

Committee: Stansted Airport Advisory Panel

Date:

Title: Aircraft Movements Data

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Summary

1. This report is about data on the movement of aircraft at Stansted Airport with reference to the reporting requirements under Conditions ATM1, ATM2 and ATM 5 of the planning permission for expansion to 35mppa granted by the Secretaries of State on appeal in 2008 (UTT/0717/06/FUL). Aircraft movement data is also regularly reported to the Stansted Airport Consultative Committee (STACC).
2. The report also includes data relating to night movements, which are controlled by the night flight restrictions set by DfT and not via the planning permission. This data is not required to be reported to the District Council under the planning permission, but is reported regularly to STACC. Further details are also available in the draft Noise Action Plan and as background data in the "Night flight restrictions at Heathrow, Gatwick and Stansted Consultation Document" dated January 2017.
3. The annex at the end of this report contains the data tables and explanations that are referred to. Data starts from 2014, that being the first full year of ownership by Manchester Airports Group (MAG).

Recommendations

4. That the Panel notes the contents of this report.

Financial Implications

5. None.

Background Papers

6. None.

Impact

- 7.

Communication/Consultation	None
Community Safety	None
Equalities	None
Health and Safety	None
Human Rights/Legal Implications	None
Sustainability	None
Ward-specific impacts	Air and ground noise
Workforce/Workplace	None

Situation

Aircraft movements

8. Condition ATM1 of UTT/0717/06/FUL sets out the limits on air transport movements (ATMs) at Stansted Airport. Condition ATM2 explains which types of flight are excluded from the ATM limit (commonly known as “other” flights”), but does set a separate limit of 10,000 movements / year for flights that are positioning and business in nature. However, ATM2 does exclude business flights with 10 seats or fewer from counting towards the limit.
9. The reason for the 10,000 movements / year limit in ATM2 is to hold the airport operator to the effects that were predicted in the environmental statement that accompanied the planning application, setting a notional overall limit of 274,000 aircraft movements at 35mppa.
10. Condition ATM5 sets out what data is required to be reported monthly to the District Council. Only numbers of ATMs are actually required to be submitted, but MAG does include “other” flights as well, although it does not break these down into the ATM2 categories. Monthly data on aircraft movements at all UK airports is also published by the CAA on its website. The CAA data does break down “other” flights into categories, although these categories do not directly correlate with ATM2 and the CAA data does not identify business flights with 10 seats or fewer.
11. The wording of Conditions ATM1, 2 and 5 is set out in the annex.
12. An analysis of the ATM5 yearly data table in the annex shows that the total number of ATMs is well within the Condition ATM1 limit, both in terms of passenger movements (PATMs) and cargo movements (CATMs) and also the overall limit. In a statement to STACC on 25th January 2017, MAG referred to a meeting that took place with STACC members representing the local community to discuss the ATM series of conditions. The note of the meeting

explained that the “10 seats or fewer” exclusion in ATM2 removed some 8,000 “other” movements each year, resulting in the airport not being in breach of the 10,000 movements / year limit.

13. Even if all the other movements were to count towards the limit imposed by Condition ATM2, this would need to be viewed within the context of the overall number of movements which complies with ATM1. It is generally accepted that the noisiest movements are CATMs which are currently running at 59.2% of the 20,500 / year limit.
14. In November of last year, the Planning Committee resolved to grant planning permission for expansion to 43 mppa. The environmental statement that accompanied the planning application predicts that 274,000 movements will be reached in 2026 with a separate limit of 16,000 CATMs and a squeezing of “other” movements to no more than 5,000 in 2028.

Night flight restrictions

15. The night flight restrictions relate to summer and winter seasons, which start at the seasonal clock changes in March and October respectively. The night quota period to which the restrictions apply is 23:30 – 06:00 local time. The movement and quota limits for summer and winter are set out in the annex.
16. When the current regime was introduced in October 2017 (expiring in October 2022), the movements limit at Stansted was increased to accommodate the large number of less noisy and modern aircraft that were operating but which were exempt under the previous regime. Under the new regime all aircraft now count against the movement limit. After one year (in October 2018), aircraft that are between 81 and 83.9 EPNdB (Effective Perceived Noise Decibels) started to count within the quota limit as QC/0.125. This is most of those that previously operated as exempt. Aircraft below 81 EPNdB remain excluded from the quota limit. Some aircraft are QC-rated differently on arrival than on departure.
17. Annually, the CAA produces a report setting out the average summer day and night noise exposure contours for Stansted Airport. The latest report is for 2017, published in June 2018. During the year, there was an average of 85.6 movements over the 8-hour night period from 23:00–07:00, an increase of 4% from the previous year. Arrivals were 63% of all movements. Unsurprisingly, night traffic was dominated by the Boeing 737-800/900 with 54 movements / night, representing 63% of the total. The next highest was the Airbus A319 with 9%.
18. In summer 2016 the movement limit was exceeded by 5.3% but the quota count was not. Under the regime, MAG was able to accommodate this by carrying over a shortfall of movements from the previous winter period when only 62.1% of the movements limit was used. The Council has in the past objected to these arrangements as they reduce certainty for residents. The absolute maximum carry over allowable under the regime is 10% of the

original limit in each case. Overruns of up to 20% can also be made, subject to a deduction being made from the next season's allowance although with a >10% carry over the deduction becomes progressively severe. The carry over and overrun arrangements also apply to the quota count where relevant.

19. Data presented by MAG to STACC's Noise and Track Keeping Working Group (NTKWG) on 17th January 2019 show that there was a similar exceedance of the movements limit in summer 2017.

20. Consultation on the post-October 2022 regime is due to start later this year when the Council will again be able to express its views.

21. The data for January – March 2018 reported to STACC seems to show a very large increase in both QC points and movements used, resulting in a significant exceedance of both the quota limit (51%) and movement limits (17%) for winter 17/18. MAG has admitted that this data is in error and there has been no resultant exceedance of the winter 17/18 limits, confirmed by the NTKWG data. Data for September 2018 seems not to have been reported to STACC.

22. In its decision document on the current night flights regime, the DfT has stated that its environmental objective for the regime is to *“limit or reduce the number of people significantly affected by aircraft noise at night, including through encouraging the use of quieter aircraft, while maintaining the existing benefits of night flights”*. The key indicators that it will use will be:

- the area and number of people in the 48dB LAeq 6.5hr night contour
- sleep disturbance impacts associated with night flights, assessed using webTAG methodologies
- the average noise of an aircraft (as measured by the average noise Quota Count per aircraft movement over the course of a season)
- number of movements in the night quota period

Risk Analysis

23.

Risk	Likelihood	Impact	Mitigating actions
None.	None.	None.	None.

- 1 = Little or no risk or impact
- 2 = Some risk or impact – action may be necessary.
- 3 = Significant risk or impact – action required
- 4 = Near certainty of risk occurring, catastrophic effect or failure of project.