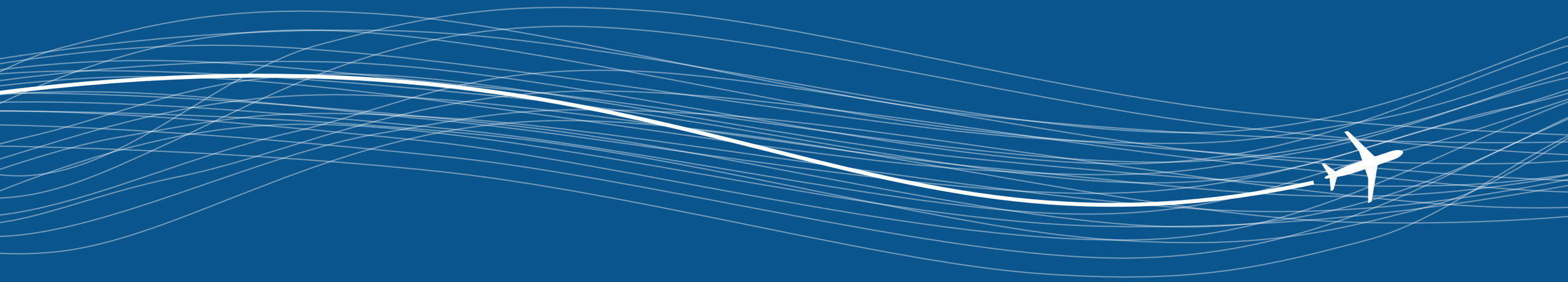
suono

Noise Monitoring Stebbing 2025



London Stansted Airport

Key Facts and Figures

Summary information from the Stebbing noise monitoring position (M116), which monitored during the 92-day summer period of 16th June to 15th September 2025 . Data presented is a summary of, and should be read in conjunction with, this report. Noise data presented on this page is assessed to be from aircraft only, with noise from other sources having been excluded.

Aircraft Noise Levels

See Table 3 and Section 6.0 for more information

2018

50 dB during the daytime ($L_{Aeq,16\ hour}$)

44 dB during the night-time ($L_{Aeq,8\ hour}$)

2025

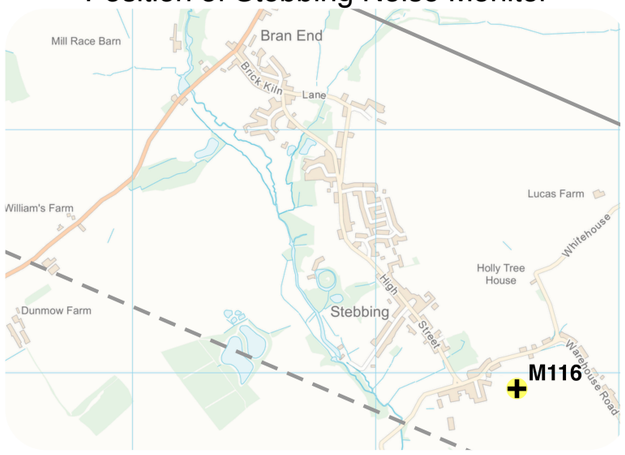
49 dB during the daytime ($L_{Aeq,16\ hour}$)

Reduction of 1 dB compared to 2018

40 dB during the night-time ($L_{Aeq,8\ hour}$)

Reduction of 4 dB compared to 2018

Position of Stebbing Noise Monitor



Number of Aircraft Noise Events during the summer period

See Section 2.0 and Section 4.0 for more information

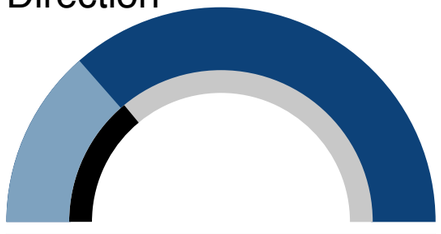
4,288 total measured events

697 daytime events above 70 dB L_{Amax}

2,450 daytime events above 65 dB L_{Amax}

411 night-time events above 60 dB L_{Amax}

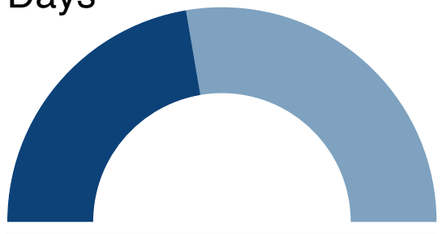
Operating Direction



Detail	Easterly	Westerly
Monitoring period	27%	73%
Last 20 years	28%	72%

See Section 1.0 for more information

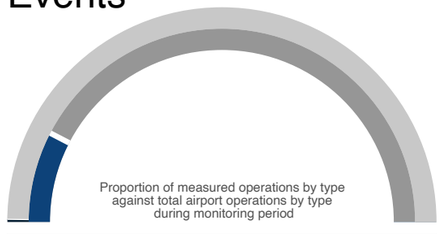
Departure Days



Detail	Departures	No Departures
Days during monitoring	41	51

See Section 2.0 for more information

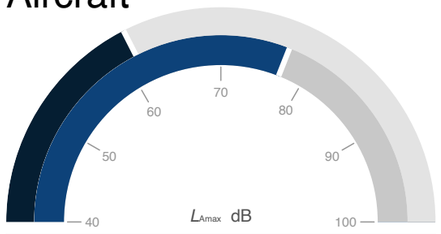
Measured Events



Detail	Arrival	Departure
Movements Measured Over Stebbing	35	4,252
Totals Movements at Stansted Airport	28,445	28,451

See Section 2.0 for more information

Noisiest Aircraft



Detail	Arrival	Departure
Average L_{Amax}	60 dB	78 dB
	Boeing 737-800	Boeing 747-400

See Section 5.0 for more information

Noise Monitoring Stebbing 2025

prepared for Stansted Airport, Bassingbourn Road, Stansted CM24 1QW

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Report Summary

This is an A3 sized report and is intended to be read on a computer screen or on A3 sized paper.

Section 1: Introduction

Section 1 provides information on the temporary noise monitoring location which this report focuses on, the reasons for the report and context on the monitoring location in relation to Stansted Airport and the surrounding area.

Section 2: Number and Location of Aircraft Movements

Section 2 sets out the number of movements over Stebbing and displays where movements are in relation to the noise monitor and Stebbing.

Section 3: Aircraft Types and Operators

Section 3 discusses the different aircraft types and operators using Stansted Airport over Stebbing.

Section 4: Measured Noise Levels

Section 4 sets out ambient noise analysis at Stebbing and investigates number above analysis.

Section 5: Maximum Noise Levels

Section 5 displays maximum noise levels from aircraft over Stebbing and breaks down the aircraft types producing the highest noise levels.

Section 6: 2018 and 2025 Comparison

Section 6 makes comparisons where possible against monitoring undertaken at the same location in 2018 from 2nd July to 30th September covering a total of 90 days.

Appendix A and B

Appendix A is a glossary of acoustic aviation terms to assist the reader.
Appendix B summarises the raw noise data recorded for the entire monitoring period and an analysis of the weather conditions.

1.0 Introduction

1.1 Stansted Airport have undertaken noise monitoring in Stebbing at location M116 which is approximately 12 km to the east of the runway and was mainly affected by aircraft departing in the easterly direction, turning right towards Clacton.

1.2 Monitoring covers the full 92-day summer period which runs from the 16th June to the 15th September. This allows for comparison against annually produced noise contours. The most up to date noise contours of the Airport can be seen on the community noise portal at Our current noise contour – London Stansted Insightfull. Other information and explanations on airport operations can also be found at this weblink.

1.3 Monitoring was undertaken to gain a better understanding on aviation activity affecting the noise climate of the area and to compare to previous noise monitoring undertaken by Stansted Airport at the same location in 2018.

1.4 From analysis of the measured data, key noise metrics and information have been calculated and are presented in this report.

1.5 The location of M116 in Stebbing is shown in **Image 1**.

1.6 M116 predominately recorded departures in the easterly direction from runway 04 using the Clacton Noise Preferential Route (NPR).

1.7 A representation of the runway can be seen in **Image 2** indicating the direction of departures and arrivals.

1.8 The location of Stebbing in relation to Stansted Airport and the Clacton NPR is shown in **Image 3**.

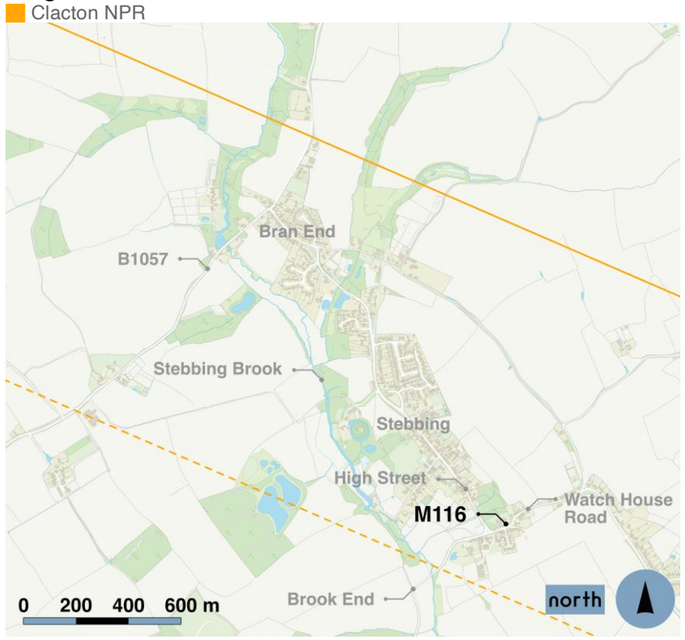
1.9 For the summer period, the directions of operation were split as follows due to wind conditions:

- **Runway 04 (easterly direction): 27% of the time**
- **Runway 22 (westerly direction): 73% of the time**

1.10 Over the past 20 years, this split has been 28% / 72% on average, so 2025 is representative of a typical summer.

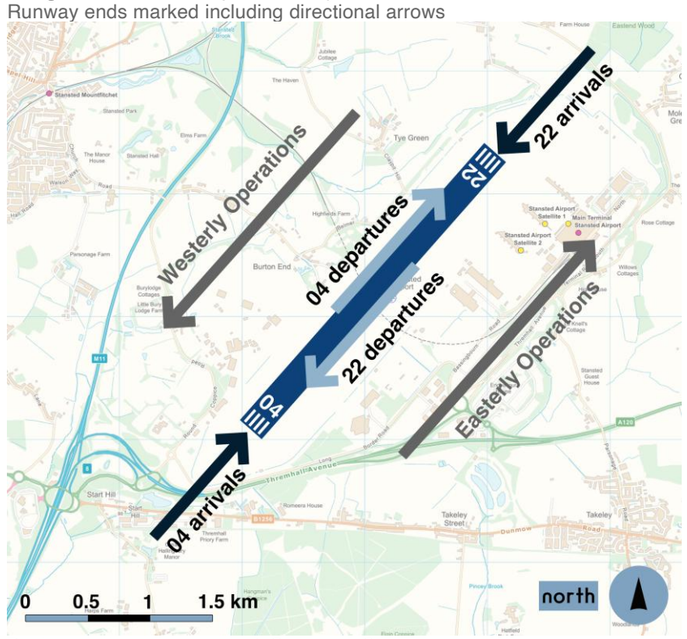
1.11 The nearest permanent noise monitor to M116 belonging to Stansted Airport is the Moor End Farm monitor located approximately four kilometres to the northeast of the end of the runway and can be seen on **Image 3** and via *Webtrak* at WebTrak : Stansted.

Image 1. Location of M116
Clacton NPR



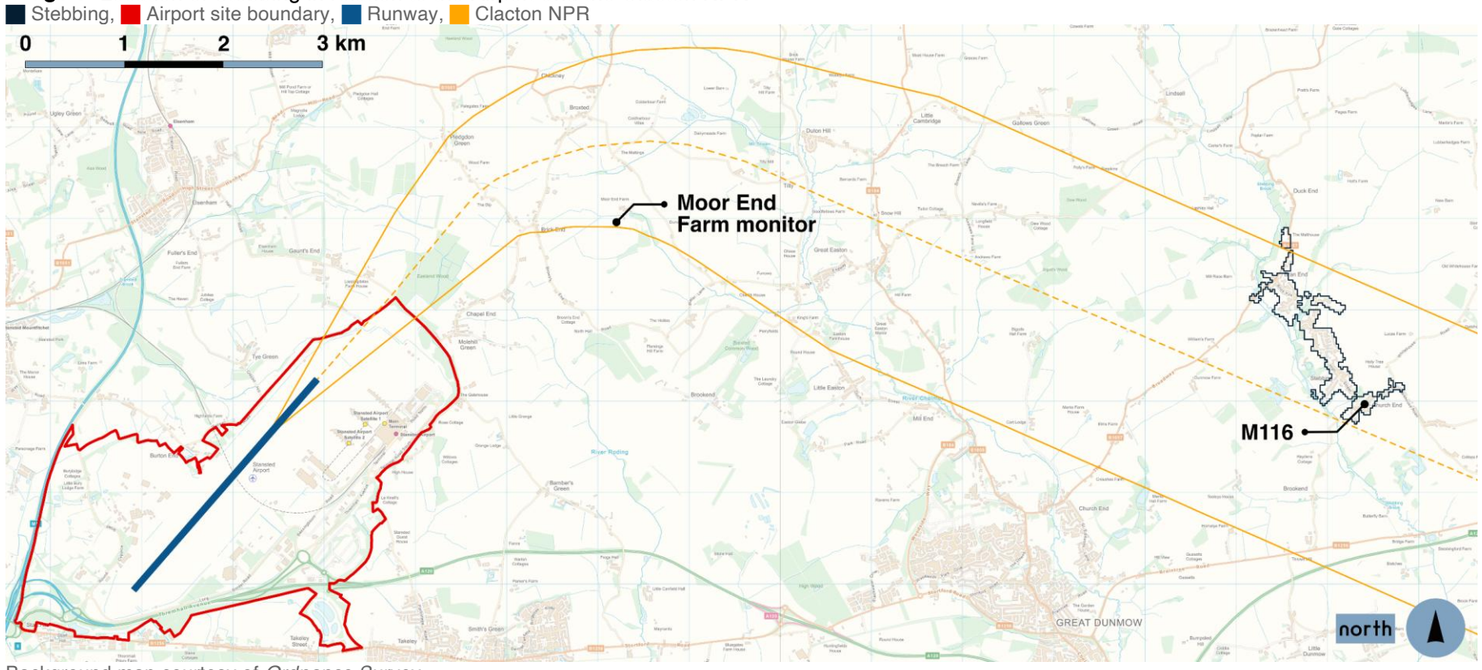
Background map courtesy of *Ordnance Survey*

Image 2. Stansted Airport runway
Runway ends marked including directional arrows



Background map courtesy of *Ordnance Survey*

Image 3. Location of Stebbing in relation to the Airport and the Clacton NPR
Stebbing, Airport site boundary, Runway, Clacton NPR



Background map courtesy of *Ordnance Survey*

2.0 Number and Location of Aircraft Movements

2.1 During the 92-day summer period, a total of 56,908 movements occurred at the Airport.

2.2 **Table 1** presents how movements were split between arrivals and departures.

Table 1 Total Stansted Airport movements

Departures	Arrivals	Touch-and-Go's
28,451	28,445	12

2.3 The monitor in Stebbing measured noise levels for 4,288 of these movements using a virtual 'gate' above the monitor in combination with the Airport Noise and Operations Monitoring System (ANOMS) to correlate movements and noise data.

2.4 The gate is a virtual rectangular shape stretching from ground level to 10,000 feet and is 3.2 nautical miles across.

2.5 **Table 2** sets out how the measured movements are split.

Table 2 Movements that triggered the noise monitor

Departures	Arrivals	Touch-and-Go's
4,252	35	1

2.6 On average, 103 departures per day occurred over Stebbing when departures operated in the easterly direction. There were 51 days where no departures were present.

2.7 On average, there was approximately one arrival every three days.

2.8 The monitor also measured noise levels from 406 aircraft not associated with Stansted Airport.

2.9 **Image 4** and **Image 5** show how departures and arrivals were split over each hour of the day, respectively. **Image 6** shows how aviation movements not associated with Stansted Airport were split. It is important to note the difference in y-axis scales across these graphs.

Image 4. Departures per hour
In terms of number of movements (y-axis) per hour (x-axis)

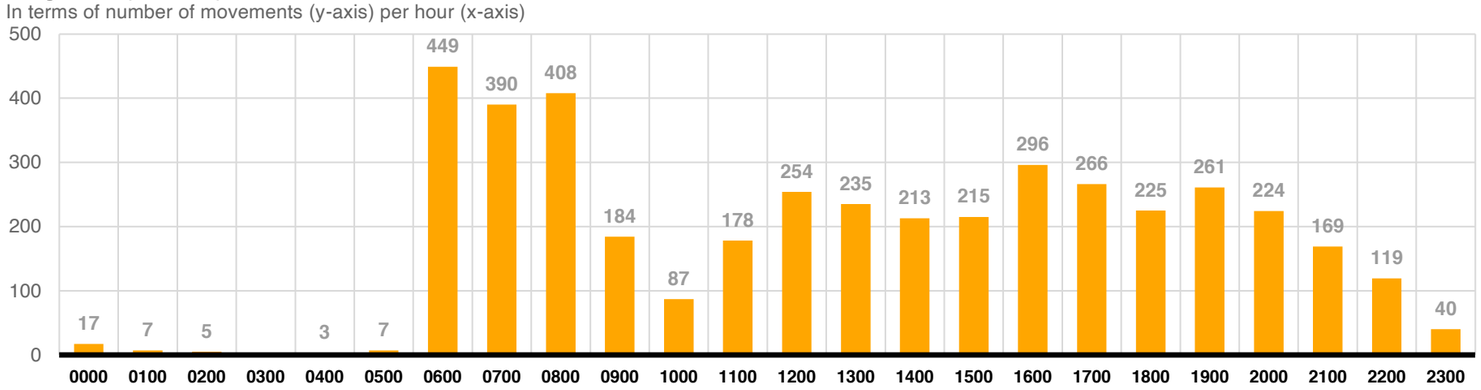


Image 5. Arrivals per hour
In terms of number of movements (y-axis) per hour (x-axis)

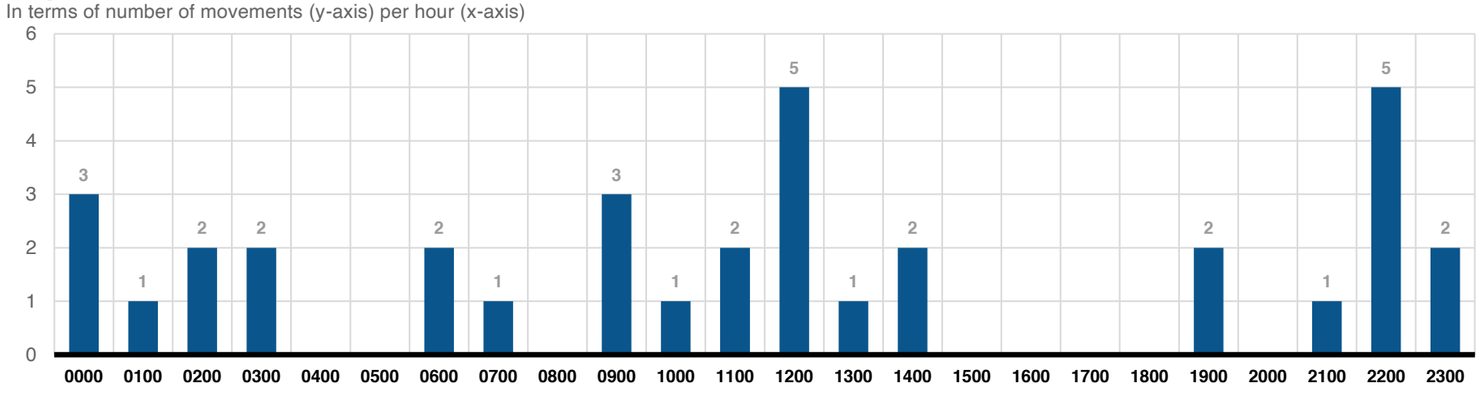


Image 6. Aircraft not associated with Stansted Airport per hour
In terms of number of movements (y-axis) per hour (x-axis)

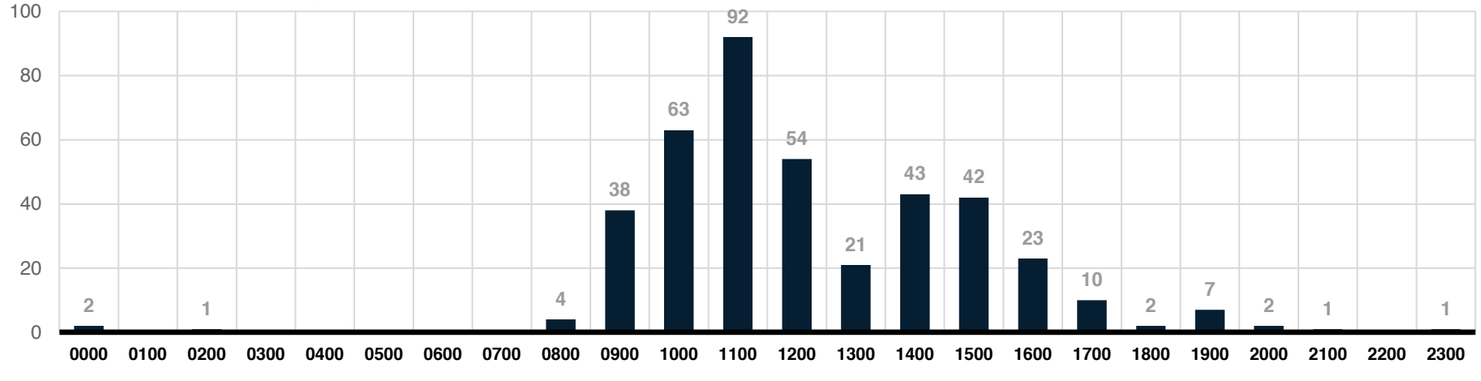


Image 7. Height and lateral distance of departures from monitor
4,252 flights in terms of lateral distance (x-axis, m) against height (y-axis, ft)

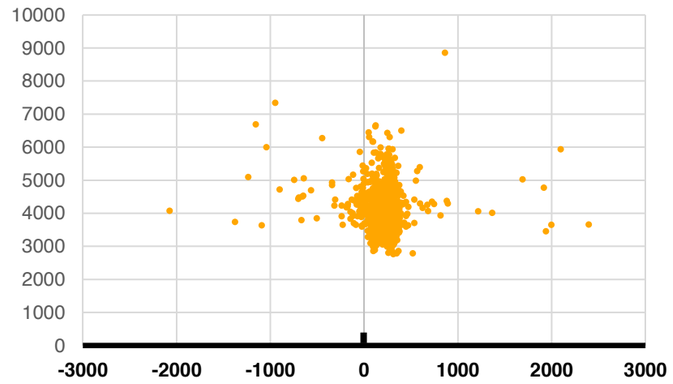


Image 8. Height and lateral distance of arrivals from monitor
35 flights in terms of lateral distance (x-axis, m) against height (y-axis, ft)

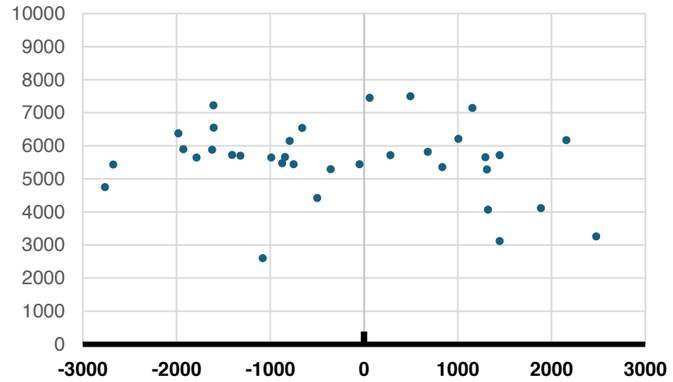
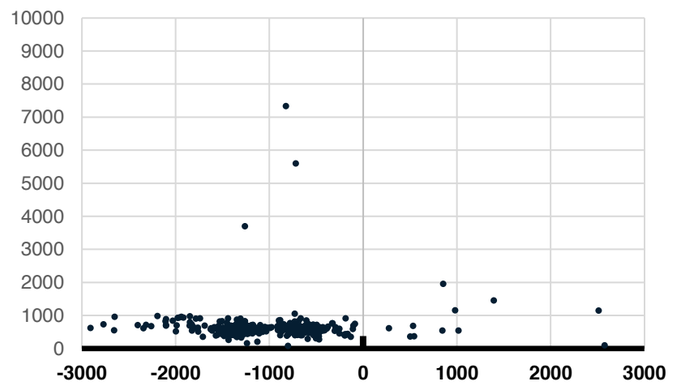


Image 9. Height and lateral distance of non-Stansted movements
406 flights in terms of lateral distance (x-axis, m) against height (y-axis, ft)



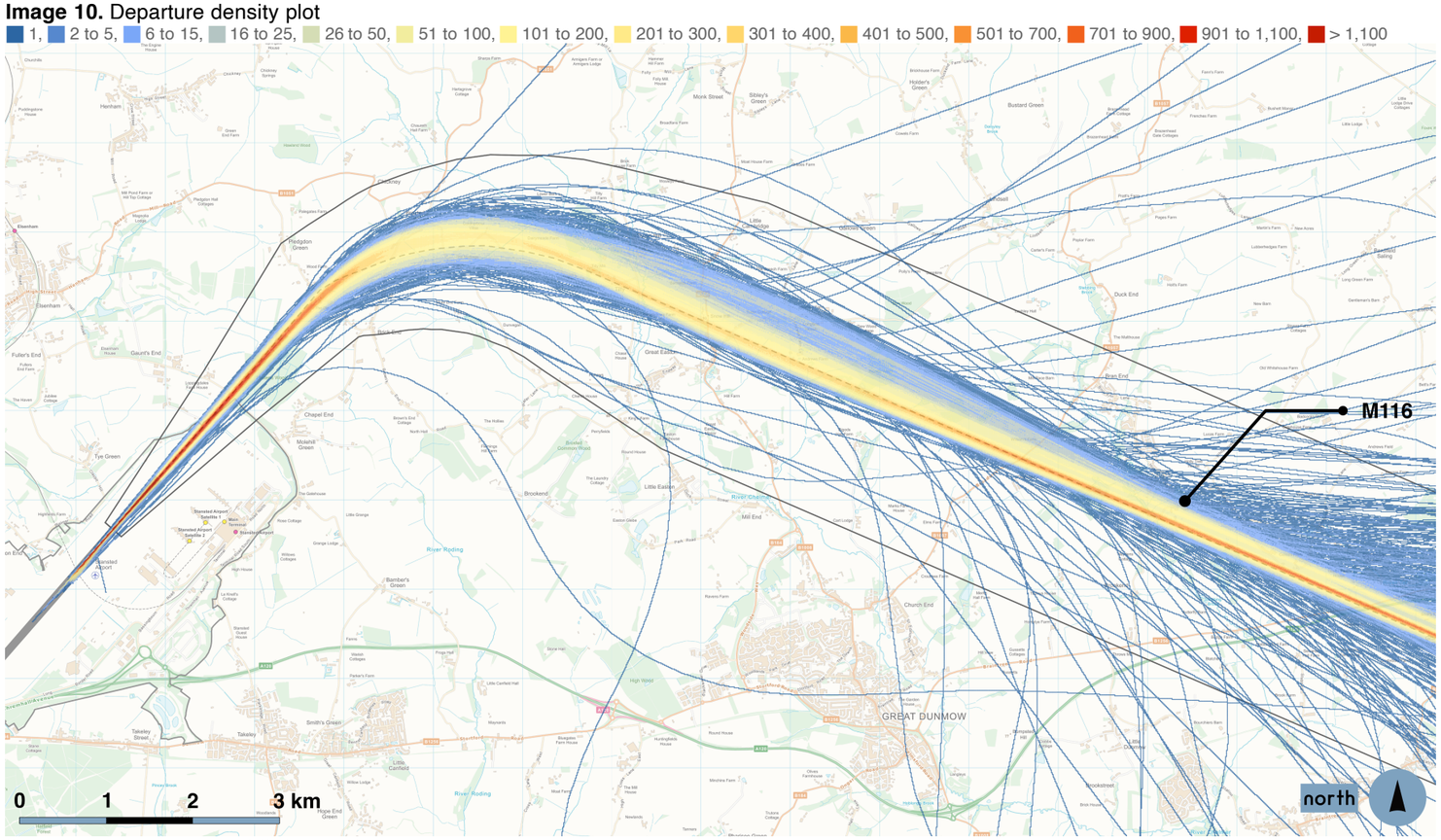
2.10 The locations of measured aircraft through the gate in relation to the noise monitor can be seen in **Image 7**, **Image 8** and **Image 9** for departures, arrivals and aviation movements not associated with Stansted Airport respectively.

2.11 A density plot derived from flight track data for departures can be seen in **Image 10**.

2.12 This was derived by counting the number of flight tracks in cells of a 10x10 m grid.

2.13 It is important to note the scale of the density plot. The overwhelming majority of flights are within a narrow band.

Image 10. Departure density plot



Background map courtesy of Ordnance Survey

Image 11. Aircraft types
In terms of aircraft type (y-axis) against occurrences (x-axis)

3.0 Aircraft Types and Operators

3.1 The aircraft types and operators measured by the monitor operating to and from Stansted can be seen in **Image 11** and **Image 12** respectively.

3.2 The number of different aircraft types and operators measured were as follows:

- Aircraft types: **63 different aircraft types**
- Operators: **47 different operators**

3.3 The aircraft types forming the top 90% of movements were as follows:

- **Boeing 737-800**: 66% of movements.
- **Boeing 737 MAX 8**: 15% of movements.
- **Airbus A320**: 3% of movements.
- **Airbus 321neo**: 2% of movements.
- **Airbus A320neo**: 2% of movements.
- **Boeing 777-200 Freighter**: 2% of movements.

3.4 The top three airline operators were as follows:

- ***Ryanair***: 69% of movements.
- ***Jet2.com***: 10% of movements.
- ***Pegasus Airlines***: 4% of movements.

3.5 *Private operators* consist of 36 different business jet operators. The most common of these operators formed 0.7% of the fleet.

Image 12. Aircraft operators
In terms of airline (y-axis) against occurrences (x-axis)

4.0 Measured Noise Levels

4.1 Results on this page omit movements during periods of adverse weather conditions and noise events that were identified as not being aircraft using audio recordings, as is described in **Appendix B**.

Ambient Noise Analysis

4.2 **Table 3** indicates the ambient noise levels over the monitoring period averaged over the whole summer period for both the daytime (0700-2300) and night-time (2300-0700).

4.3 Aircraft only noise levels were as follows:

- **49 dB(A) during the daytime**
- **40 dB(A) during the night-time**

4.4 The daytime aircraft only noise levels were affected by operations at Stansted Airport and by local general aviation activity. The night-time was affected predominately by Stansted operations.

Number Above Analysis

4.5 The N70, N65 and N60 Number Above contours relate to different noise impacts and simply apply when a maximum L_{Amax} noise level of an aircraft passby is registered as being above 70 dB(A), 65 dB(A) or 60 dB(A) respectively.

4.6 N70 and N65 apply during the daytime only and N60 applies during the night-time only.

4.7 The following number of events meeting or exceeding the relevant thresholds were measured:

- N70: **697 events** (23% of daytime movements)
- N65: **2,450 events** (83% of daytime movements)
- N60: **411 events** (99% of night-time movements)

4.8 **Table 4** shows the range of these metrics over the summer period.

4.9 How these three metrics were spread across the summer period can be seen in **Image 13**, **Image 14** and **Image 15**. It is important to note the difference in y-axis scales across these graphs.

Table 3 Aviation noise metrics averaged over the summer period, dB

Metric	Measured Results	Without Aircraft	Aircraft Only
Daytime, $L_{Aeq,16hour}$	54	53	49
Night-time, $L_{Aeq,8hour}$	45	43	40

Table 4 Number Above metrics

Metric	Daily Range
N70 (day)	0-45
N65 (day)	0-150
N60 (night)	0-21

Image 13. N70 by day

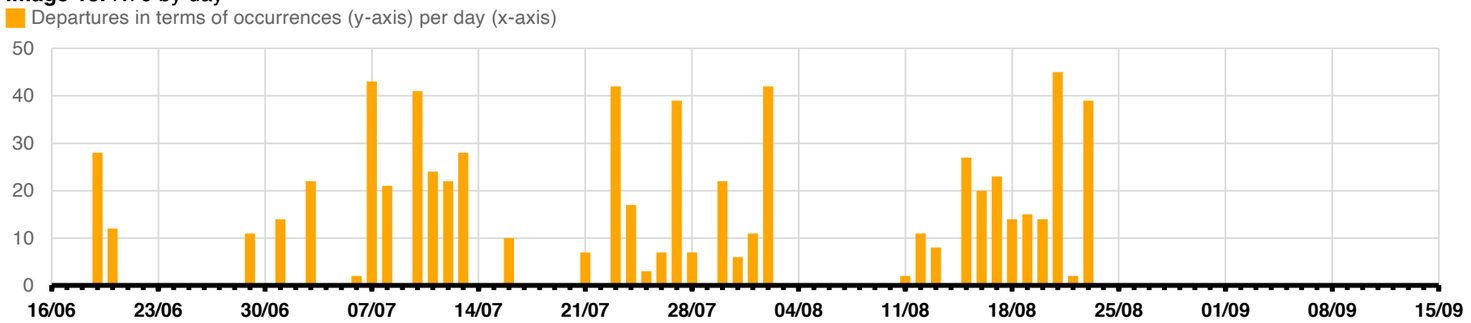


Image 14. N65 by day

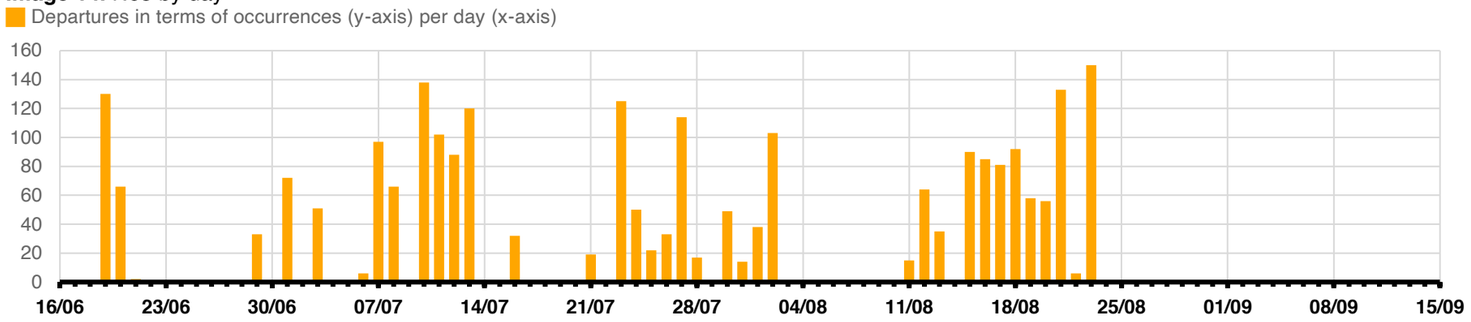
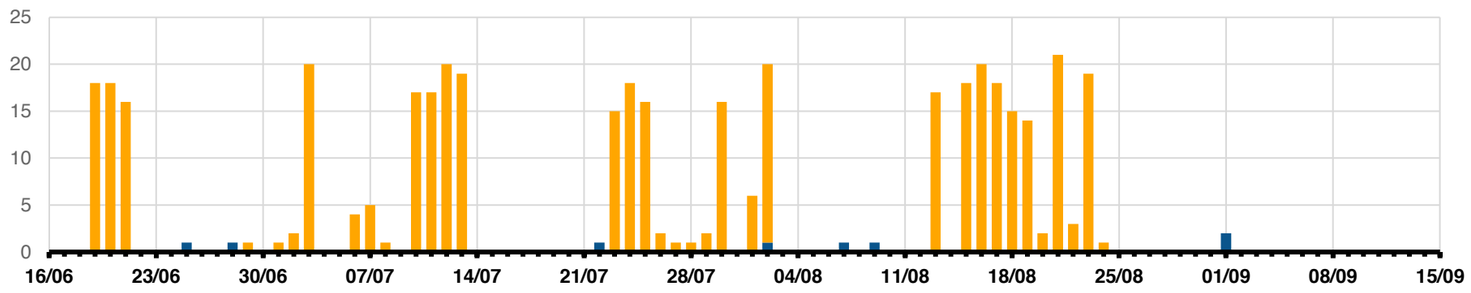


Image 15. N60 by night



5.0 Maximum Noise Levels

5.1 Results on this page omit movements during periods of adverse weather conditions and noise events that were identified as not being aircraft using audio recordings, as is described in **Appendix B**.

5.2 The aircraft type with the highest noise levels on average are as follows along with the number of occurrences in brackets:

- **Departure, L_{Amax}: 78 dB, Boeing 747-400 (6)**
  All six movements during the daytime

- **Arrival, L_{Amax}: 60 dB, Boeing 737-800 (20)**
  14 during the daytime, six during the night-time

5.3 Aircraft types that were captured less than five times throughout the summer period have not been considered within the above analysis.

5.4 The single movements that produced the highest noise levels over the monitoring period are as follows:

- **Departure, L_{Amax}: 81 dB, Boeing 747-400**
- **Arrival, L_{Amax}: 73 dB, Boeing C-17**

5.5 Both of the above events occurred during the daytime.

5.6 **Image 16** and **Image 17** show the distribution of departure and arrival L_{Amax} noise events respectively throughout the 92-day summer period. We again note the difference in y-axis scale.

5.7 The Boeing 737-800 and Boeing MAX 8 were the most operated aircraft. Their maximum noise levels on average are as follows:

- **Boeing 737-800** on departure: **68 dB L_{Amax}**
- **Boeing 737 MAX 8** on departure: **65 dB L_{Amax}**

Image 16. Distribution of departure maximum noise events
In terms of frequency occurrence (y-axis) against noise level (dB, x-axis)

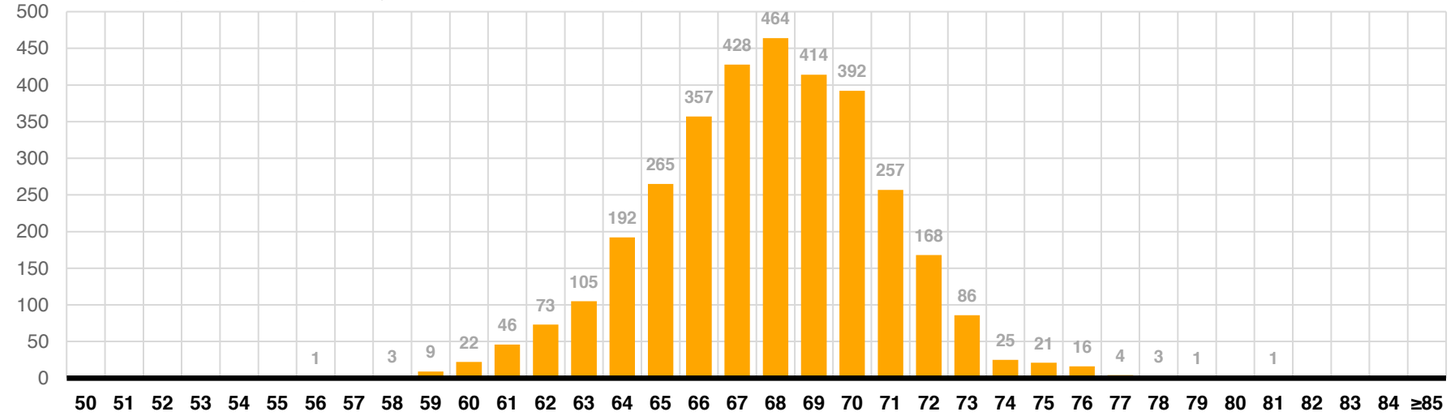
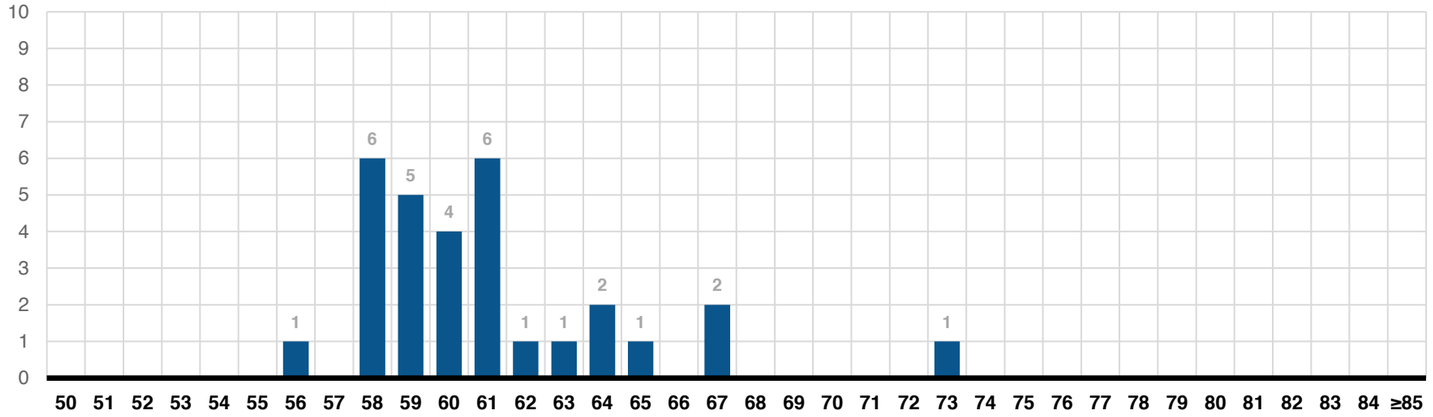


Image 17. Distribution of arrival maximum noise events
In terms of frequency of occurrence (y-axis) against noise level (dB, x-axis)



6.0 2018 and 2025 Comparisons

Summary

6.1 This page makes comparisons where possible against monitoring undertaken at the same location in Stebbing from 2nd July to 30th September 2018, which covered a total of 90 days.

6.2 The following list provides a summary of the comparisons:

- Broadly the same number of movements occurred in 2025 as compared to 2018.
- The number of new generation aircraft has increased since 2018.
- Overall, aircraft noise levels have reduced, particularly at night.
- The Number Above metrics are similar in 2025 compared to 2018, with 2025 being lower of the two.

Airport Night-Time Operation Changes

6.3 Stansted Airport have introduced some changes to their night-time operations since 2018:

- A Quota Count (QC) 2 freeze has been introduced, meaning no more QC2 (or above) flights can be scheduled at night other than those with historic slot rights.
- The departure noise limit at night has been lowered causing some departures to shift beyond 0700 into the daytime period.
- A QC2 charge for night-time operations has been introduced causing some QC2 aircraft to operate during the daytime period instead of the night-time period.

6.4 The QC system limits the amount of noise generated by aircraft movements during the night-time. Aircraft are divided into categories, depending on the noise levels that they generate.

Movements Comparison

6.5 The following comparisons of airport operations can be drawn between 2018 and 2025:

- **Total movements**
  57,310 in 2018 compared with **56,908 in 2025**
- **Easterly Operations (Runway 04 usage)**
  26% in 2018 compared with **27% in 2025**

6.6 The following comparisons of aircraft types and airlines can be drawn between 2018 and 2025:

- **Measured aircraft types**
  65 in 2018 compared with **63 in 2025**
- **Boeing 737-800**
  2,823 measured in 2018 compared with **2,818 in 2025**
- **Boeing 737 MAX 8**
  15% of movements in 2025 up from **0% in 2018**

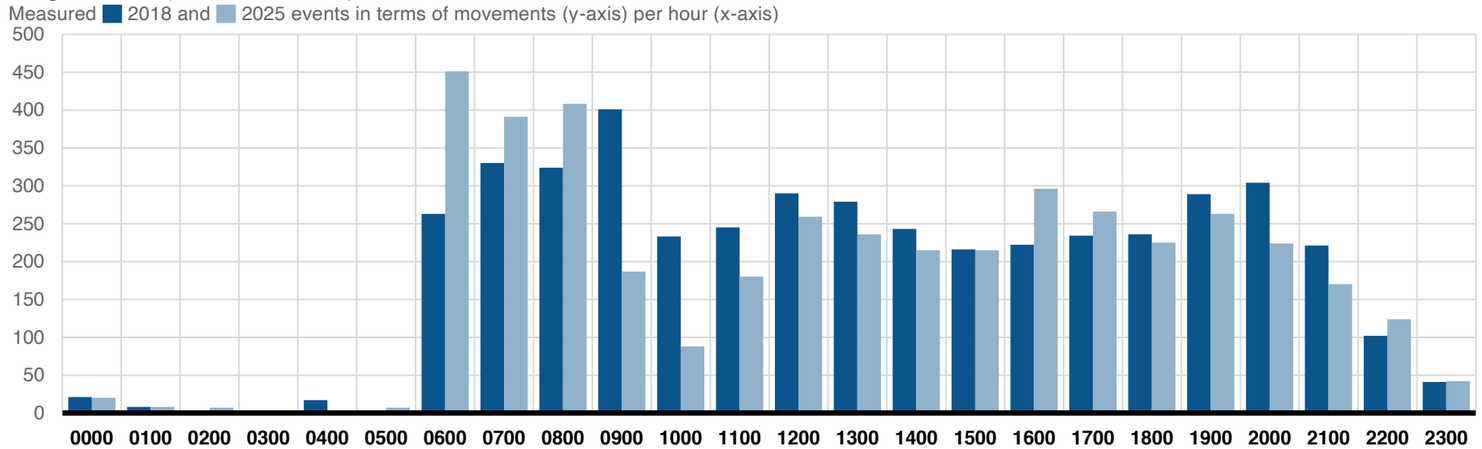
6.7 **Image 18** provides a comparison of hourly movements between 2018 and 2025.

6.8 The initial peak in operations between the hours of approximately 0600 and 1100 has changed, shifting earlier. During this period, operations occur earlier in the day in 2025 due to better on time performance compared to 2018 which has resulted in operations increasing by 70% between 0600 to 0700.

6.9 A similar shift can be explained by better on time performance between the hours of approximately 1600 and 2100.

6.10 Other night-time operations have remained broadly the same for each hour between 2018 and 2025 and have reduced by 80% during 0400 to 0500.

Image 18. Hourly movements comparison



2018 data taken from paragraph 7.7.1 of the 2018 monitoring report

Measured Noise Level Comparison

6.11 A comparison of measured noise levels is shown in **Table 5**.

Table 5 Noise level comparison between 2018 and 2025, dB

Year	Measured Results	Without Aircraft	Aircraft Only
Daytime, $L_{Aeq,16hour}$			
2018	**52**	**49**	**50**
2025	54	53	49
Night-time, $L_{Aeq,8hour}$			
2018	**45**	**39**	**44**
2025	45	43	40

6.12 'Without aircraft' noise levels have increased generally compared to 2018 during the daytime.

6.13 'Aircraft only' noise levels have decreased by 1 dB during the daytime and by 4 dB during the night-time.

6.14 This general decrease in 'Aircraft only' noise levels is due to quieter next generation aircraft entering service. The larger decrease during the night-time period is also due to the changes made by Stansted Airport to their operations as listed on the previous page.

Aircraft noise levels

6.15 A comparison between 2018 and 2025 for both the N70 and N60 can be seen in **Table 6**. These are average daily values throughout the entire monitoring periods including those days where departures were not operating over Stebbing.

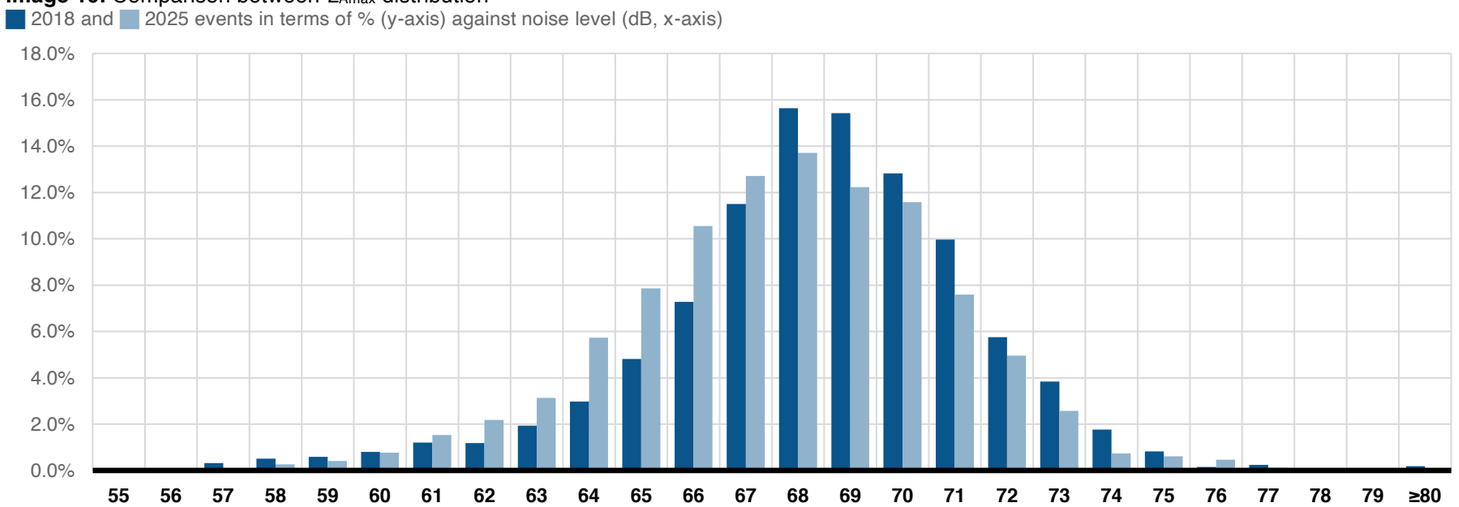
Table 6 N70 and N60 comparison between 2018 and 2025

Metric	2018	2025
N70 (day)	9	8
N60 (night)	4	4

2018 data taken from Table T4 of the 2018 monitoring report

6.16 The Number Above values have reduced slightly during the daytime and have stayed the same during the night-time when comparing 2025 with 2018.

Image 19. Comparison between L_{Amax} distribution



2018 data taken from paragraph 7.5.1 of the 2018 monitoring report

6.17 A comparison between the distribution of aircraft L_{Amax} noise levels can be seen in **Image 19**.

6.18 Maximum noise levels have generally reduced from 2018 to 2025. A greater proportion of events generated noise levels between 61-67 dB L_{Amax} in 2025 and the proportions generating noise levels between 68-74 dB L_{Amax} have reduced.

6.19 This general shift downwards in maximum noise levels is again controlled by quieter next generation aircraft entering service.

Appendix A: Glossary

Acoustic Aviation Terms

Annoyance
The principal health effect relating to daytime (7 am to 11 pm) aircraft noise, where someone is to some extent bothered, annoyed or disturbed.

Sleep disturbance
The health effect relating to night-time (11 pm to 7 am) aircraft noise, usually taken to be where someone experiences an awakening.

Summer 92-day period
16th June to 15th September inclusive, representing the busiest period of activity at UK airports.

Shoulder periods
The time period either immediately before (6 am to 7 am) or after (11 pm to 11:30 pm) the daytime.

Noise contour
A line around an airport where all points on the line have the same noise level, representing a particular metric.

ANOMS
The Airport Noise and Operations Monitoring System. ANOMS collects data from the airport's noise monitors and radar systems to correlate noise levels and physical locations for individual flights. Weather and flight data are also collected.

NPR
Noise Preferential Routings are established departure routings that aircraft must follow, unless extenuating circumstances apply (such as being instructed otherwise by Air Traffic Control for safety reasons or due to inclement weather).

'Touch and Go' or 'go around'
A manoeuvre where an aircraft lands on the runway and then takes back off again in one motion. It is typically undertaken in training but can also be used during an aborted landing.

Noise Metrics and Indices

$L_{Aeq,T}$
The hypothetical steady sound, containing (or equivalent to) the same sound energy as the actual fluctuating sound over the chosen measurement period, *T*.

$L_{Aeq,16hour}$
The equivalent sound level over a 16-hour day (7 am to 11 pm) calculated using the average movements over the daytime summer 92-day period. The metric recognised by the UK government for making evidence-based decisions, due to it correlating best with annoyance.

$L_{Aeq,8hour}$
The equivalent sound level over an 8-hour night (11 pm to 7 am) calculated using the average movements over the night-time summer 92-day period.

Number Above (Nx)
The number of aircraft events generating noise levels above *x* dB $L_{Amax,s}$ (typically 65 or 70 dB during the day and 60 dB at night). A useful communication metric as it correlates well to annoyance.

$L_{Amax,s}$
Simply the highest measured noise level during an aircraft event, with the sound monitoring equipment taking a measurement every one second (known as a slow response). All references to L_{Amax} in this report refer to $L_{Amax,s}$, unless otherwise stated.

Other Useful Terms

Quota Count
Quota Count is a system used by Stansted Airport (amongst others in the UK) to limit the amount of noise generated by aircraft movements during the night-time. Aircraft are divided into eight categories depending on the noise levels that they generate, the quieter the aircraft, the smaller the QC value.

CAA
The UK Civil Aviation Authority.

ERCD
The Environmental Research and Consultancy Department of the CAA.

ERCD Report 0904
Metrics for Aircraft Noise, published by CAA, 2009.

ERCD Report 2503
Noise Exposure Contours for Stansted Airport 2024, published by CAA in 2025.

CAP1506
Survey of Noise Attitudes (SoNA), published by CAA, 2021.

ANIS1982
A previous study comparable to that in CAP1506, and is useful for showing how UK noise attitudes have changed over time.

CAP2161
Survey of Noise Attitudes: Aircraft noise and sleep disturbance, published by CAA, 2021.

CAP1767
An investigation into the influence of background ambient noise levels on attitudes to aircraft noise, published by CAA, 2019.

Appendix B: Survey Data

Noise Data

Noise data collected by the monitoring position is presented in this appendix using the $L_{Aeq,1hour}$ metric. A 1-hour period shows how noise levels change hour by hour, allowing for greater inspection than longer period metrics.

Three values are presented, all of which are calculated by the monitoring equipment software. All are measured in dB $L_{Aeq,1hour}$ and are:

- Total noise level – all noise measured by the monitoring position uncorrected. Presented as a continuous black line.
- Without aircraft noise level – total noise level minus any influence from correlated aircraft events. Representative of community noise levels if aircraft noise was not present. Presented as a dashed grey line.
- Aircraft only noise level – the difference between total and community noise levels. Representative of noise purely from correlated aircraft events. Presented as a continuous orange line.

Weather Data and Omitted Data

Weather data has been provided alongside the noise data. Stansted Airport has three weather monitors, with data provided being that from Weather Monitor 10, as this station is closest to Stebbing and measures rainfall.

Wind speed (knots), wind direction (degrees) and rainfall (inches) have been provided for the survey duration for every 15-minute period.

We have condensed this data down into 3-hourly periods, by averaging the wind speed and direction and summing the rain.

Multiple periods of data have been omitted from noise analysis due to weather, where material rainfall or wind speeds are present and had the potential to contaminate the data.

Using audio recordings of each measured event, data has been omitted from noise analysis where the event was not caused by aircraft such as lawn mowers.

Correlated Event Data

Correlated aircraft events are those where an increase in noise level corresponds to a movement passing through the gate.

The noise monitor in Stebbing was triggered when levels met or exceeded 54 dB(A).

The data presented below shows the number of correlated events that have occurred in each hour of monitoring, split by arrivals and departures.

Non-Stansted activity has also been included to provide context where there is an increase in ‘aircraft only’ noise levels with no departure or arrival present.

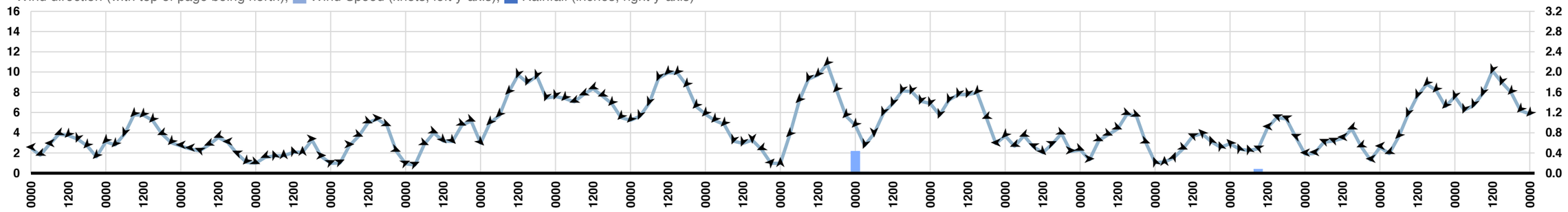
Inclusion of these correlated events allows for the weather and noise data to be compared, when looking at which direction the runway is operating in, as well as how movements are split by hour and day.

Survey Data: 16 June to 5 July 2025

Data presented at intervals available against date and time (hhmm, x-axis)

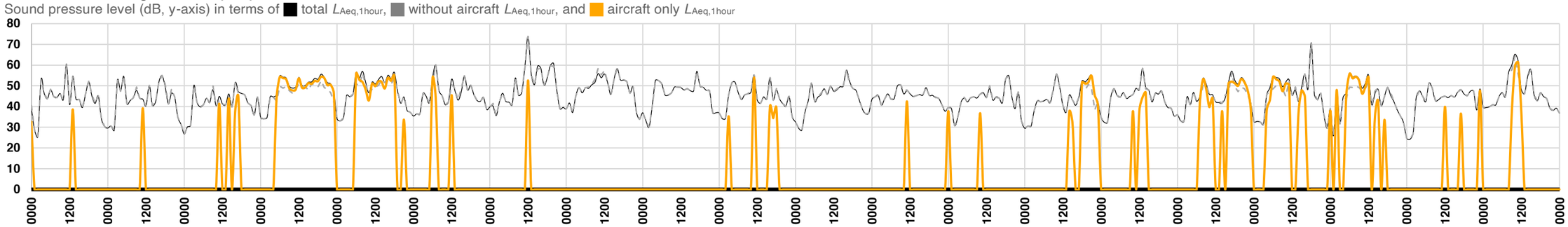
Weather Data

▲ Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



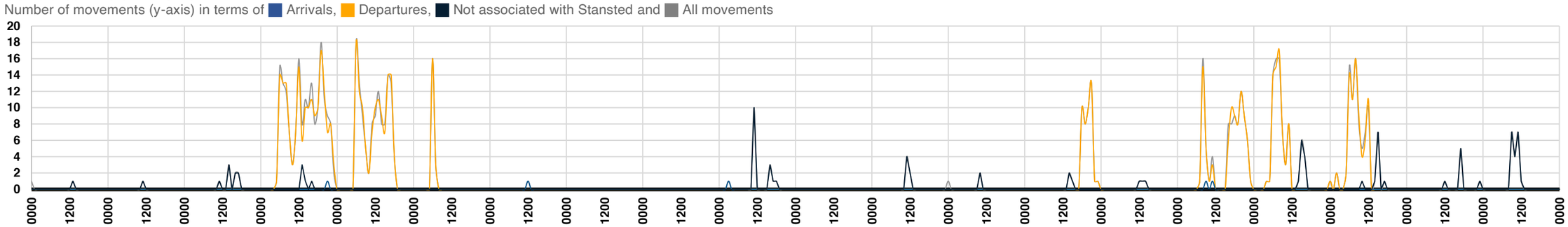
Noise at Monitoring Position (116)

Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Not associated with Stansted and All movements

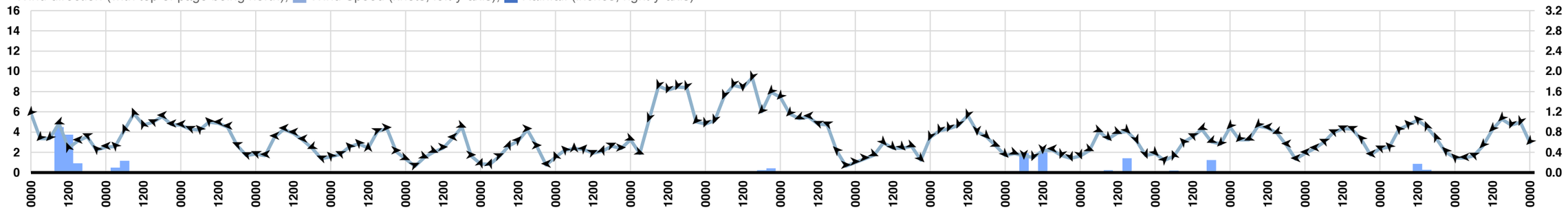


Survey Data: 6 July to 25 July 2025

Data presented at intervals available against date and time (hhmm, x-axis)

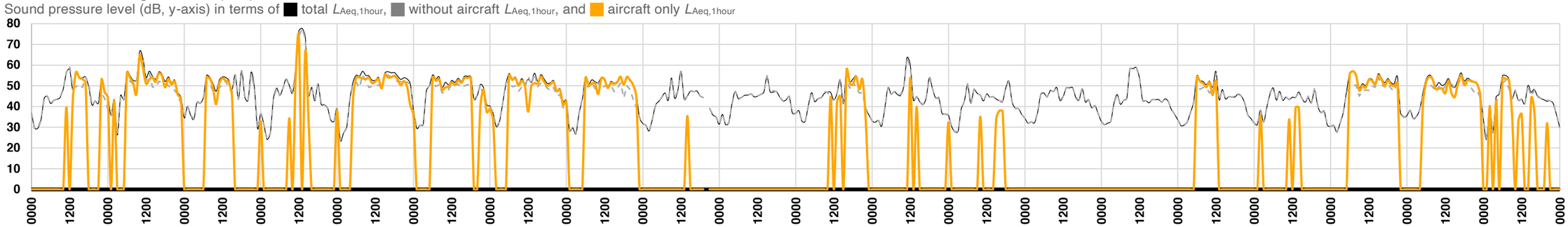
Weather Data

Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



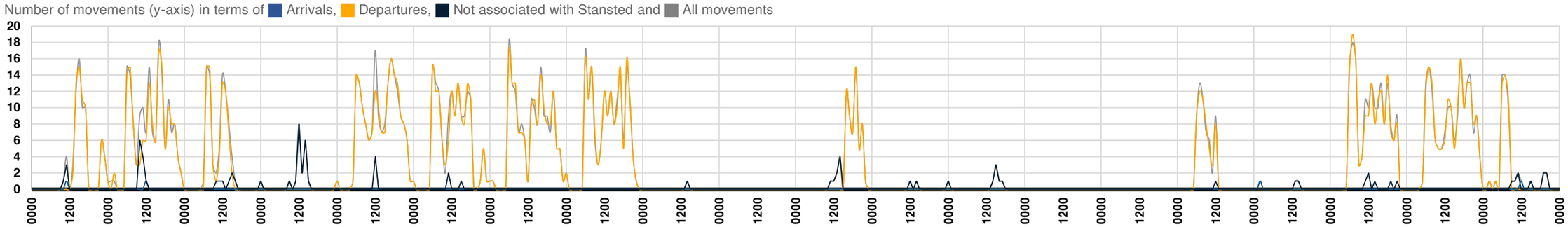
Noise at Monitoring Position (116)

Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Not associated with Stansted and All movements

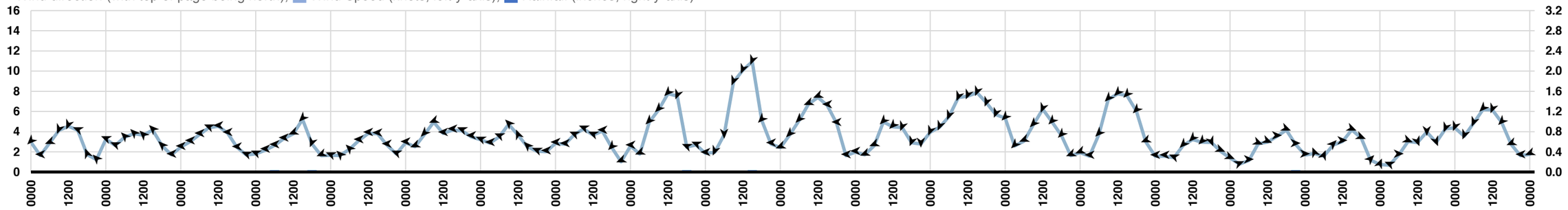


Survey Data: 26 July to 14 August 2025

Data presented at intervals available against date and time (hhmm, x-axis)

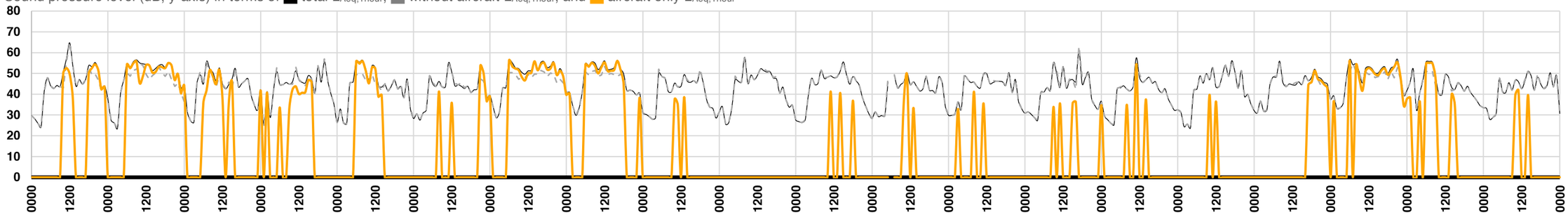
Weather Data

Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



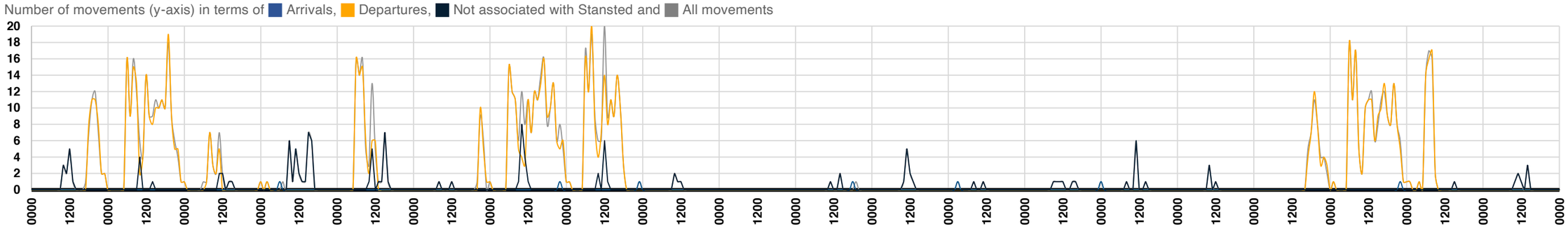
Noise at Monitoring Position (116)

Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Not associated with Stansted and All movements

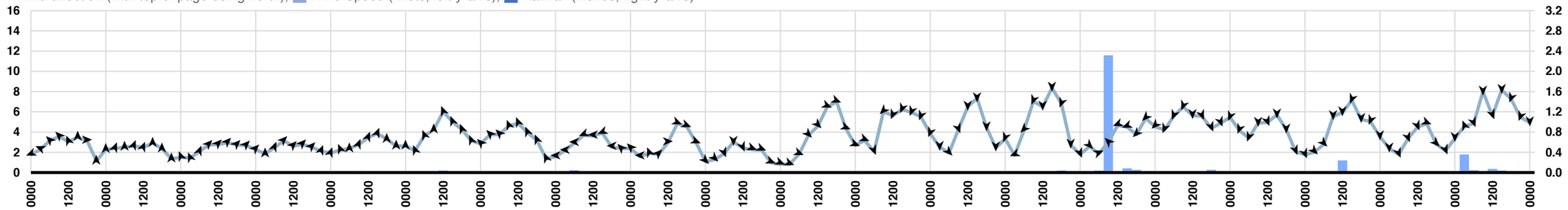


Survey Data: 15 August to 3 September 2025

Data presented at intervals available against date and time (hhmm, x-axis)

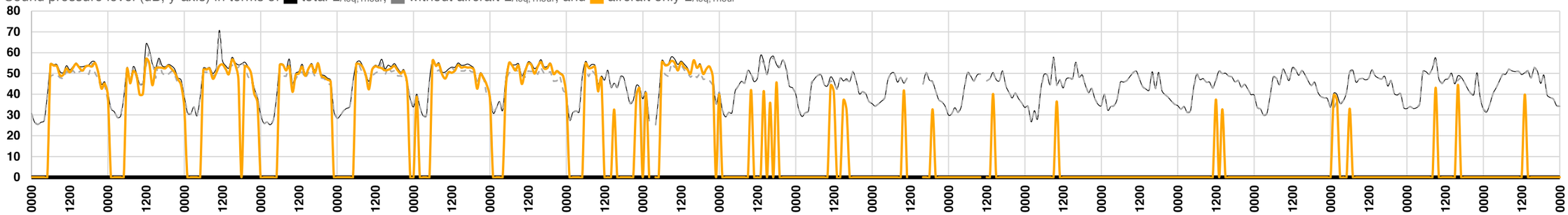
Weather Data

Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



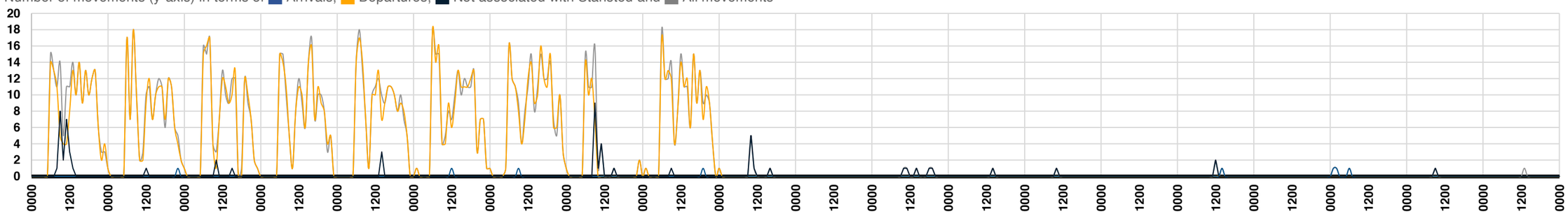
Noise at Monitoring Position (116)

Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Not associated with Stansted and All movements

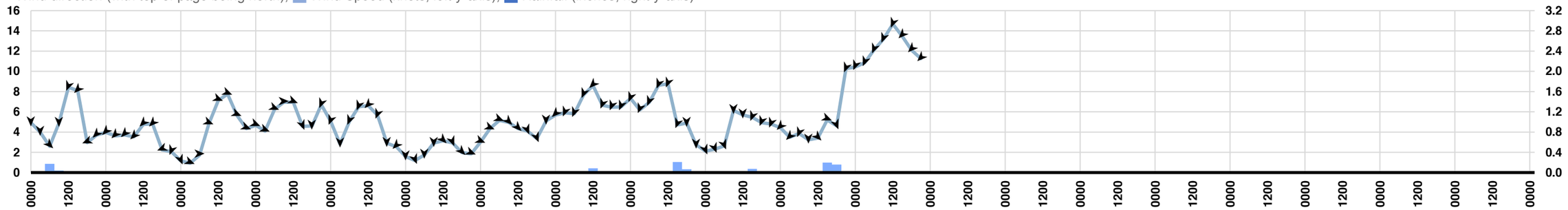


Survey Data: 4 September to 15 September 2025

Data presented at intervals available against date and time (hhmm, x-axis)

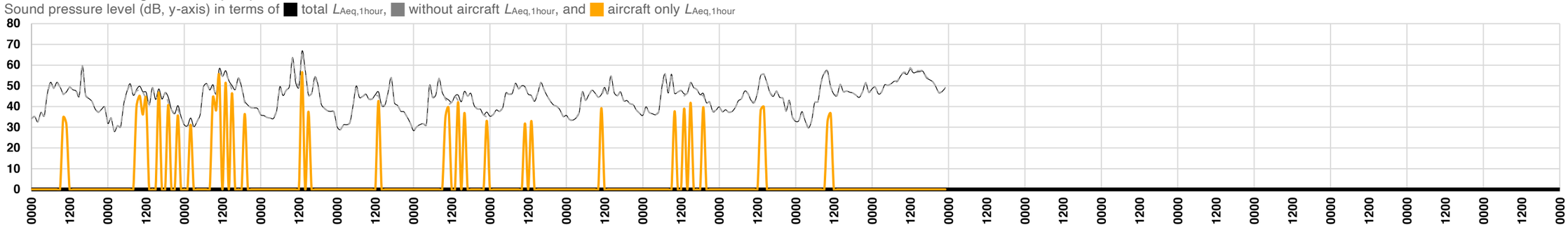
Weather Data

Wind direction (with top of page being north), Wind Speed (knots, left y-axis), Rainfall (inches, right y-axis)



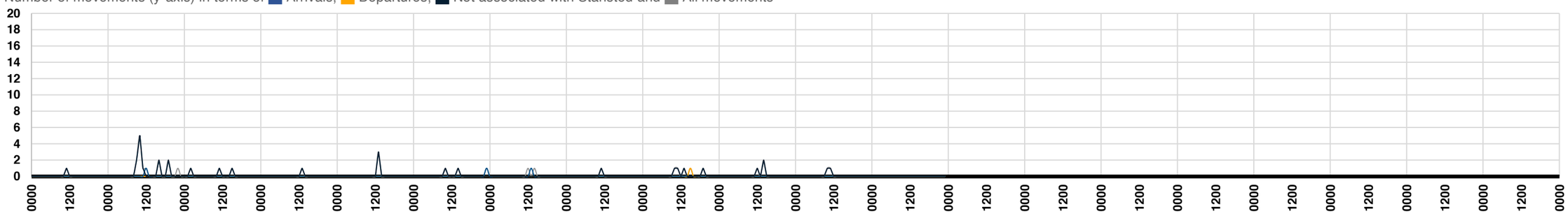
Noise at Monitoring Position (116)

Sound pressure level (dB, y-axis) in terms of total $L_{Aeq,1hour}$, without aircraft $L_{Aeq,1hour}$, and aircraft only $L_{Aeq,1hour}$



Correlated Aircraft Events

Number of movements (y-axis) in terms of Arrivals, Departures, Not associated with Stansted and All movements



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