

# Airside Safety and Operations

## DIRECTOR'S NOTICE

OPERATION OF AIRCRAFT AT NIGHT

21/ 05

27th March 2005

It is the responsibility of all employers to ensure that relevant DN's are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

### 1. Introduction

- 1.1 The Secretary of State in exercise of his powers under Section 78 of the Civil Aviation Act 1982 has imposed restrictions on the operation of aircraft at night at Stansted in the manner described by the Heathrow, Gatwick and Stansted Airports Noise Restrictions Notice Summer 2004 and these shall come into operation between 01:00 hours on 27 March 2005 and 01:59 hours on 30 October 2005. **Attached to this Notice is UK AIP Supplement 3/2005 and Annexes which comprise a schedule of noise classification tables.**
- 1.2 **All times in this Notice are Local.**
- 1.3 An interim consultation by the UK Department for Transport on night noise restrictions took place in 2003, which extended the duration of the present night noise regime until October 2005.
- 1.4 This Director's Notice applies to all fixed wing aircraft and helicopters unless specifically exempted by UK AIP Supplement 3/2005.

### 2. Administration

- 2.1 Stansted Airport Limited Operations Department will conduct the administration and enforcement of the quota and movements limits.
- 2.2 Airport Co-ordination Limited will be responsible for the allocation of Quota. **Operators who wish to Depart or Arrive during the Night Quota Period, must contact Airport Co-ordination Limited for allocation of Night Quota Points (during office hours 0830 - 1700).** Airfield Operations will be responsible for the allocation of Quota outside of ACL's office hours but will only be able to allocate a given number of points on any particular night.

Airport Co-ordination Limited on +44(0) 208-564-0600 Fax: +44(0) 208 564 0690  
STAL Airfield Operations - Tel No. +44(0) 1279 662478 (outside ACL hours only)

- 2.3 Operators wishing to query the classification of any particular aircraft type/engine mix or to have further aircraft added to the list should send details of the relevant noise data to:

Mr Steve Arrowsmith  
Propulsion, Design and Production Standards Division  
Civil Aviation Authority  
1E Aviation House  
Gatwick Airport South  
Gatwick  
West Sussex RH6 0YR

Tel : +44 (0) 1293 573979 during office hours.

- 2.4 In the event that Mr. Arrowsmith is uncontactable, the Stansted Airport Operations Flight Evaluation Unit may be contacted during normal working hours on Stansted +44 (0) 1279 66 3027. Airlines requiring to contact the Airport directly are advised that the provisions of UK AIP Supplement 3/2005 apply - i.e. sufficient information must be provided to Stansted Airport Ltd prior to the Operation so as to verify the aircraft noise classification and thereby its quota count.
- 2.5 Further to paragraph 2.4 above, failure to supply **in writing** an exact description of aircraft type, engine fit, nacelle treatment and maximum certified take-off and landing weights together with the appropriate registration number(s) may result in STAL/ACL having no option but to deny permission to operate. A copy of the aircraft's noise certificate may also be required.

### 3. Definition of Night Periods and associated departures noise limits

#### 3.1 **Night period 2300hrs to 0700hrs**

This period is officially designated as "night" for the purposes of the restrictions and during which the noisiest types of aircraft QC8s, QC16s (and by means of a voluntary ban, QC4s ) may not be scheduled to land, or take-off.

- The daytime (0701-2229) noise limit of 94dB(A) is reduced - see below.

#### 3.2 **Night Quota Period 2330hrs to 0600hrs**

Aircraft operations will be subject to restrictions by means of a "movements limit" and "noise quota limit".

- During this period aircraft taking-off are required to meet the night quota period noise limit of 87dBA at the fixed departure noise monitors. Each noise monitor has its own unique noise limit. Please refer to UK AIP for individual monitor adjustments.

#### 3.3 **The "shoulder periods"**

These are either side of the core night quota period;

Night shoulder period	2300hrs to 2329hrs
Morning shoulder period	0601 to 0700hrs

- During these periods aircraft taking-off are required to meet shoulder period noise limits of 89dBA at the fixed departure noise monitors. Each noise monitor has its own unique noise limit. Please refer to UK AIP for individual monitor adjustments.
- 3.4 Aircraft exceeding the noise limits will be subject to a financial penalty of £500 for infringements recording up to 3dBA over the limit. Infringements in excess of 3dBA of the limit will incur a penalty of £1,000.

## **4. Movements and Quota limits - Summer 2005**

- 4.1 The noise quota for the season is 4950 points. The movements limit is 7000 movements. Neither total may be exceeded (the permitted seasonal carry over of 10% for movements and 10% for quota has been accounted for within the scheduling process).
- 4.2 The Quota Classifications for aircraft (QC0, QC0.5, QC1, QC2, QC4, QC8, and QC16) are as described in UK AIP Supplement 3/2005.
- 4.3 During the "night quota period" (2330-0600 hours), aircraft operations will be counted against the quota and movements totals except for:-
- Propeller aircraft whose noise performance on take-off or landing is less than 87EPNdB.
  - Jet aircraft whose noise performance on take-off or landing is less than 87EPNdB and whose certified weight does not exceed 11,600 kilograms.
- 4.4 The above aircraft types must also be indicated as exempt in the noise classification tables issued by the Department for Transport as a schedule to the current UK AIP Supplement 3/2005.

## **5. Operation of aircraft in respective Quota Count (QC) Groups**

### **5.1 QC GROUPS 8 & 16**

Aircraft in these groups cannot be scheduled to land or take-off at any time during the night period.

- 5.1.1 Delayed departures may be permitted between the hours of 2300 - 2329 local time (the "night shoulder period"). Departures delayed beyond 2329, or scheduled after 0701 will not be permitted to depart before 0701hrs except with specific exemption from the UK Government.
- 5.1.2 Unscheduled arrivals may be permitted between the shoulder periods of 2300 - 2329 and 0601 - 0700 local time without penalty to movements or quota limit.

5.1.3 Unscheduled arrivals between 2330-0600 local time will count against both movements and quota limits.

**5.2 Movements in sub-paragraphs 5.1.1. to 5.1.3 above will be reported to the UK Department for Transport, and any operator abusing these privileges will be liable to withdrawal of facilities.**

**5.3 Aircraft in group QC4**

5.3.1 A voluntary ban on the scheduling of QC4 movements in the night quota period has been agreed by the airline representatives of the Stansted Airport Co-ordination Committee. This is reflected in the Local Rule governing how allocations of quota and movements are made to night operators at Stansted. Unscheduled movements of such aircraft may be allowed to operate in the night period as described in section 5.4 below, subject to close monitoring and referral to the Co-ordination Committee.

**5.4 QC GROUPS 0.5, 1, 2**

5.4.1 Aircraft in this group may be scheduled and, subject to sufficient quota being available, may operate at any time during the night period. Any movement taking place between the hours 2330 and 0600 will reduce the noise quota by a value corresponding to its QC Group number and the remaining movement limit by one.

5.4.2 Any aircraft in these groups with a scheduled time of arrival between 0600 & 0630 and landing before 0600, may be allowed to do so without penalty against the noise quota, but the arrival will still count against the overall limit on movements. Such arrivals will be subject to monitoring and may be referred to the Co-ordination Committee.

5.4.3 Early arrival of aircraft in this group which are scheduled to arrive after 0630 but arrive before 0600 are permitted to land without penalties to the noise quota or the movements limit, subject to close monitoring.

5.4.4 All Operators using Stansted are advised that night quota at Stansted is constrained. Operations scheduled outside the night quota period, but operating within it use quota at the expense of those having scheduled operations within it. For example, all efforts should be made such that departures scheduled shortly after 0601 should not depart before this time.

## **6. End of Season Flexibility**

6.1 If the movement limit is exceeded

(a) by up to 5% of the movement or quota limits the respective limit(s) for the following season shall be reduced by the same amount

(b) by more than 5% of the movement/quota limit, up to a maximum of 20%, the respective limit(s) for the following season shall be reduced by the amount of the excess up to 5% plus twice the amount of the excess over 5%.

- 6.2 If the movements or quota limits of the previous season is exceeded
- (a) by up to 5% of the movement or quota limits the respective limit(s) for the following season shall be reduced by the same amount
  - (b) by more than 5% of the movement/quota limit, up to a maximum of 20%, the respective limit(s) for the following season shall be reduced by the amount of the excess up to 5% plus twice the amount of the excess over 5%.
- 6.3 If any part of the movement or quota limits specified in paragraph 5 above remains unused at the end of the current season, then the respective limit(s) for the following season may be increased by an amount equal to the shortfall, up to a maximum of between 5% and 10% depending on the Calendar position of Easter.

## **7. Detention of an Aircraft in Contravention of the Quota**

- 7.1 If at any time during the restricted hours it appears to Stansted Airport Limited (STAL) that an aircraft is about to take-off in contravention of the quota, the Operations Duty Manager may detain the aircraft, under Section 78(5) of the 1982 Civil Aviation Act for such period as is considered appropriate for prevention of the contravention.
- 7.2 A notice of detention will be affixed to the aircraft and a copy of it handed to the Commander.
- 7.3 The operator of the aircraft will be notified of this action at the time of detention, or, if time and circumstances do not permit as soon after as is practicable.
- 7.4 The STAL Operations Duty Manager will then inform ATC of the detention of the aircraft in accordance with section 78(5) (d) of the Act, and will instruct ATC to withhold taxi/take-off clearance until the period of the detention has expired.
- 7.5 If time does not permit for detention notice to be completed, signed and affixed to the aircraft, with a signed copy to the Commander of the aircraft, the STAL Operations Duty Manager will inform ATC that the aircraft is being detained under section 78(5) of the Civil Aviation Act 1982 and request that no ATC clearance be given should the aircraft seek to depart.

## **8. Emergencies**

- 8.1 Flights involving emergencies where there is an immediate danger to life or health, whether human or animal, are excluded automatically from night restrictions irrespective of the type of aircraft involved.

## **9. Exceptional Circumstances**

- 9.1 Stansted Airport Limited has been given delegated powers under Section 78(4)(a) of the Civil Aviation Act 1982 to disregard night movements in certain exceptional circumstances. These are:-
- Delays to aircraft which are likely to lead to serious hardship or congestion at the airport or suffering to passengers or animals.

- Delays to aircraft resulting in widespread and prolonged disruption of air traffic.
- 9.2 If an airline wishes to request a movement not to count against the quota due to particular circumstances as specified above, application should be made in advance for dispensation.
- 9.3 During normal working hours communication for this purpose should be addressed to the STAL Flight Evaluation Unit, telephone +44 (0)1279 663027 and at other times to the Airfield Operations Duty Officer, telephone Stansted +44 (0)1279 662478. Dispensation will only be granted retrospectively where it was impractical for the airline to request a dispensation in advance of a movement.

## 10. Further Exemptions

- 10.1 Further exemptions may be granted by the Department for Transport in respect of flights carrying VIP's; relief flights carrying supplies during a period of emergency; military aircraft operations in the event of war; and civil aircraft affected by hostilities.
- 10.2 Military aircraft will **NOT** be allowed to operate during the Night Period during peace times unless they have been Noise Certificated by the Civil Aviation Authority.
- 10.3 In each of the above cases application for dispensation should be made to Stansted Airport Limited in the first instance as in paragraph 9 above.

## 11. Questions/Cancellation

- 11.1 **Any questions concerning this Instruction should be addressed to the Operations Flight Evaluation Unit on +44 (0) 1279 663027.**
- 11.2 This Notice replaces Director's Notice No. 69/04 which is cancelled on 27 March 2005



**Dave Powell**  
**General Manager - Airside**