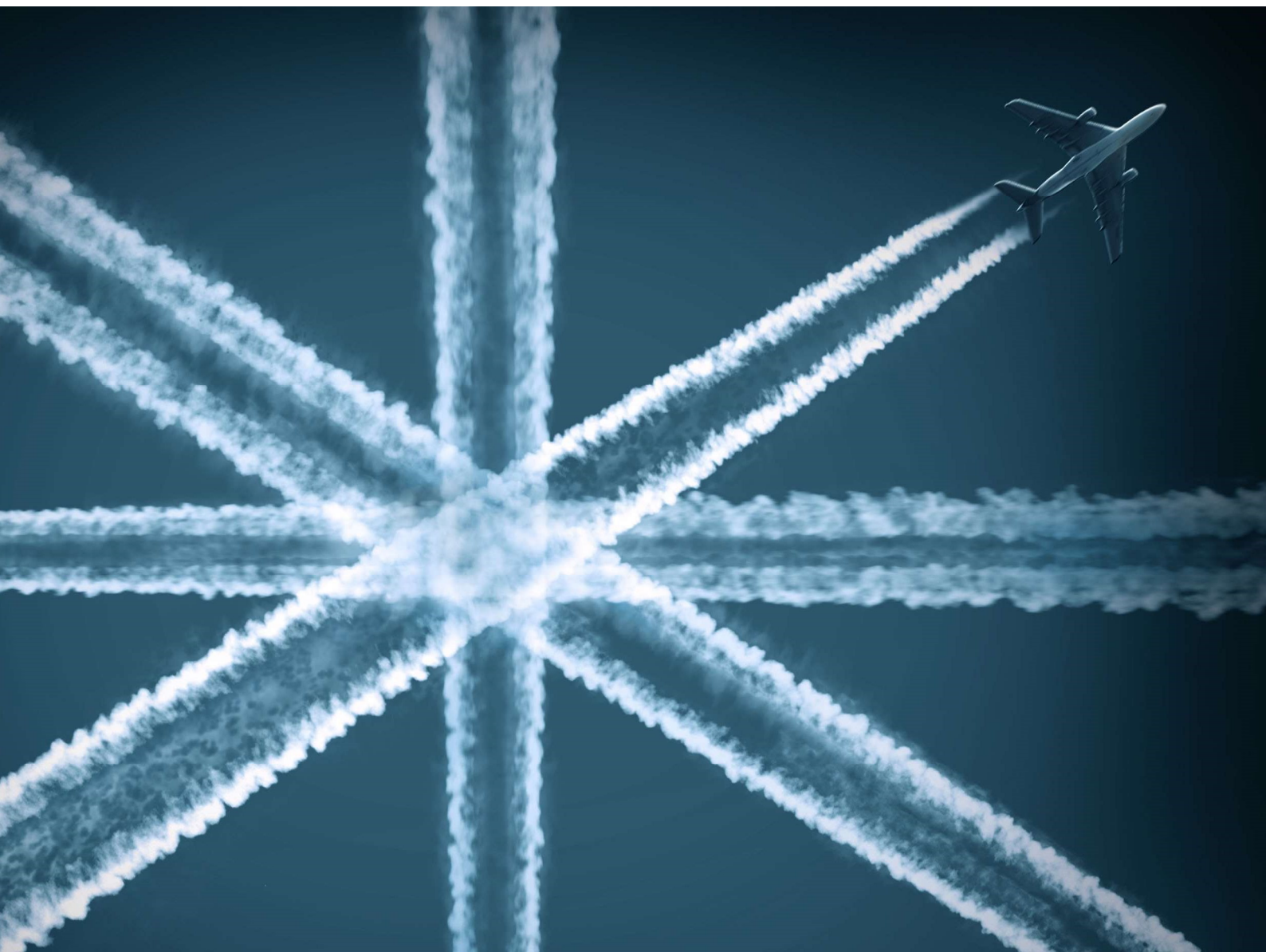




Noise Abatement Summary 2017 - 2018

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 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,

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

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

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 22¹ it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.

¹ 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 for each procedure is 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.

2017-18 Results – Passenger Operators

Airline	1000ft	Departure Noise Limit	% CDA	% Track Keeping	Total Noise Abatement Compliance
Ryanair	100	100	98.95	99.88	99.71
Tui Airways	100	100	96.01	99.61	98.91
Jet2	100	100	94.74	99.76	98.63
EasyJet	100	100	94.41	99.91	98.58
Thomas Cook	100	100	94.19	99.14	98.33
Pegasus	100	100	92.31	99.16	97.87
German Wings	100	100	87.9	99.34	96.81
AtlasJet	100	100	87.17	97.82	96.25
Cobalt Air	100	100	86.55	98.14	96.17
FlyBe	100	100	84.42	100	96.11
BA CityFlyer	100	100	84.41	99.2	95.90
Aurigny	100	100	86.18	97.2	95.85
Air Moldova	100	100	87.57	95.69	95.82
EuroWings	100	100	82.91	98.13	95.26
Loganair	100	100	77.26	99.47	94.18
BMI Regional	100	100	76.6	98.22	93.71

2017-18 Results – Cargo Operators

Airline	1000ft	Departure Noise Limit	% CDA	% Track Keeping	Total Noise Abatement Compliance
UPS	100	100	96.08	99.29	98.84
DHL	100	100	92.21	99.03	97.81
FedEx	100	100	91.35	99.36	97.68
Titan Airways	100	100	90.15	99.72	97.47
Qatar Airways	100	100	85.89	98.76	96.16
SwiftAir	100	100	88.04	96.53	96.14
Etihad	100	100	82.43	100	95.61
Asiana	100	100	84.44	95.69	95.03
Atlantic Airlines	100	100	79.55	99.58	94.78
Cargologic Air	100	100	79.17	96.67	93.96
MartinAir	100	100	76.32	98.18	93.63
Cargolux	100	100	73.75	94.14	91.97
China Southern	100	100	66.38	98.68	91.27
Astral Aviation	100	100	66.67	93.75	90.11
Atlas Air	97.41	99.13	57.83	96.55	87.73

2017-18 Results –All Operators

Airline	1000ft	Departure Noise Limit	% CDA	% Track Keeping	Total Noise Abatement Compliance
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Tui Airways	100	100	96.01	99.61	98.91
UPS	100	100	96.08	99.29	98.84
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