

Questions and Answers

DEPARTURES MAP

What are departure maps?

These maps show the flight paths for aircraft taking off from Stansted. These flight paths are called Noise Preferential Routes (NPR's). Both maps show actual flight tracks for an average busy summer week.

Why have the maps been produced?

We want to provide easy to understand maps, showing where planes departing from Stansted Airport fly. The maps are designed to help people understand our day to day operations and what height aircraft will be.

Who have the maps been produced for?

Our neighbours and all those who live in the local community. They will also form part of specific information available for people moving within the local area or who wish to find out more about operations at Stansted. They are available through the Flight Evaluation Unit (FEU) on 0800 743 288 and are on our website: www.stanstedairport.com/noise.

Who has produced this information?

The Environmental Research Consultancy Department (ERCD) of the Civil Aviation Authority (CAA) was commissioned by BAA to produce this piece of work for Stansted.

Why are there two maps?

There are two maps which represent departures from either end of the runway and reflect aircraft heights and routes. Which end of the runway used depends on whether the wind is coming from an westerly or easterly direction at the airfield.

Why are there two runway directions?

Stansted has one runway and the direction of the wind determines which end is used for taking off and landing planes. Stansted's predominant wind direction is from the south west, so aircraft generally depart to the south west. This happens around 60% of the time.

What is the information in the small boxes?

This information gives details of the range of how many flights you could expect to see during a 24 hour period; the average percentage of flights a day; the average number of days with less than 10 flights and the average number of days with more than 10 flights. This information is based on data over a 92 day period (three busy summer months) in 2005.

Why are the average daily figures based on 92 days rather than the picture showing a week of tracks?

The 92-day summer reporting period from mid-June to mid-September has been in use for many years now as the established time scale over which to describe the noise exposure arising from aircraft. It is one of the busiest periods of the year.

What are the thicker arrows in an oval box showing?

The arrows show the direction aircraft are moving in along the route.

What are the thinner arrows from the text box to the route indicating?

They are showing that the data indicated only relates to the area within the oval shown.

Why are the tracks coloured differently?

Each aircraft track is shown in three different colours along its route. The yellow band shows aircraft between 6,000 ft and 10,000 ft. The light green band shows aircraft between 6,000 ft and 3,000 ft. The dark green band shows aircraft below 3,000 ft. All heights quoted on these maps are above sea level.

How high should planes be when they leave the Noise Preferential Routes (NPR's)?

Aircraft have to be 4,000 ft on four of the NPR's (the two Clacton and Dover routes). On the other two routes (Buzad) planes should be at 3,000 ft during the day (6am and 11.30pm) and 4,000 ft during the night (11.30pm to 6am). Planes can leave the flight path once they are at the required height on the instruction of air traffic control.

What happens if planes fly off the designated Noise Preferential Routes?

If aircraft do not fly on the Noise Preferential Routes, there can be many different reasons for this. For example, to avoid bad weather. This would be on the instruction of air traffic control. If they don't have a good reason for leaving the Noise Preferential Route, the operator is fined £500. All funds raised are invested back into the local community.

Why does it look like there are so many planes flying off the Noise Preferential Routes, particularly on the Easterly Dover route and Buzad route?

Once a plane reaches either 3,000 ft or 4,000 ft depending on the particular route and time of day (as explained above), they can then be 'vectored' off the route onto a more direct heading to their destination. Therefore, not all planes fly to the end of the Noise Preferential Routes but can leave earlier. These are all directed by air traffic control.

Do these two maps represent the flights that occur at night?

Yes, Stansted Airport is a 24 hour operation and these tracks are taken over a 24 hour period.

What does daily range of departures mean?

The statistic called 'daily range of departures' provides an indication of the minimum and maximum number of flights recorded over the summer period at each location.

What does average daily departures mean?

This is the average number of departure movements at each location over the 92-day summer period. The figure allows the user to gauge how many departures they can expect on an average summer day. It is calculated by taking the sum of all the departing aircraft within the summer period at each distinct location and dividing that number by the number of days, in this case 92. The average number of daily departures is affected by the runway direction that is in use, this statistic is complemented with the statistic 'daily range of departures'.

For further information or clarification, please do not hesitate to contact us:

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