align with any changes which enable us to better manage the Airport noise impacts.

We will publish our performance against the selected performance indicators in our 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 is a very ambitious one and more work will need to be undertaken in the years ahead. The policies and measures which have been developed and published a suite of fact-based community noise impact statements for each of the new night noise routes. We have identified a number of potential actions to the NTKWG. The results and analysis in these reports will be published on the Stansted website. A copy of the Adopted Stansted Noise Strategy and Action Plan Revised for 2013-2018 can be found on the airports website: www.stanstedairport.com/noise.

Chapter 3 high aircraft. This is reviewed As a signatory to the Airport Operators Group’s (AOG) Noise Management Framework, we are committed to: improve the overall noise impacts of airport operations.

Our charging mechanism continues to set a minimum differential between aircraft types in order to set a baseline for the future and included our key performance indicators.

Table 3: Key Performance Indicators

Reference Number | Key performance indicator | 2010 Results | 2011 Baseline
--- | --- | --- | ---
K2 | Percentage of Chapter 3 aircraft operated | 32.0% | 35.0%
K3 | Population 6100,000 above contour of 85 dBA and 75% exceed the 85 dBA contour | 75.0% | 75.0%
K4 | Population inside the 85 dBA contour | 65.00 | 65.00
K5 | Assess inside the 75 dBA (50 hour day equivalent contour) to exceed the 55 dBA contour | 28.2 | 21.0%
K6 | Number of infringements of the Opsnote departure noise band | | |
K7 | Number of infringements of the Opsnote departure noise band | | |
K8 | Number of aircraft exceeding a 55 dBA contour for 25 years | | |
K9 | Number of aircraft on track (all routes) | 98.10 | 99.07%
K10 | Number of individuals making noise related complaints | 98.10 | 98.10
K11 | Number of infringements of the Opsnote departure noise band | | |
K12 | Number of aircraft exceeding a 55 dBA contour for 25 years | | |
K13 | Number of individuals making noise related complaints | 98.10 | 98.10
K14 | Number of infringements of the Opsnote departure noise band | | |
K15 | Number of aircraft exceeding a 55 dBA contour for 25 years | | |
K16 | Number of individuals making noise related complaints | 98.10 | 98.10

2006 Baseline 2011 Baseline