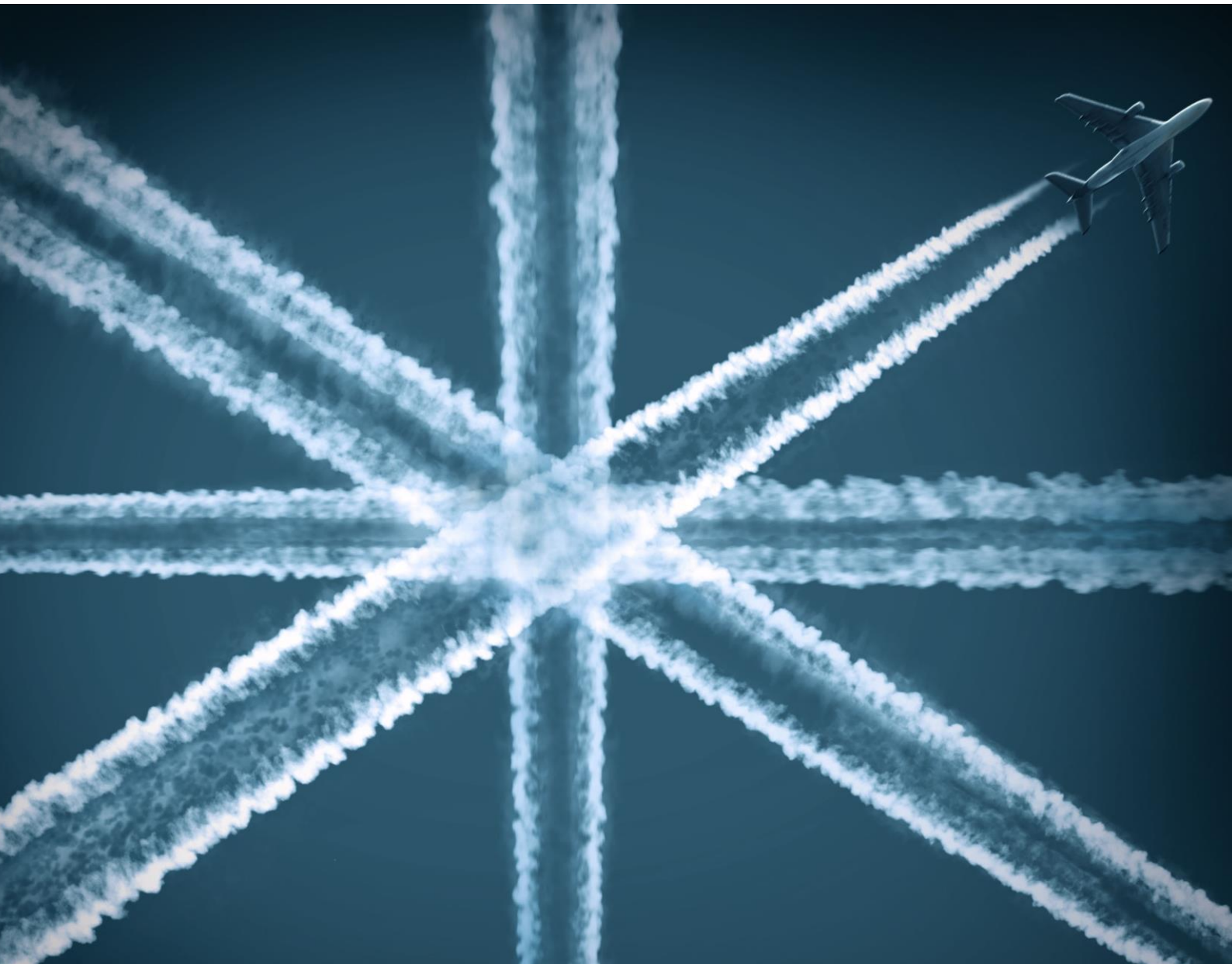
London Stansted Airport

Quiet Flight Performance Report

January – December 2024

Airline noise abatement performance



Introduction

London Stansted Airport is committed to minimising the noise impact of our operations. Since our previous report we have launched our new Noise Action Plan which has now been adopted by Government, setting out our approach to noise management from 2024-2028.

To enable our local communities to understand operations at the airport, we provide a wide range of information. Our website includes Community Information Sheets, performance reports and a link to WebTrak, an online radar replay website which allows communities to see aircraft activity in their area. As well as engaging with local communities, we work closely with airline partners to help them operate more quietly and efficiently when they operate at London Stansted Airport.

This Quiet Flight Performance Report provides a transparent view of how airlines operating at London Stansted Airport perform against a range of noise-related indicators. It considers measures that apply to both the types of aircraft in use and the way in which our airlines operate those aircraft at our airport.

The summary table below shows a ranking of each airline's overall performance, along with an average percentage score against the noise-related indicators. This report also includes a description of each noise-related indicator and a detailed breakdown of all the measurement criteria that contribute to an airline's overall performance.

Notable performance in 2024

Our report includes all airlines that have operated at least 200 operations in 2024 from London Stansted Airport. This report compares data for the calendar year 2023 and calendar year 2024 to give an accurate comparison of the results.

We are pleased to see that overall performance has seen an increase from an average of 87.3% in 2023 to 87.9% in of 2024. Notable operational performance in 2024 include:

- 13 airlines achieving or maintaining above 90%.
- 10 airlines seeing an improvement of more than half a percent.
- 9 airlines remain within half a percent of their previous score.
- 24 airlines scored 99% or above track keeping compliance.

January – December 2024 Performance Summary

RANK	PERFORMANCE VS. PREVIOUS YEAR	OWNER NAME	TOTAL PERFORMANCE	TOTAL PERFORMANCE PREVIOUS YEAR
1	-	*Ryanair*	*93.1%*	*92.8%*
2	-	*Jet2.com*	*92.7%*	*92.2%*
3	-	*EasyJet*	*91.8%*	*91.7%*
4	↓	*SunExpress*	*91.3%*	*92.2%*
5	-	*Pegasus Airlines*	*91.0%*	*90.8%*
6	-	*HiSky*	*90.9%*	*91.1%*
7	↓	*TUI*	*90.8%*	*91.6%*
8	-	*Anadolu Jet*	*90.8%*	*N/A*
9	↑	*BA CityFlyer*	*90.5%*	*89.6%*
10	-	*Play*	*90.3%*	*90.2%*
11	↑	*2 Excel Aviation*	*90.2%*	*87.9%*
12	-	*West Atlantic*	*90.2%*	*89.7%*
13	-	*NetJets UK*	*90.2%*	*90.5%*
14	↑	*FlyOne*	*89.7%*	*88.4%*
15	↓	*Turkish Airlines*	*89.6%*	*90.7%*
16	↓	*ASL Airlines*	*89.2%*	*90.4%*
17	↓	*Titan Airways*	*89.0%*	*90.1%*
18	↑	*Air X Charter*	*88.7%*	*86.7%*
19	↓	*China Southern Airlines*	*84.4%*	*86.0%*
20	↑	*UPS Airlines*	*83.6%*	*82.0%*
21	↑	*China Cargo Airlines*	*83.1%*	*82.1%*
22	↑	*Qatar Airways*	*82.0%*	*81.3%*
23	-	*Emirates Airline*	*82.0%*	*81.7%*
24	↑	*FedEx*	*81.5%*	*80.3%*
25	↑	*Hong Kong Air Cargo*	*79.5%*	*N/A*
26	↓	*Cargolux*	*72.9%*	*80.4%*
27	↓	*Asiana Airlines*	*66.9%*	*71.1%*

↑	-	↓
Improved by more than 0.5% compared to last year	Stayed within +/- 0.5% of last year's performance.	Declined by more than 0.5% compared to last year

METHODOLOGY

Scope of the report

This report combines information from a number of sources including:

- aircraft certification data issued by regulators in the country in which aircraft are registered
- noise and operational performance data recorded by our noise management system, which includes radar information from air traffic control and information collected by our community noise monitors.

Although we monitor the performance of all airlines operating at the airport, this report focuses on airlines who operated a minimum of 200 movements during the monitoring period. Seven General Aviation airlines are also excluded from this report.

Assessing performance

We measure performance against a total of seven measures which consider the types of aircraft airlines in use at London Stansted Airport and the way in which they operate those aircraft. The measures include:

- Departure track keeping
- Continuous climb operations
- Continuous descent operations
- Compliance with minimum height limits
- Compliance with departure noise limits (24hr)
- Average QC of operations (24hr)
- QC1 or below operations at night (8hr night – 23:00 to 07:00)

Each airline's overall performance score is calculated as the mean average of its performance against the seven noise-related performance indicators listed above.

Operational performance

We have invested significantly in a state-of-the-art noise and track keeping monitoring system which monitors compliance with the noise abatement procedures set out in our Noise Action Plan. This report includes five operational measures which assess airlines' performance with procedures intended to minimise aircraft noise and the number of people impacted by noise from aircraft operating at London Stansted Airport. Performance against these indicators is reported over 24hrs to align with our NAP commitments.

Departure track keeping

Aircraft departing from London Stansted Airport are required to remain within our NPRs until they reach a release altitude. Release altitudes, which are defined in the Aeronautical Information Publication (AIP), differ depending on which NPR an aircraft is following. When aircraft reach their release altitude, they can be directed to their onward route by air traffic control. Sometimes it is necessary for aircraft to fly alternative routes at lower altitudes, for example to maintain safe operations during bad weather.

Continuous climb operations

Continuous Climb Operations (CCO) enable aircraft to keep climbing after take-off until they reach their cruise altitude. By eliminating periods of level flight, a CCO reduces the tonal changes in the aircraft engine noise and enables the aircraft to make a smoother climb. Continuous climb can increase the height of the aircraft closer to the airport and make noise levels less audible.

Continuous descent operations

The primary method of minimising noise impacts of arriving aircraft is through a 'continuous descent arrival' (CDA). CDAs require air traffic controllers to work closely with pilots, providing accurate information about the distance to touchdown. This allows aircraft to remain higher for longer, reducing the need for engine thrust associated with periods of level flight. CDAs are only a requirement for Runway 22 due to the complexity of congested London airspace for arrivals to Runway.

Minimum height compliance

Aircraft departing from London Stansted Airport are required to meet an altitude of no less than 1,000ft above aerodrome elevation at 6.5km from start of roll as measured along the departure track of that aircraft. This requirement can encourage greater height of the aircraft closer to the airport and make noise levels less audible.

Departure noise limit compliance

To encourage airlines to fly as quietly as possible, we operate a noisy aircraft penalty scheme. Using our noise monitoring system, we measure the level of noise generated by each departing aircraft. Noise is measured by monitors positioned at fixed points beneath the departure flight paths. Noisy aircraft surcharges are levied against the operators of aircraft that exceed our published noise limits. The current noise limits are shown below:

Time (Local)	Maximum Permitted Noise Level dB(A)
07:00 – 23:00	89
23:00 – 07:00	84

Fleet performance

We work closely with our airlines to encourage them to operate their quietest aircraft at London Stansted Airport. Our Noise Action Plan includes details of the steps we have taken and actions we plan to take to discourage the use of noisier aircraft. This report includes two specific fleet-based performance indicators. These indicators acknowledge airlines who are operating a more modern, quieter fleet of aircraft.

Average quota count per flight

The Quota Count (QC) system, published by the Government, gives each aircraft a QC value depending on its certified noise level for departure and arrival. There are nine QC categories as shown below, louder aircraft are placed in higher categories and these double with each increase of three decibels.

CERTIFIED NOISE LEVEL (DECIBELS)	QUOTA COUNT
More than 101.9	16
99 to 101.9	8
96 to 98.9	4
93 to 95.9	2
90 to 92.9	1
87 to 89.9	0.5
84 to 86.9	0.25
81 to 83.9	0.125
Less than 81	0

This indicator is calculated by evaluating the average QC of each airline operation based on the noise certificates of aircraft operated at London Stansted over 24 hours. The total QC of all operations per aircraft, both arriving and departing, is divided by the number of operations to provide an average QC per operation. The methodology we have used determines that if an airline is operating only QC0 aircraft they would receive 100% score, whereas if an operator was to only operate QC16 they would receive 0% score.

QC1 or lower operations (night-time)

Recognising the impact of noisier aircraft operating at night, we introduced a QC2 surcharge in April 2025. Any QC2 or above operation between the hours of 23:00-07:00 will incur a surcharge. This new surcharge is in addition to existing surcharges for QC4, QC8 and QC16 aircraft. This measure reports the percentage of flights undertaken using aircraft which are categorised as QC1 or below and do not need to pay a QC2, QC4, QC8 or QC16 surcharge.

Quiet Flight Performance Report January – December 2024 full report

Owner Name	Total Performance	Total Performance Previous Year	Total Movements	Total Track Keeping	Total CCO	Total CDA	Total Min Height	Compliance vs Noise Limits 24hr	Average QC Per Movement (24hr)	QC1 or below (8hr night)
Ryanair	93.1%	92.8%	144028	99.9%	88.2%	98.9%	100.0%	100.0%	64.7%	100.0%
Jet2.com	92.7%	92.2%	15102	99.9%	89.7%	97.8%	100.0%	100.0%	61.4%	100.0%
EasyJet	91.8%	91.7%	7567	99.8%	75.5%	94.0%	100.0%	100.0%	73.2%	100.0%
SunExpress	91.3%	92.2%	980	100.0%	87.8%	93.5%	100.0%	100.0%	58.2%	100.0%
Pegasus Airlines	91.0%	90.8%	4950	99.5%	87.7%	80.8%	100.0%	100.0%	69.0%	100.0%
HiSky	90.9%	91.1%	596	97.0%	84.2%	94.9%	100.0%	100.0%	60.4%	100.0%
TUI	90.8%	91.6%	1855	99.4%	85.0%	94.9%	100.0%	99.9%	56.7%	100.0%
Anadolu Jet	90.8%	N/A	1816	99.6%	85.7%	89.0%	100.0%	100.0%	61.4%	100.0%
BA CityFlyer	90.5%	89.6%	330	100.0%	86.6%	74.6%	100.0%	100.0%	72.0%	100.0%
Play	90.3%	90.2%	758	100.0%	74.4%	87.6%	100.0%	100.0%	70.0%	100.0%
2 Excel Aviation	90.2%	87.9%	265	100.0%	76.3%	93.2%	100.0%	100.0%	62.1%	100.0%
West Atlantic	90.2%	89.7%	3320	99.5%	87.3%	86.5%	100.0%	100.0%	59.7%	98.1%
NetJets UK	90.2%	90.5%	837	100.0%	70.1%	72.5%	100.0%	100.0%	88.5%	100.0%
FlyOne	89.7%	88.4%	216	100.0%	87.0%	82.9%	100.0%	100.0%	58.2%	100.0%
Turkish Airlines	89.6%	90.7%	888	100.0%	87.6%	87.4%	100.0%	100.0%	52.0%	100.0%
ASL Airlines	89.2%	90.4%	202	100.0%	84.9%	77.8%	100.0%	100.0%	61.9%	100.0%
Titan Airways	89.0%	90.1%	760	99.5%	88.7%	94.8%	100.0%	100.0%	53.0%	87.3%
Air X Charter	88.7%	86.7%	300	99.3%	73.0%	75.4%	100.0%	100.0%	73.3%	100.0%
China Southern Airlines	84.4%	86.0%	638	99.4%	81.5%	77.1%	100.0%	100.0%	44.0%	88.9%
UPS Airlines	83.6%	82.0%	1446	99.3%	66.8%	97.0%	100.0%	99.9%	46.0%	75.9%
China Cargo Airlines	83.1%	82.1%	250	97.6%	74.4%	66.3%	100.0%	100.0%	43.8%	100.0%
Qatar Airways	82.0%	81.3%	654	100.0%	82.0%	87.5%	100.0%	100.0%	44.1%	60.7%
Emirates Airline	82.0%	81.7%	1502	100.0%	91.2%	89.1%	100.0%	100.0%	43.8%	50.0%
FedEx	81.5%	80.3%	2705	99.8%	71.0%	93.8%	100.0%	100.0%	46.3%	59.4%
Hong Kong Air Cargo	79.5%	N/A	278	99.3%	88.5%	85.7%	100.0%	100.0%	46.9%	36.4%
Cargolux	72.9%	80.4%	282	100.0%	88.7%	92.8%	100.0%	100.0%	29.0%	0.0%
Asiana Airlines	66.9%	71.1%	206	96.1%	70.9%	69.3%	100.0%	100.0%	31.7%	0.0%