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Enterprise House

Stansted Airport

Essex

CM24 1QW

**WAKE VORTEX POLICY**

**What is wake vortex?**

Wake turbulence is a natural, unavoidable consequence of aircraft operations as a by-product of lift creation. It commences at take-off and continues until touchdown. The wake consists of two

counter-rotating cylindrical vortices, the strength of which is governed by the weight, speed and

wing shape of the aircraft.

The intensity of the wake is also affected by prevailing weather conditions. In still conditions, the

spirals sink towards the ground and degrade slowly, whereas in windy conditions they generally

degrade quite quickly.

Occasionally, when the weather is calm, wake turbulence has been known to cause damage (such

as dislodged roof tiles) to property on the ground. However, this is a rare occurrence.

**How to report suspected vortex damage**

Contact London Stansted’s Airside Operations Manager on 01279 662378 (24 hour), with full

address and contact details and a description of the damage including the date and time of when

the damage occurred if known.

**What happens next**

• Upon notification of a suspected strike, the Airside Operations Manager (AOM) will arrange

to visit the property as soon as operationally practicable. Details of the damage will be

recorded together with digital photographs. No statement of liability will be made, however,

in circumstances where the building is considered unsafe or appreciable additional damage

may result due to weather, the AOM may authorise a temporary repair.

• Once collated, the information will be sent via e-mail, to an appointed independent Vortex

Assessor.

• An assessment will be made by the Vortex Assessor who will decide if the damage should

be the subject of a more thorough examination and will, if required, arrange to visit the

property to inspect.

• The Vortex Assessor will advise the AOM of the outcome of the assessment, and if the

damage is verified as a vortex strike, the AOM will arrange for the repair work to be

undertaken.

• A comprehensive report detailing any work undertaken and the existing condition of the

roof/area affected will be retained by the airport.

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