

Stansted Airport Limited

IATA/ICAO CODE: STN/EGSS
CITY: London
COUNTRY: UK

AIRPORT CONTACT

[Information updated by the airport 3/2011](#)

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ELEVATION: 348 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04/22	3048	04/300	3	46

NOISE ABATEMENT PROCEDURES

See UK AIP EGSS AD 2.21 - Noise Abatement Procedures for details.

See [Stansted Noise Strategy and Action Plan 2011-2015](#) for increased fines on violations of Noise Preferential Routes by end of 2011. The current fine of 500 pounds per infringement will increase to 750 pounds per infringement, during the Night Period 2300- 0700 this will increase to 1000 pounds per infringement.

CONTINUOUS DESCENT ARRIVAL (CDA)

Runway 22

See [Stansted Noise Strategy and Action Plan 2011-2015](#) for information on CDA introduction to Runway 04 in 2012.

AIRPORT CURFEWS

NOTE: Following an extensive consultation about proposed changes to the Night Flying Restrictions at London Airports (the "QC system"), the UK Secretary of State, Department for Transport has taken the following main decisions. They are applicable from 30 October

2006:

- The QC system as such has proven efficient and will be retained. The noise certification levels remain the basis for the QC classification.
- The definition of night (23:00 to 07:00) and night quota period (23:30 to 6:00) are maintained.
- The 9 EPNdB adjustment for arrivals is maintained.
- The exempt category is no longer determined by weight, but by noise levels (aircraft below 84 EPNdB are exempt from night restrictions).
- A new QC/0.25 band has been created (84 to 86.9 EPNdB). Aircraft in this category account for 0.25 in the overall night quota
- QC/4 classified aircraft are subject to a scheduling ban within the night quota period (23:30 to 6:00). This is not an operating ban and would permit aircraft movements within this period exceptionally, when aircraft are severely delayed.

Furthermore, the objective is to progressively encourage the use of quieter aircraft i .e. a progressive decrease in the overall night quota per season over the next years.

[Current Notam Supplement SUP: 006/2011 - March 24, 2011](#)

[29 October 2006 through Summer 2012 - Movement Limits and Noise Quota](#)

[Operation of Aircraft at Night 23 March 2011](#)

[Conditions of Use Including Airport Charges from 1 April 2011](#)

Certification noise levels (EPNLs) are used for determining the QC category.

Takeoff = (Takeoff+Sideline)/2 for Chapter 3,

Approach = Approach - 9

Certificated Noise Level (EPNdB)	Quota Count
Greater than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2
90-92.9	1
87-89.9	0.5
84-86.9	0.25

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA

See airport notam under Airport Curfews

ENGINE RUN-UP RESTRICTIONS

[Engine run-up summary at Stansted](#)

APU OPERATING RESTRICTIONS

[Restrictions on the use of APU's and GPUs at Stansted](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

[Conditions of Use Including Airport Charges from 1 April 2011](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Community Building Noise Insulation Scheme	2006	Acoustic Insulation for Noise Sensitive Community Buildings.
Home Relocation Scheme	2006	To assist with relocation expenses to a quieter area
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

See UK AIP AD2-EGSS 2.21 for details and updates.

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 Airport	Latitude	Longitude	Adjustment dBA
Site 11	Chickney Hall Villas Broxton	TL 5743 2767	-15 m	*515531N	0001718E	minus 1.3
Site 10	Goodacres, Broxton	TL 5758 2696	9 m	*515508N	0001724E	plus 0.2
Site 8	Anglian Water, Broxton	TL 5772 2652	-16 m	*515453N	0001730E	minus 0.6
Site 9	Moor End Farm, Broxton	TL 5819 2595	-16 m	*515434N	0001754E	minus 0.8
Site 3	Howe Green School, Great Hallingbury	TL 5106 1874	-21 m	*515048N	0001130E	minus 1.0
Site 4	Thames Water, Bishop's Stortford	TL 5015 1965	-36 m	*515119N	0001044E	minus 1.4
Site 5	Woolcott Restaurant, Great Hallingbury	TL 5035 1885	-26 m	*515053N	0001053E	minus 1.4
Site 6	Morley, Woodside Green	TL 5155 1866	-26 m	*515045N	0001155E	minus 1.1

(3) Subject to sub-paragraphs (5) and (6) below, any aircraft 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) Subject to sub-paragraphs (5) and (6) below, any aircraft 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, 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 subparagraph (2) above.

(5) The limits specified in sub-paragraphs (3) and (4) 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 11: Chickney Hall Villas, Broxton	minus 1.3
Site 10: Goodacres, Broxton	plus 0.2
Site 8: Anglian Water, Broxton	minus 0.6
Site 9: Moor End Farm, Broxton	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

(6) For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to takeoff 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.

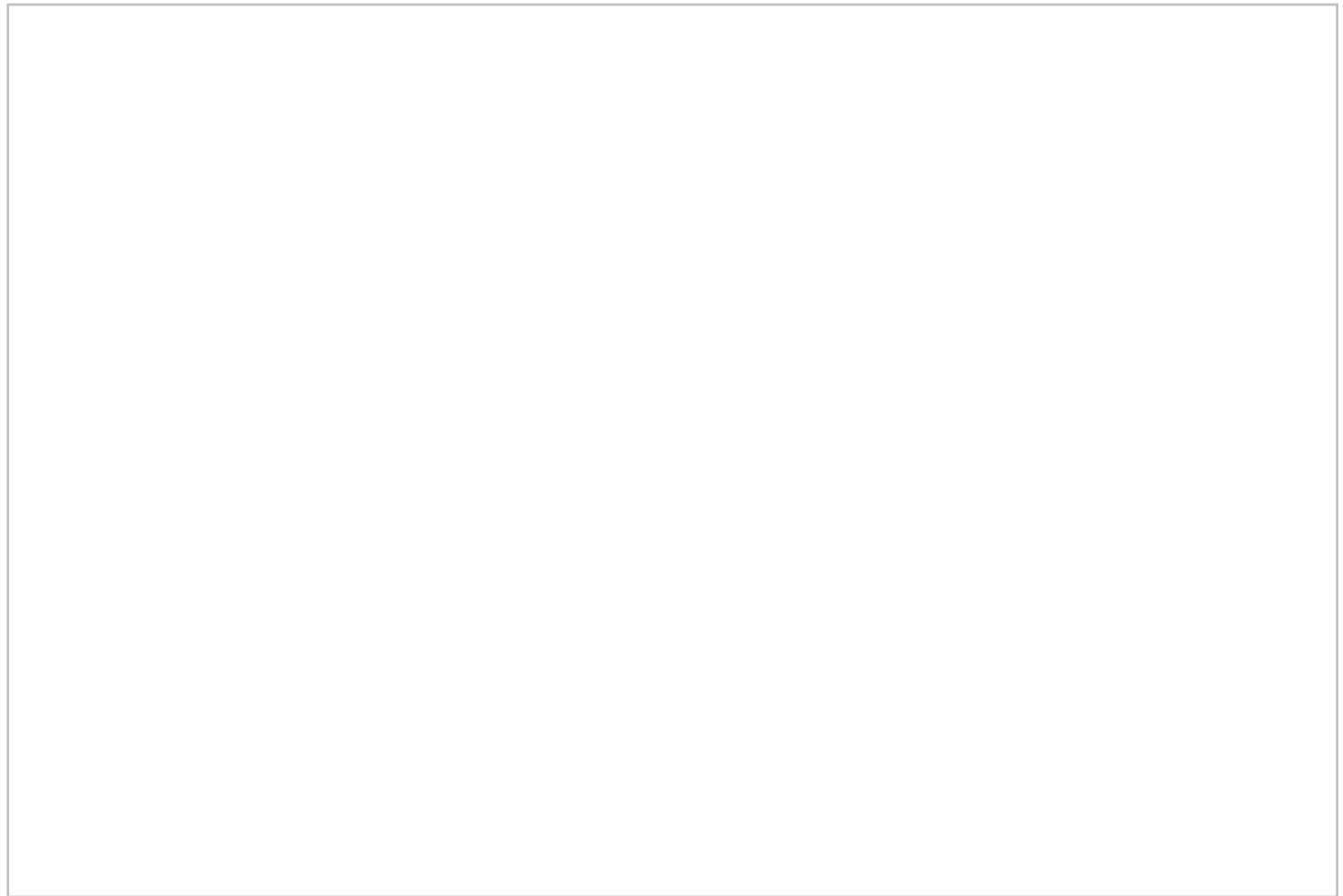
For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula:

$$(\text{windspeed} \times \cos(\text{runway heading} - \text{wind direction})) \times 1.$$

(7) 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, unless it has been cleared via Barkway, in which case 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.



FLIGHT TRACK MONITORING SYSTEM - ANOMS 8

NOISE LEVEL LIMITS

[Departure Noise Limits](#)

3.1 Daytime departure noise limit, 07:00hrs to 23:00hrs (local)

During this period, aircraft taking-off are required to meet the daytime period noise limit of 94dBA as measured at any of the fixed departure noise monitors.

Aircraft exceeding the noise limits will be subject to a financial penalty of £1000 for infringements recording up to 3dBA over the limit. Infringements in excess of 3dBA of the limit will incur an additional penalty of £250 per dBA or part thereof.

3.2 Night Shoulder period departure noise limit, 23:00 to 23:29 and 06:00 to 07:00 (local)

During this period, aircraft taking-off are required to meet the night shoulder period noise limit of 89dBA as measured at any of the fixed departure noise monitors.

Aircraft exceeding the noise limits will be subject to a financial penalty of £1000 for infringements recording up to 3dBA over the limit. Infringements in excess of 3dBA of the limit will incur an additional penalty of £1,000 per dBA or part thereof.

3.3 Core Night period departure noise limit, 23:30 to 06:00 (local)

During this period, aircraft taking-off are required to meet the night shoulder period noise limit of 87dBA as measured at any of the fixed departure noise monitors.

Aircraft exceeding the noise limits will be subject to a financial penalty of £1000 for infringements recording up to 3dBA over the limit. Infringements in excess of 3dBA of the limit will incur an additional penalty of £1,000 per dBA or part thereof.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See noise level limits.