


# Plane talk

SPECIAL EDITION - SUDBURY

BAA London Stansted 

it's good to talk



Welcome to Plane Talk, our community newsletter that is sent regularly to 180,000 households near Stansted.

In this special edition for Sudbury, we bring you up to date with our plans for airport growth, we tell you how aircraft noise is managed at the airport and in the wider community, and we invite you to join our mailing list for future editions of Plane Talk.

On Thursday 2 November, we were at Sudbury Town Council's Assembly Room discussing issues about aircraft noise and track keeping with local residents in the area. These face to face meetings are a great opportunity to share our knowledge, to understand your concerns and to keep you better informed.

Our Noise Communications team deal with public enquiries and complaints about flights into and out of Stansted Airport. The team is regularly out and about in the community.

### How we monitor aircraft noise

Our Noise Analysis team monitors planes when they fly into and out of Stansted Airport to a radius of 25 miles.

We make sure they comply with strict Department for Transport (DfT) regulations, which govern track keeping, noise and night flights. This means when a plane leaves the airport it has to stay on a designated flight path until it reaches a certain height; if it is too noisy it will break set noise limits. In addition, we also manage the number of flights and what types of planes can fly at night. If an aircraft has been found to be off the agreed track, or too noisy, the airline involved will be fined, and the funds are given to an independent charity which donates money to local community projects.



When you contact the Noise Communications team to either make an enquiry or a complaint, this is logged onto our Noise and Track Keeping computer together with your contact details. When a complaint or enquiry has been investigated we will respond and give you a full explanation. We can also give advice to people who are considering moving and can advise on aircraft and flight tracks near a potential new home. The team can even give an idea of the approximate height and number of aircraft in that area. The team can be contacted on a 24 hour freephone number which is staffed during normal office hours – 0800 243 788.

We also have a dedicated web address for more information on noise – [www.stanstedairport.com/noise](http://www.stanstedairport.com/noise). Also available on our website is all our literature on noise, including maps of patterns of arriving aircraft together with our explanatory brochure 'Bothered by aircraft noise? We're listening'.





## A special monitor comes to town

Following a request from Sudbury Town Council, we placed a mobile noise monitor in the town for three months to enable us all to have a better understanding of the noise environment in this area.

The monitor captures all noise above and around the monitor. By analysing the actual tracks of Stansted's aircraft for that same period we can identify the noise that relates to a Stansted aircraft movement and the noise that doesn't. Noise that doesn't relate to Stansted aircraft is called community noise and this

can be anything from a passing car, roadworks, tractor or maybe even a quad bike!

Now we have reached the end of the three month placement we can share the results. An independent consultant has compiled a report on all the findings which includes a brief summary and introduction, detailed data from the placement, the analysis, and finally a comprehensive summary.

Firstly, the monitor measures noise in decibels (dBA). A decibel level is how loud a noise actually sounds to

## FACT

Stansted serves over 160 EU and international destinations in over 35 countries.

the human ear and the monitor is set to capture any event above 52 dBA for a time of at least 15 seconds.

Over the three month period the monitor captured 1,008 aircraft events, and 8,500 community events – a ratio of almost nine to one. The average number of aircraft noise events a day was 13 and the average number of community events a day was 112.

The number of aircraft noise events a day varied between 0 to 27. The highest numbers of aircraft noise occurred in the morning between 0900 – 1100 hours and between 1800 – 2100 hours in the evening.

The maximum aircraft noise levels across the three month period ranged from 52 dBA to 69 dBA, but with 90% of these events in the range of 52 dBA to 62 dBA. The daily average maximum level was between 55 dBA and 60 dBA.

The maximum community noise levels across the three month period ranged from 52 dBA to 75 dBA with 90% of the events within the range of 52 dBA to 64 dBA.

## Expansion plans - latest news

In 2003, the Government published its White Paper, 'The Future of Air Transport', which sets out a clear policy framework for the development of air travel in the UK up to 2030. Set against the predicted rise in passenger numbers, and the need to provide much needed extra capacity, the White Paper identified Stansted as the location for the first new runway in the South East for over 30 years, and BAA was asked to bring forward plans for its development.

A new runway will play a key role in helping UK industry compete and win in the global economy. It will be there too for the increasing number of leisure and business travellers who enjoy access through Stansted to new and exciting opportunities in the world around us. And we don't forget the significance of the development for the £100 billion economy of the East of England region, and for the local economy too, which already benefits from over £400 million a year we contribute to the area.

In brief, the White Paper asked us to do two particular things. **First**, to make better use of our existing single runway. This is why we have applied for planning permission to grow beyond the current limit of 25 million a year. Currently, numbers are at 23 million and we expect to reach 25 million by 2008. If approved, this will allow us to serve around 35 million passengers a year by 2015. To achieve this, we will not be wanting to build anything more over and above that for which we already have permission.

**Second**, to bring forward plans for the development of a second runway. If approved, this would take passenger capacity at the airport to around 70 million a year by 2030, but it would be built in phases in line with passenger demand.

Here are the key dates in the timetable for the proposed new runway development:

### Before Christmas 2006

Following an extensive public consultation on various development options we announce details of the location of the second runway and the proposed extended airport boundary – and we explain the reasons for our choice. A further public consultation will be launched on road and rail requirements to serve a two runway airport.

Work continues on environmental impact studies - the results of which will be submitted with the planning application.

### Summer 2007

We submit a planning application for the second runway development. To be followed by a public inquiry.

### 2015

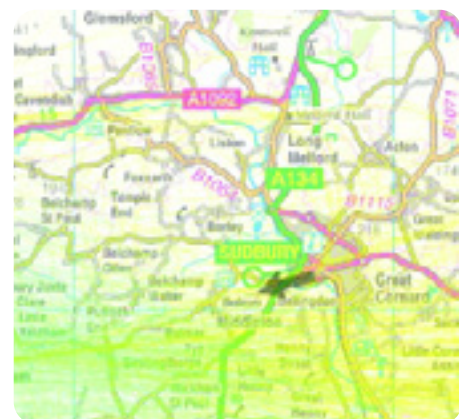
Subject to planning permission the new runway opens.

For more information please visit:  
[www.stanstedairport.com/future](http://www.stanstedairport.com/future)

## Where the wind blows

Although Stansted has one runway it is used in both directions, depending on which way the wind is blowing. Landings and take-offs towards the north east are known as 'runway 05'. Landings and take-offs in the opposite direction are known as 'runway 23'.

The way airspace is designed and strictly controlled means that residents in Sudbury will only see aircraft arriving at Stansted. Departing planes fly on routes far away from the town. The airspace at higher altitudes above the Sudbury area is also used by planes flying to and from other airports such as Heathrow and Luton. There will also be some private aviation and military aircraft from time to time. Planes flying into Stansted around the Sudbury area are at heights of between 6,000 ft and 10,000 ft above sea level and must operate within clearly defined sections of airspace as directed by NATS, the air traffic service providers.



## HOLD IT!

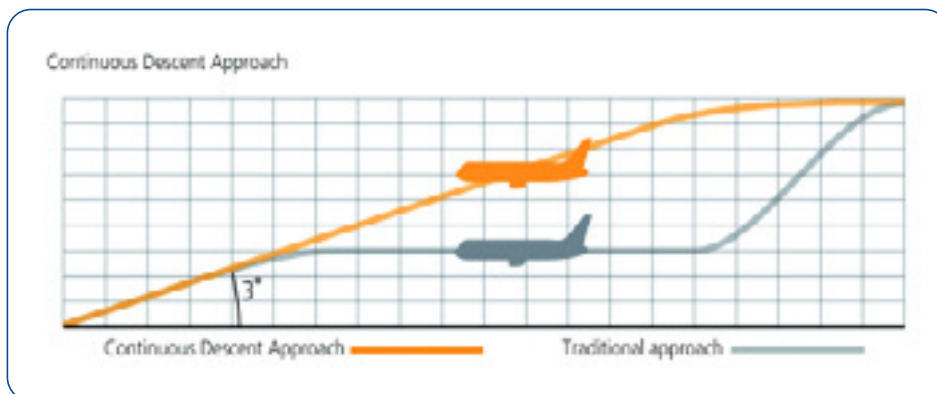
When airports are busy there can be a build up of planes waiting to land. To make sure there is a safe gap between each one, air traffic control keep them in a circling pattern until they can land. These holding areas are called stacks.

The stack which is situated over Sudbury is called 'Abbot' and holds aircraft at least 7,000ft above sea level.



## Continuous Descent Approaches (CDAs)

You may have heard the term CDA in the media and wondered what it means. It's a technical term for the way a plane descends to land. Pilots using this procedure will make a smooth, continuous descent – rather than descending in stages – it's a bit like comparing an escalator ride with walking down deep steps. One of the advantages of this procedure is a decrease in aircraft noise. CDAs are monitored by BAA and NATS, the air traffic services provider and performance is reported quarterly to community representatives. Due to current airspace constraints, CDAs are not possible when runway direction 05 is used.



## Night flights

Understandably, flights that operate at night are the ones most people have concerns about. But did you know that the Government sets strict controls and limits on the number of flights and what types of aircraft can operate during the night? The Government defines the night time period as 11.30 pm until 6 am. We report on the number of flights in the night time period to local community representatives and the Department for Transport.



## FACT

In financial year 2005/2006, the Flight Evaluation Unit received 19,435 complaints. Of these, 15,170 were made by only six people!

## Online 'one stop shop' for enquiries

At the beginning of 2007 you will see some exciting changes to our website, with pages dedicated to providing you with easy access to information about noise.

[www.stanstedairport.com/noise](http://www.stanstedairport.com/noise) will provide a number of key new features, including a 'self service' enquiry system, providing Stansted aircraft flight tracks, heights and aircraft types. You will also be able to log noise enquiries online.

Stansted's Noise Communications Manager, Vicki Hughes, said "Of all the new elements of Stansted noise communications, this is my favourite because it allows local people to have direct access to the information that matters to them most.

The website will allow people enquiring about a particular flight over their area to log on, and look at the flight tracks. Essentially, it will be a one-stop shop for noise enquiries and I see it as a big improvement to the service we already offer. I look forward to hearing some feedback too!"

## FACT

More air passengers travel to and from Stansted by public transport than any other airport in the UK.



## Property Pack

We have published a property pack with information on flight paths and aircraft noise. It is designed to help those who want to move into the area or who are relocating here, and contains a lot of useful information to help with that all

important decision. It has been distributed to local estate agents, banks, solicitors and libraries. The full pack is available to download on [www.stanstedairport.com/noise](http://www.stanstedairport.com/noise) or please telephone 0800 243 788.

## BAA and Climate Change

There is broad international scientific agreement that greenhouse gas emissions as a result of human activity are having a noticeable effect on the earth's climate. The aviation industry contributes to global warming in a number of ways – but burning fossil fuels in flight is the aviation's biggest impact. In addition, ground emissions from airport vehicles and the transport used by passengers and staff to get to and from the airport also contribute.

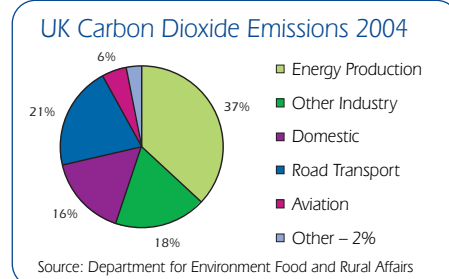
Climate change is a global issue that requires action from all sections of society. BAA is engaged in the climate change debate – not because we have to be, but because we want and need to be. Since 2002, we have campaigned at a national and European level for aviation to be included in the EU Emissions Trading Scheme. We have also been instrumental in engaging airlines, manufacturers and other airport companies to work together towards shared industry targets – including cutting aircraft emissions.

BAA is responsible for the carbon emissions from its airports' operational activities (this excludes emissions from aircraft). We are already in the EU Emissions Trading Scheme and are on course to meet our energy strategy target of a 15% reduction in absolute CO2 emissions from fixed assets by 2010 (compared to 1990 levels). This objective exceeds the Government's Kyoto commitment of a 12.5% reduction and is particularly challenging given that passenger numbers are rising substantially. The strategy is set to save 110,000 tonnes CO2 emissions every year.

Despite the focus that aircraft get in the climate change debate, the truth is that aviation accounts for a small proportion of UK greenhouse gas emissions, around 6 per cent (0.12% of global CO2 emissions). By comparison, road transport accounts for nearly a quarter. Of course, if air travel continues to grow, aviation's proportion will rise, but it won't rise anything like as dramatically as scare-mongers say if we take the right action now.

What is the right action? It is to put a price on all carbon emissions and to ensure that there's a well functioning global market so that we can trade in carbon. This approach will produce the maximum environmental gain for a given economic cost. By pricing carbon, the cost of flying, along with the cost of many other carbon-emitting activities, will rise. Therefore the environmental cost will be priced in to our decisions.

How does emissions trading work? Simply put, emissions trading works like a quota system, where a cap is placed on the amount of emissions from emitting activities such as power production, various types of manufacturing and aviation. The cap should be set at a limit by Government to reduce CO2 levels. Each industry or company is then given a quota, made up of carbon credits. If it saves its quota (for example, by being more efficient or making cuts), it can sell any surplus of carbon credits. If it overuses its surplus, it will need to buy carbon credits from others.



We expect aviation to be a net buyer of carbon credits. This is because there is currently limited technology to make engines more efficient. Buying carbon credits will help to pay for savings in other areas, and will also help make initiatives like renewable energy more successful.

Aviation should join the EU Emissions Trading Scheme in 2008 or as soon as possible thereafter. This additional measure will allow the aviation industry to further pay for its environmental impacts.

That's a huge step in the right direction. Critics argue that we should close all the airports and stop people from flying. In reality, people place a high value on mobility and air transport is vital for an island economy like Britain's. Stansted is at heart of the East of England's economy. It is the biggest single site employer in the region. Millions of pounds worth of cargo and thousands of business passengers pass through the airport everyday.

The right way to forward is for the industry to pay for its environmental impacts whilst safeguarding jobs and the economic well-being of the UK. We're in favour of that. Are you?

## Information and Useful contacts:

Please see our website:  
[www.stanstedairport.com/noise](http://www.stanstedairport.com/noise)

FEU contact details:  
email: [stanstednoiseline@baa.com](mailto:stanstednoiseline@baa.com)

Freephone: 0800 243 788

BAA Stansted Flight Evaluation Unit,  
Enterprise House,  
Stansted, Essex CM24 1QW

NATS:  
[www.nats.co.uk](http://www.nats.co.uk)

Department for Transport:  
[www.dft.gov.uk](http://www.dft.gov.uk)

Civil Aviation Authority:  
[www.caa.co.uk](http://www.caa.co.uk)

## Want to hear more?

To receive regular copies of Plane Talk and to be kept up to date with airport developments please email [stanstedpublicaffairs@baa.com](mailto:stanstedpublicaffairs@baa.com) with your name and address.

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