SUPPLEMENTS TO THE UNITED KINGDOM AIP

S 3/2001

Information Date:

23 January 2001

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NOTES:
(a) All times are UTC.
(b) References are to the UK AIP.
(c) Information, where applicable, should also be used to amend appropriate charts.

S 3 AMENDMENT TO THE NOISE ABATEMENT PROCEDURES FOR LONDON GATWICK, LONDON HEATHROW AND LONDON STANSTED

1 From **25 February 2001,** the Noise Abatement Procedures for London Gatwick, London Heathrow and London Stansted will be amended as shown at Annexes A, B and C to this Supplement. These annexes will amend the Noise Abatement Procedures in item AD 2.21 of the UK AIP AD 2-EGKK, AD 2-EGLL and AD 2-EGSS respectively.

AD 2-EGKK
AD 2-EGLL
AD 2-EGSS

AED, DETR

Date of Publication: **8 February 2001**

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EGKK AD 2.21 – NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982
Whereas:
(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Gatwick Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Gatwick Airport – London;

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Gatwick Airport – London (Noise Abatement Requirements) Notice 2001 and shall come into operation on 25 February 2001.

2 The Gatwick Airport – London (Interim Noise Abatement Requirements) Notice 1999 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Gatwick Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

(1) 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 at 6.5 km from start of roll as measured along the departure track of that aircraft.

(2) The sites of the noise monitoring terminals relating to Gatwick Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 1: Russ Hill	TQ 2227 3923	54 m	*510821N	0001513W
Site 3: Orltons	TQ 2166 3878	57 m	*510807N	0001545W
Site 5: Oaklands Park Farm	TQ 2170 3939	52 m	*510924N	0000700W
Site 4: Moat House	TQ 3180 4140	4 m	*510827N	0001542W
Site 6: Bellwood	TQ 3176 4177	3 m	*510936N	0000702W

(3) Subject to sub-paragraphs (6) and (7) below, any aircraft other than Concorde and those specified in sub-paragraph (4) shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(4)(a) This sub-paragraph applies to those aircraft having one of the following aircraft registration marks:

AP-AXF, OD-AFD, OD-AHC, OD-AHD, OD-AHE, OD-AHF, OD-AGD, OD-AGO, OD-AGP, OD-AGS, OD-AGX, OD-AGY, ST-AMF, YR-ABA, YR-ABC,3D-AFR, 3D-ADV, 9G-MKA, 9G-MKC, 9G-MKF, 5X-JEF, 5X-JET.

(b) Subject to sub-paragraphs (6) and (7) below any aircraft to which sub-paragraph (4) applies shall, after take-off, be operated in such a way that it will not cause more than 97 dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(5) Subject to sub-paragraphs (6) and (7) below, any aircraft other than Concorde shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (from 2300 to 0700 hours local time) **and**, with effect from 0100 hours on 25 March 2001, that it will not cause more than 87 dBA Lmax during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(6) The limits specified in sub-paragraphs (3), (4) and (5) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Description	Adjustment dBA
Site 1: Russ Hill	plus 5.0
Site 3: Orltons	plus 1.9
Site 5: Oaklands Park Farm	plus 1.9
Site 4: Moat House	0.0
Site 6: Bellwood	minus 0.2

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(7) For the purpose of determining an infringement of the limits specified in sub-paragraphs (3), (4) and (5) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

0.4 dB for a tailwind of up to 1 knot
0.8 dB for a tailwind exceeding 1 knot but not exceeding 2 knots
1.2 dB for a tailwind exceeding 2 knots but not exceeding 3 knots
1.6 dB for a tailwind exceeding 3 knots but not exceeding 4 knots
2.0 dB for a tailwind exceeding 4 knots.

For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula:
(windspeed x cosine (runway heading minus wind direction)) x – 1.

(8) Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 ft. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

(9) (a) This sub-paragraph (9) applies to aircraft other than:

(i) any propeller driven aircraft whose MTWA does not exceed 5700 kg; or

(ii) during the period between 0600 hours and 2330 hours (local time), any propeller driven aircraft whose MTWA does not exceed 17000 kg or any Dash 7 aircraft.

(b) Subject to sub-paragraph (9) (d) below, after any aircraft to which sub-paragraph (9) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.

(c) The ATC clearance via Mayfield specified in the second column of the table will not be available between 2300 hours and 0700 hours local time. Aircraft following the Noise Preferential Routeing Procedure which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead.

(d) Where any aircraft to which this sub-paragraph (9) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

Take-off Runway	*ATC Clearance*	*Procedure*
26L/R	Via ACORN (This route to be used only under Radar Control).	Straight ahead until I-WW DME 2.3 then turn right to intercept DET VOR RDL262 by DET DME 31 to ACORN.
	Via 'GY'/BOGNA	Straight ahead via 'GY' maintain track 262°. At MID DME 10.5 turn left to intercept OCK VOR RDL180. At OCK DME 28 turn left to intercept MID VOR RDL150 to BOGNA.
	Via 'GY' NDB	Straight ahead via 'GY' maintain track 262° to intercept MID VOR RDL067.
	Via 'GY'/SFD	Straight ahead via 'GY' maintain track 262° until crossing SFD VOR R322 (I-WW DME 6.8) then turn left to intercept RDL315 to SFD VOR.
	Via Mayfield (This route to be used only from 0700 hours to 2300 hours local time)	Straight ahead until I-WW DME 2.3 then turn left to intercept MAY VOR RDL287 by MAY DME 13 to MAY VOR.
	Circuit Flights	Straight ahead until I-WW DME 2.3 nm before turning across wind.
08L/R	Via DET VOR R263	Straight ahead until I-GG DME 3.5 turn left to intercept DET VOR RDL263 to DET DME 43.
	Via ACORN	Straight ahead until I-GG DME 3.5 then turn left to track 052°M to intercept DET VOR RDL261 by DET DME 20 to ACORN.
	Via TUNBY	Straight ahead via 'GE' maintain track 082° to intercept DVR VOR RDL275 to TUNBY.
	Via Seaford	Straight ahead until I-GG DME 2.5 then turn right to intercept SFD VOR RDL347 to SFD VOR.
	Circuit Flights	Straight ahead until I-GG DME 2.5 before turning across wind.

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(10) After taking off the aircraft shall avoid flying over the congested areas of Horley and Crawley.

(11) Wherever practicable, the commander of an aircraft approaching the aerodrome to land shall conform to the low power/low drag procedures detailed in AD 2-EGKK-1-17 of the UK AIP.

(12) Before landing at the aerodrome the aircraft shall maintain as high an altitude as practicable and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000 ft (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000 ft (Gatwick QNH).

(13) (a)Except where sub-paragraph (13) (b) applies, the aircraft shall not join the final approach to either runway at a height of less than 1500 ft aal.

(b) where the aircraft is a propeller driven aircraft whose MTWA does not exceed 5700 kg, it shall not join the final approach to either runway at the aerodrome at a height of less than 1000 ft aal and shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

(14) (a) Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 ft (Gatwick QNH) before intercepting the glidepath, nor thereafter fly below the glidepath; and

(b) an aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

(15) Between the hours of 2330 (local) and 0600 (local), inbound aircraft, whether or not making use of the ILS localiser and irrespective of weight or type of approach, shall not join the centre-line below 3,000 ft (Gatwick QNH) closer than 10 nm from touchdown.

(16) Without prejudice to the provisions of sub-paragraphs (1)-(15) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

(17) The requirements set out in sub-paragraphs (1)-(16) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4 In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

'Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

E J Duthie
Divisional Manager
Aviation Environmental Division
4 January 2001 **Department of the Environment, Transport and the Regions**

(a) S.I. 1981/651
(b) 1982 c.16
(c) S.I. 1978/1303
(d) The Gatwick Airport – London (Interim Noise Abatement Requirements) Notice 1999 signed by E.J. Duthie on 8 January 1999.
(e) 1972 c.6

Notes
(These notes are not part of the notice)

(1) The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbo-fan aircraft.

(2) The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

(3) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Gatwick Airport Limited.

(4) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330 hours and 0600 hours (local time).

(5) Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

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EGLL AD 2.21 – NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982
Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981(a) Heathrow Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Heathrow Airport – London;

Now, therefore, the Secretary of State in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Heathrow Airport – London (Noise Abatement Requirements) Notice 2001 and shall come into operation on 25 February 2001.

2 The Heathrow Airport – London (Interim Noise Abatement Requirements) Notice (2) 1999 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Heathrow Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

(1) 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 at 6.5 km from start of roll as measured along the departure track of that aircraft.

(2) The sites of the noise monitoring terminals relating to Heathrow Airport - London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 6: Thames Water, Wraysbury	TQ 0204 7510	-6 m	*512756N	0003157W
Site A: Colnbrook	TQ 0263 7700	-4 m	*512857N	0003124W
Site B: Poyle	TQ 0278 7647	-4 m	*512840N	0003117W
Site C: Horton	TQ 0219 7566	-6 m	*512814N	0003148W
Site D: Coppermill	TQ 0197 7477	-7 m	*512745N	0003201W
Site E: Wraysbury Reservoir (South)	TQ 0169 7409	-7 m	*512724N	0003216W
Site F: Hounslow West	TQ 1151 7606	-3 m	*512821N	0002345W
Site G: Barracks	TQ 1166 7560	-3 m	*512806N	0002338W
Site H: Hounslow Heath	TQ 1163 7495	-3 m	*512745N	0002340W
Site I: East Feltham	TQ 1164 7398	-4 m	*512714N	0002341W

(3) Subject to sub-paragraphs (6) and (7) below, any aircraft other than Concorde and those specified in sub-paragraph (4) shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(4) (a) This sub-paragraph applies to those aircraft having one of the following aircraft registration marks:

AP-AXF, OD-AFD, OD-AHC, OD-AHD, OD-AHE, OD-AHF, OD-AGD, OD-AGO, OD-AGP, OD-AGS, OD-AGX, OD-AGY, ST-AMF, YR-ABA, YR-ABC, 3D-AFR, 3D-ADV, 9G-MKA, 9G-MKC, 9G-MKF, 5X-JEF, 5X-JET.

(b) Subject to sub-paragraphs (6) and (7) below any aircraft to which sub-paragraph (4) applies shall, after take-off, be operated in such a way that it will not cause more than 97 dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(5) Subject to sub-paragraphs (6) and (7) below, any aircraft other than Concorde shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (from 2300 to 0700 hours local time) **and**, with effect from 0100 hours on 25 March 2001, that it will not cause more than 87 dBA Lmax during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(6) The limits specified in sub-paragraphs (3), (4) and (5) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Description	Adjustment dBA
Site 6	minus 0.3
Site A	plus 2.3
Site B	plus 4.8
Site C	minus 0.3
Site D	minus 0.6
Site E	minus 1.0
Site F	plus 0.9
Site G	minus 0.1
Site H	plus 1.2
Site I	minus 0.3

(7) For the purpose of determining an infringement of the limits specified in sub-paragraphs (3), (4) and (5) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

0.4 dB for a tailwind of up to 1 knot
0.8 dB for a tailwind exceeding 1 knot but not exceeding 2 knots
1.2 dB for a tailwind exceeding 2 knots but not exceeding 3 knots
1.6 dB for a tailwind exceeding 3 knots but not exceeding 4 knots
2.0 dB for a tailwind exceeding 4 knots.

For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula:
(windspeed x cosine (runway heading minus wind direction)) x– 1.

(8) Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 ft. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

(9) After the aircraft takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC:

Provided that nothing in this sub-paragraph (9) shall apply:

(a) to any propeller driven aircraft whose MTWA does not exceed 5700 kg; or

(b) during the period between 0600 hours and 2330 hours (local time): to any propeller driven aircraft whose MTWA does not exceed 17000 kg, or to any Dash 7 aircraft.

Take-off Runway	*ATC Clearance*	*Procedure*
27R	Via Woodley	Straight ahead to intercept LON VOR RDL 259 until LON DME 7 then turn right onto QDM 273 to WOD NDB (LON DME 16).
	Via Chiltern	Straight ahead to be established on BUR NDB QDM 301 by LON DME 4. At LON DME 6 turn right onto QDM 057 to CHT NDB.
	Via Burnham/ WOBUN	Straight ahead to be established on BUR NDB QDM 301 by LON DME 4. At LON DME 7 turn right to follow BUR NDB QDR 360 to abeam BNN VOR (LON DME 16).
	Via Midhurst	Straight ahead to intercept LON VOR RDL 259 until LON DME 5 then turn left onto BUR NDB QDR 165. At LON DME 12 turn right onto MID VOR RDL 022 to MID VOR.
	Via Epsom/ Detling	Straight ahead until LON DME 2 then turn left onto QDM 141 to EPM NDB then left onto DET VOR RDL 274 to abeam Biggin (DET DME 21).

Take-off Runway	*ATC Clearance*	*Procedure*
27L	Via Woodley	Straight ahead to intercept LON VOR RDL 259 until LON DME 7 then turn right onto QDM 273 to WOD NDB (LON DME 16).
	Via Chiltern	Straight ahead to be established on BUR NDB QDM 301 by LON DME 3. At LON DME 6 turn right onto QDM 057 to CHT NDB.
	Via Burnham/ WOBUN	Straight ahead to to be established on BUR NDB QDM 301 by LON DME 3. At LON DME 7 turn right to follow BUR NDB QDR 360 to abeam BNN VOR (LON DME 16).
	Via Midhurst	Straight ahead to intercept LON VOR RDL 243 until LON DME 5.5 then turn left onto BUR NDB QDR 165. At LON DME 12 turn right onto MID VOR RDL 015 to MID VOR
	Via Epsom/ Detling	Straight ahead until I-LL DME 1.0 (LON DME 2) then turn left onto QDM 141 to EPM NDB then left onto DET VOR RDL 274 to abeam Biggin (DET DME 21).

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Take-off Runway	*ATC Clearance*	*Procedure*
09R	Via Woodley	Straight ahead until LON DME 2 then turn right onto QDM 285 to WOD NDB (LON DME 16).
	Via Ockham/ Southampton	Straight ahead until LON DME 2 then turn right onto LON VOR RDL 128 until LON DME 5 then right onto OCK VOR RDL 045. At OCK DME 2 turn right onto OCK VOR RDL 257 by OCK DME 3.
	Via Midhurst	Straight ahead until LON DME 2 then turn right onto LON VOR RDL 128 until LON DME 3.5 then turn right onto MID VOR RDL 030 to MID VOR.
	Via Detling	Straight ahead until LON DME 2 then turn right onto track 125° MAG. At LON DME 4 turn left to establish on DET VOR RDL 286 by DET DME 34 to DET DME 20.
	Via BUZAD	Straight ahead until LON DME 2 then turn left onto track 054°MAG to intercept LON VOR RDL 074. At LON DME 10 turn left onto BIG VOR RDL 333 to BUZAD.
	Via Brookmans Park	Straight ahead until LON DME 2 then turn left onto track 054°MAG to intercept LON RDL 074. At LON DME 10 turn left onto BPK VOR RDL 200 to BPK VOR.

Take-off Runway	*ATC Clearance*	*Procedure*
09L	Via Woodley	Straight ahead until LON DME 1.5 then turn right onto QDM 285 to WOD NDB (LON DME 16).
	Via Ockham/ Southampton	Straight ahead until LON DME 1.5 then turn right onto LON VOR RDL 128 until LON DME 5 then right onto OCK VOR RDL 045. At OCK DME 2 turn right onto OCK VOR RDL 257 by OCK DME 3.
	Via Midhurst	Straight ahead until LON DME 1.5 then turn right onto LON VOR RDL 128 until LON DME 3.5 then turn right onto MID VOR RDL 030 to MID VOR.
	Via Detling	Straight ahead until LON DME 1.5 then turn right onto track 125° MAG. At LON DME 4 turn left to establish on DET VOR RDL 286 by DET DME 34 to DET DME 20.
	Via BUZAD	Straight ahead until LON DME 1.5 then turn left onto track 054°MAG to intercept LON VOR RDL 074. At LON DME 10 turn left onto BIG VOR RDL 333 to BUZAD.
	Via Brookmans Park	Straight ahead until LON DME 1.5 then turn left onto track 054°MAG to intercept LON VOR RDL 074. At LON DME 10 turn left onto BPK VOR RDL 200 to BPK VOR.

(10) Where the aircraft is approaching the aerodrome to land it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in AD 2-EGLL-1-21 of the UK AIP). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible.

(11) Subject to sub-paragraph (12) below, where the aircraft is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 2500 ft (Heathrow QNH) before being established on the localizer, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 2500 ft.

(12) Nothing in sub-paragraph (11) above shall apply to any propeller driven aircraft whose MTWA does not exceed 5,700 kg.

(13) Without prejudice to the provisions of sub-paragraphs (1) - (12) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

(14) The requirements set out in sub-paragraphs (1) - (13) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control Unit.

4 In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

'Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

E J Duthie
Divisional Manager
Aviation Environmental Division
4 January 2001 **Department of the Environment, Transport and the Regions**

(a) S.I.1981/651.
(b) 1982 c.16.
(c) S.I.1978/1303.
(d) The Heathrow Airport – London (Interim Noise Abatement Requirements) Notice (2) 1999 signed by E J Duthie on 15 September 1999.
(e) 1972 c.6.

EGLL AD 2.21 – NOISE ABATEMENT PROCEDURES

Notes
(These notes are not part of the notice)

(1) The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbo-fan aircraft.

(2) The attention of operators is drawn to the provisions of Section 78(2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

(3) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Heathrow Airport Limited.

(4) In the interests of noise abatement, certain restrictions are imposed on the operation of training flights at this aerodrome. Operators concerned are advised to obtain details from Heathrow Airport Limited.

(5) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330 hours and 0600 hours (local time).

(6) Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

EGSS AD 2.21 – NOISE ABATEMENT PROCEDURES

Notice under Section 78 (1) of the Civil Aviation Act 1982
Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Stansted Airport – London;

Now, therefore, the Secretary of State in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2001 and shall come into operation on 25 February 2001.

2 The Stansted Airport – London (Interim Noise Abatement Requirements) Notice (2) 1999 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Stansted Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

(1) 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 at 6.5 km from start of roll as measured along the departure track of that aircraft.

(2) The sites of the noise monitoring terminals relating to Stansted Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 1: Whitehall Hotel, Broxted	TL 5792 2723	-4 m	*515516N	0001742E
Site 7: Palegates Farm, Henham	TL 5653 2728	7 m	*515519N	0001629E
Site 8: Anglian Water, Broxted	TL 5772 2652	-16 m	*515453N	0001730E
Site 9: Moor End Farm, Broxted	TL 5819 2595	-16 m	*515434N	0001754E
Site 3: Howe Green School, Great Hallingbury	TL 5106 1874	-21 m	*515048N	0001130E
Site 4: Thames Water, Bishop's Stortford	TL 5015 1965	-36 m	*515119N	0001044E
Site 5: Woolcott Restaurant, Great Hallingbury	TL 5035 1885	-26 m	*515053N	0001053E
Site 6: Morley, Woodside Green	TL 5155 1866	-26 m	*515045N	0001155E

(3) Subject to sub-paragraphs (6) and (7) below, any aircraft other than Concorde and those specified in sub-paragraph (4) shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(4) (a) This sub-paragraph applies to those aircraft having one of the following aircraft registration marks:

AP-AXF, OD-AFD, OD-AHC, OD-AHD, OD-AHE, OD-AHF, OD-AGD, OD-AGO, OD-AGP, OD-AGS, OD-AGX, OD-AGY, ST-AMF, YR-ABA, YR-ABC, 3D-AFR, 3D-ADV, 9G-MKA, 9G-MKC, 9G-MKF, 5X-JEF, 5X-JET.

(b) Subject to sub-paragraphs (6) and (7) below any aircraft to which sub-paragraph (4) applies shall, after take-off, be operated in such a way that it will not cause more than 97 dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(5) Subject to sub-paragraphs (6) and (7) below, any aircraft other than Concorde shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (from 2300 to 0700 hours local time) **and**, with effect from 0100 hours on 25 March 2001, that it will not cause more than 87 dBA Lmax during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(6) The limits specified in sub-paragraphs (3), (4) and (5) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

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Description	Adjustment dBA
Site 1: Whitehall Hotel, Broxted	minus 0.8
Site 7: Palegates Farm, Henham	plus 2.1
Site 8: Anglian Water, Broxted	minus 0.6
Site 9: Moor End Farm, Broxted	minus 0.8
Site 3: Howe Green School, Great Hallingbury	minus 1.0
Site 4: Thames Water, Bishop's Stortford	minus 1.4
Site 5: Woolcott Restaurant, Great Hallingbury	minus 1.4
Site 6: Morley, Woodside Green	minus 1.1

(7) For the purpose of determining an infringement of the limits specified in sub-paragraphs (3), (4) and (5) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

0.4 dB for a tailwind of up to 1 knot
0.8 dB for a tailwind exceeding 1 knot but not exceeding 2 knots
1.2 dB for a tailwind exceeding 2 knots but not exceeding 3 knots
1.6 dB for a tailwind exceeding 3 knots but not exceeding 4 knots
2.0 dB for a tailwind exceeding 4 knots.

For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula:
(windspeed x cosine (runway heading minus wind direction)) x – 1.

(8) Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall:

(a) between the hours of 0600 and 2330 local time maintain a gradient of climb of not less than 4% to an altitude of not less than 3,000 ft.

(b) between the hours of 2330 and 0600 local time maintain a gradient of climb of not less than 4% to an altitude of not less than 4,000 ft.

The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

(9) (a) This sub-paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 kg;

(b) Subject to sub-paragraph (9) (c) below, after any aircraft to which sub-paragraph (9) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.

(c) Where any aircraft to which sub-paragraph (9) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

Take-off Runway	*ATC Clearance*	*Procedure*
05	Via BKY R104	Straight ahead to I SED DME 2 (BKY VOR RDL 119) then turn left onto BKY VOR RDL 104 by BKY DME 7 to BKY VOR.
	Via CLN R270	Straight ahead to I SED DME 1 (BKY VOR RDL 123) then turn right onto BKY VOR RDL 118 to intercept CLN VOR RDL 270 to CLN VOR.
	Via LAM R029	Straight ahead to I SED DME 0.8 (BKY VOR RDL 129) then turn right onto LAM VOR RDL 029 to LAM DME 9.
	Aircraft taking off from 05 and positioning for Heathrow (LAM 2S SID)	Straight ahead to I SED DME 0.8 (BKY VOR RDL 129) then turn right onto LAM VOR RDL 029 to LAM VOR. Cross LAM DME 9 at 3000 ft or above; LAM VOR at 5000 ft.

Take-off Runway	*ATC Clearance*	*Procedure*
23	Via BKY R174	Straight ahead to I SX DME 2.9 then turn right onto BKY VOR RDL 174 by BKY DME 8.
	Via CLN R270	Straight ahead to I SX DME 1.5 (BKY VOR RDL 152) then turn left to intercept CLN VOR RDL 270 by CLN DME 33 to CLN VOR.
	Via DET R338	Straight ahead to I SX DME 1.5 (BKY VOR RDL 152) then turn left onto DET VOR RDL 338 (BKY VOR RDL 158) to DET VOR.
	Aircraft taking off from 23 and positioning for Heathrow (LAM 2R SID)	Straight ahead to I SX DME 1.5 (BKY VOR RDL 152) then turn left onto BKY VOR RDL 158 to ROWAN (BKY DME 16). At ROWAN turn right onto LAM VOR RDL 038 to LAM VOR. Cross ROWAN at 3000 ft or above; LAM VOR at 5000 ft.

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(10) Aircraft using this aerodrome shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 ft and shall avoid flying over St Elizabethís Home (*514851N 0000521E) at an altitude of less than 4000 ft (Stansted QNH).

(11) (a) Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 ft (Stansted QNH) before intercepting the glidepath nor thereafter fly below the glidepath; and

(b) an aircraft approaching Runway 23 or Runway 05 without assistance from the ILS shall not join the final approach to either runway at a height of less than 1500 ft aal (unless they are propeller-driven aircraft whose MTWA does not exceed 5700 kg when the minimum height shall be 1000 ft aal) and thereafter shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

(12) (a) No aircraft which is to land at Stansted Airport - London between the hours of 2330 and 0600 (local time), other than a relevant propeller driven aircraft, shall descend below 3000 ft (Stansted QNH) until it is established on final approach and is less than 10 nm from touchdown.

(b) No relevant propeller driven aircraft which is to land at Stansted Airport - London between the hours of 2330 and 0600 (local time) shall descend below 3000 ft (Stansted QNH) until it is established on final approach or thereafter fly below the approach path indicated by the PAPI.

(13) Where the aircraft is flying on visual circuits of the aerodrome for training purposes;

(a) it shall not descend below 2000 ft (Stansted QNH) on the downwind leg;

(b) it shall avoid flying over Great Dunmow or Takeley;

(c) it shall as far as possible commence its final approach to the aerodrome after visual circuit at a distance of 3 nm from the landing threshold and at a height of 1000 ft aal so as to avoid flying over Thaxted if making its final approach to Runway 23, and to avoid flying over Sawbridgeworth if making its final approach to Runway 05.

(14) Without prejudice to the provisions of sub-paragraphs (1)-(13) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

(15) The requirements set out in sub-paragraphs (1)-(14) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4 In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency weighting approximating the characteristics of human hearing;

'L_{max}' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

'relevant propeller driven aircraft' means a propeller driven aircraft whose MTWA does not exceed 25000 kg and which has ATC clearance to make a visual approach for the purpose of landing at Stansted Airport – London;

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

E J Duthie
Divisional Manager
Aviation Environmental Division
4 January 2001 **Department of the Environment, Transport and the Regions**

(a) S.I 1981/651.
(b) 1982 c.16.
(c) S.I 1978/1303.
(d) The Stansted Airport - London (Interim Noise Abatement Requirements) Notice (2) 1999 signed by E J Duthie on 15 September 1999.
(e) 1972 c.6.

Notes
(These notes are not part of the notice)

(1) The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbo-fan aircraft.

(2) The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

(3) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Stansted Airport Limited.

(4) In the interests of noise abatement, certain additional restrictions are imposed on the operation of training flights at this airport. Operators concerned are advised to obtain details from Stansted Airport Limited.

(5) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, from 2330 hours to 0600 hours (local time).

(6) Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

(7) Details of a trial to assess the potential for operational and environmental improvements from a modified first turn point after departure from runway 23 for Standard Instrument Departures via Clacton and Detling (Dover and Lydd) are published separately by Supplement to the UK AIP.