



Stansted Airport Consultative Committee (STACC) Managing Director’s Report

 Reporting period July - September 2026

 STACC Meeting – Wednesday 14th October 2026

Radisson Blu Hotel – Room 10

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1. Managing Director’s Overview

The summer period of 2026 underlined both the strength of demand for London Stansted and the progress we are making for the future. We entered the peak season expecting our busiest summer ever and delivered a strong operation while advancing investment in passenger facilities, skills, sustainable growth and our local communities. This was made possible by the commitment of colleagues and close collaboration with our airline, handling and business partners.

Passenger demand reached new highs. More than 3.1 million passengers travelled through the airport in July, 6.3% more than a year earlier and, at the time, a new monthly record. August then surpassed that total with 3.27 million passengers and more than 100,000 customers using the airport on every day of the month. Across June, July and August, 9.27 million passengers travelled through Stansted, making summer 2026 our busiest on record.

The breadth, value and convenience of our network continued to drive this growth. Stansted offered more than 200 destinations over the summer, including 30 in Italy, while Spain, Italy and Turkey remained the most popular country markets and Istanbul, Dublin and Palma de Mallorca were among the busiest routes. The return by Emirates to a double-daily Dubai service strengthened access to more than 140 onward destinations, and the trial of overnight Friday Stansted Express services provided passengers with greater choice and convenience for weekend journeys to and from London.

We also continued to build the capacity needed for the years ahead. In July, we confirmed the next stage of our transformation programme. Work is underway on the new sky link walkways that will connect the terminal with the satellite buildings and enable later phases of the terminal extension. Farrans is our lead skylinks contractor to deliver the walkways, while enabling works, new gates, security improvements and the demolition of the former APV building supported both the summer operation and progress towards the new North Extension.

September brought further important milestones. Our on-site solar farm became operational, supporting the airport’s energy needs and our commitment to sustainable growth, while National Express began trialling electric buses on the landside car park operation. Essex County Council confirmed a £5 million contribution towards plans to more than double capacity at Stansted Airport College, and the college won a national award for its aviation training. We also highlighted more than 500 vacancies ahead of the Airport Academy’s October jobs fair, reinforcing Stansted’s role as the East of England’s largest single-site employer.

There are two important incidents to mention.

In August, MAG experienced a cyber security incident which resulted in customer data being accessed by an unauthorised third party. The data related to car park, lounge and Fast Track

bookings, as well as in-airport Wi-Fi registrations across Manchester, London Stansted and East Midlands airports. MAG acted immediately to contain the incident and continues to work closely with specialist advisers, relevant authorities and cyber security partners to investigate the matter and further strengthen its security measures.

On Tuesday 8 September, a software defect caused a major outage for NATS, causing flight disruption to airports across the UK including Stansted. The impact on passengers travelling that day was high, with over 150 cancelled flights, but recovery was well managed by our incident response teams and close working with airlines. This largely limited impacts to that day alone, as planes repositioned overnight allowing onward disruption to be minimised.

As we move into autumn, our focus remains on a safe, efficient and welcoming operation, delivering our transformation plans and ensuring the benefits of growth are shared through jobs, skills, investment and community support.

2. Landside Access:

2.1 Car Parking

Net Promoter Scores for Landside car parks continued to perform above the target for the first part of the financial year. Operational issues led to a drop in customer satisfaction and subsequent scores across both June and August. August scores dropped below the target for the first time since summer 2023. Reviews are in place to manage this going forward.

The recent cyber-attack on customer data across MAG resulted in the customer satisfaction surveys being paused for most of the month of September.

April	57.4
May	50.8
June	42.4
July	49.6
August	38.7
September	-

2.2 Stansted Area Transport Forum Update

The Forum has reviewed the CAA mode share data that includes Q1 & Q2 2026 (Jan to Jun). The data as a rolling 12 month period shows an increase of modal share to public transport from 48.09% (full year 2025) to 49.35% (July 2025 to June 2026). Stansted still remains as the number one major airport in the UK for public transport mode share.

Mode	Bus/Coach	Rail	Private Car	Taxi	Hire Car	Other	2025/26 PT Mode Share	2025 PT Mode share
Mode Share %	13.65	35.70	39.98	9.14	1.10	0.43	49.35	48.09

New onward travel ticketing facilities have now gone live in Airside baggage reclaim creating an attractive and vibrant area to purchase your Stansted Express, Flibco or National Express onward travel ticket



2.3 Bus and Coach

Discussions have been ongoing with operators on developing bus service connections to Hertford & Ware with proposals now on the table with the Transport Forum. Timetable options are being reviewed to ensure they meet the needs for airport staff and passengers.

National Express are trialling electric buses on the Landside car park operation.

Work is continuing with TfL to improve passenger experience and wayfinding at Stratford, specifically the journey from the station exit to Bus Stop 20 which National Express and Flibco both serve.

2.4 Rail

Greater Anglia has undertaken a trial from July to Sept to operate overnight Stansted Express services on Friday night into Saturday mornings with services operating every 30 minutes between the Airport and London. Early feedback has been positive, and a review will now be undertaken to analyse usage and revenues to look at potential of making these journeys permanent.

2.5 Highways and Fly Parking

Essex County Council have undertaken a formal consultation with residents of Takeley for the introduction of red line scheme along Parsonage Road to mitigate airport parking in this area. The Transport Forum is expected to provide funding contribution for the agreed scheme, and the Forum is awaiting information from Essex County Council.

2.6 Active Travel

Additional cycling infrastructure has been installed in key landside areas to upgrade cycle parking provision. New sites have also been identified at Endeavour House and the Airport College which will be installed shortly which will also include the purchase of additional pool bikes for staff use.

3. Terminal Update

3.1 Customer Services

NPS performance softened compared with previous months and year-on-year results as the airport transitioned into the peak summer operating period. Passenger volumes increased significantly in line with forecast, creating additional demand across key stages of the customer journey. July saw 18 days with more than 100,000 passengers travelling through the airport, while August exceeded this milestone on all 31 days. Despite these unprecedented volumes, teams remained focused on maintaining service standards and supporting customers throughout a particularly busy season.

Comfort levels within the IDL continued to be an area of focus following the closure of the additional quiet seating area to facilitate the removal of the APV building. Close monitoring throughout the summer, supported by effective management tools and a dynamic approach to call-to-gate processes, enabled teams to proactively manage customer flow. Earlier messaging and boarding calls for satellite departures helped direct passengers to areas with greater seating availability and more space, improving comfort and helping to optimise the overall customer experience during peak periods.

Stansted experienced several periods of exceptionally warm weather across the summer months, presenting operational challenges for both facilities and customer environments. Engineering and Facilities teams worked tirelessly to maintain building comfort levels and ensure critical assets continued to operate effectively, supporting both passengers and colleagues during these demanding conditions.

A number of significant events occurred during the summer which impacted customer operations, including a power dip and Wi-Fi outage that affected Flight Information Displays and elements of the baggage system. In addition, red weather warnings for extreme heat and periods of adverse weather during August contributed to industry-wide operational disruption, including reduced on-time performance, aircraft diversions from other airports and delays to baggage delivery. Throughout these events, operational teams responded quickly and worked collaboratively to minimise customer impact and restore normal service as efficiently as possible.

3.2 Check-in and Landside

Preparation works for check-in transformation are underway including planning and design for airline ticket desks and customer service desks. Check-In has performed well over the summer with no significant delays or queues under normal operations. There were two incidents which affected the baggage system causing delays to outbound baggage.

As mentioned earlier in the report Greater Anglia commenced a three-month trial of overnight rail services to and from Stansted Airport that started in July. This has improved overnight access to the terminal and assisted late arriving passengers with onward transportation.

To support increased customer demand during peak travel periods, Enterprise House staff car park was made available for customer parking at weekends when colleague parking demand is lower. Introduced in August, this additional capacity has helped optimise the airport's parking portfolio, providing greater flexibility and supporting customer parking availability during busy periods.

Orange Car Park transitioned to a pre-book only product during the summer period as part of the ongoing optimisation of Stansted's parking portfolio. The change has enabled improved management of car park capacity, better utilisation of available parking inventory and enhanced forecasting of customer demand. By moving to a pre-book model, the airport is able to provide greater certainty for customers while supporting overall operational efficiency and maximising the value of available parking capacity during peak travel periods.

A permanent contraflow arrangement has been introduced on Terminal Road South to enhance operational resilience and provide greater flexibility in managing traffic during planned works, incidents or unplanned road closures. The scheme enables the airport to maintain access to the terminal and key operational areas while minimising disruption to passengers, staff and transport providers. By providing an alternative traffic management solution, the contraflow strengthens the airport's ability to respond efficiently to changing operational requirements and supports the continued safe and effective movement of vehicles across the campus.

3.3 Terminal Security

The final elements of the Security entrance transformation have now been delivered, with the entrance portal fully operational and providing a significantly improved arrival experience for customers entering the security area. The 100ml restriction on liquids still remains in place, however both digital in hall messaging as well as online website content, and physical messaging has been put in place to help inform customers prepare before they reach a Security Lane, which in turn helps reduce the reject rate seen in the operation. A small number of digital signage installations, wayfinding enhancements and security walls remain to be completed, with these final finishing touches expected throughout the Autumn, to further enhance customer navigation and overall presentation. Combined with the upgraded security screening transformation; the security hall now offers a more modern impression and an enhanced customer experience throughout the journey.

Operational performance remained strong throughout the busy summer period, including the peak summer holiday getaway, August growth and the August Bank Holiday weekend. Despite sustained increases in customer volumes, the operation consistently delivered strong queue time performance and maintained a positive customer experience.

The significant recruitment campaign completed ahead of the summer season has now fully matured, with the additional colleagues recruited earlier in the year becoming established within the operation. We are now seeing the benefits expected from this investment, with improved resilience, greater operational stability and enhanced flexibility across the security operation.

Overall, the combination of the completed 3D transformation, entrance portal enhancements and strengthened workforce has positioned Security well to manage continued passenger growth while maintaining strong operational performance and customer satisfaction.

3.4 International Departure Lounge (IDL), Satellites and Gates

As part of Stansted's ongoing transformation programme, three new gates were successfully brought into operation during the summer period, enhancing the airport's operational capability and supporting future growth. Two new gates were introduced in Satellite 2 and a further gate in Satellite 3. While four gates were removed from service following the closure of the APV building, the new

bussing gates have provided increased flexibility, enabling efficient passenger transfers to remote stands and supporting the smooth flow of operations during the busy summer season.

In parallel, teams across Stansted have worked closely with airline partner Ryanair to deliver new pre-board facilities within Satellites 2 and 3. These dedicated areas will provide an improved passenger experience by creating enclosed spaces for customers ahead of boarding, while also supporting greater efficiency and resilience within the boarding process.

A major milestone in the airport's transformation journey was reached in August with the successful decommissioning and demolition of the APV building. This significant achievement paves the way for the development of the new North Extension, representing an important step forward in Stansted's long-term growth plans and future customer experience enhancements.

3.5 Immigration (Border Force)

Immigration performance remained strong throughout the summer period, with consistently positive results across all queueing areas despite the significant increase in passenger volumes. The team's focus on effective resource planning and operational management ensured customers continued to benefit from efficient processing and a smooth arrivals experience during the peak travel season.

July saw the successful expansion of eGate eligibility to include children aged eight and above who are over 120cm tall. This enhancement increased the number of passengers able to use automated processing, reducing reliance on manual desks and helping to improve transaction times and overall queue performance. Customer adoption of the eGates has been lower than anticipated however, Stansted's utilisation rates performed in line with the UK national average, supporting a faster and more seamless journey through immigration.

3.6 Accessibility

Throughout the reporting period, customer numbers continued to increase in line with forecasts, whilst strong ECAC performance was maintained overall. The publication of the CAA's 2025/26 Airport Accessibility Performance Report saw London Stansted retain its 'Good' accessibility rating, reinforcing the airport's continued commitment to delivering high-quality assistance services. The airport also received external recognition at the British Diversity Awards 2026, where the MAG Ability Network was recognised as Best Ability Network. September presented a number of operational challenges, including periods of severe weather, NATS disruption and outages affecting the Transit Train System, which contributed to a reduction in ECAC performance during the month.

Preparations continued for the new Assisted Travel contract, due to commence on 1 November 2027. This included visits to other airports to observe service delivery models and identify opportunities to inform the future contract. Recruitment is also underway for a new Assisted Travel Manager, strengthening the airport's capability to support both the future contract and wider accessibility objectives.

A key milestone was achieved during the quarter with the relocation of the PRM arrivals process to the CTA route. This forms a key enabler of the Stansted Transformation Programme, supporting essential infrastructure works and future transformation activity whilst providing an enhanced arrivals environment for passengers requiring assistance.

The Stansted Access for Everyone (SAFE) Forum took place in September and focused on the Stansted Transformation Programme, including plans for Satellite 4 and the new CTA arrivals route. Feedback from members with lived experience continues to inform accessibility considerations and the development of future customer journeys across the programme.

	July	August	September
ECAC	98.61%	99.35%	95.91%
PRMs	39,961	42,722	45,555

3.7 NPS

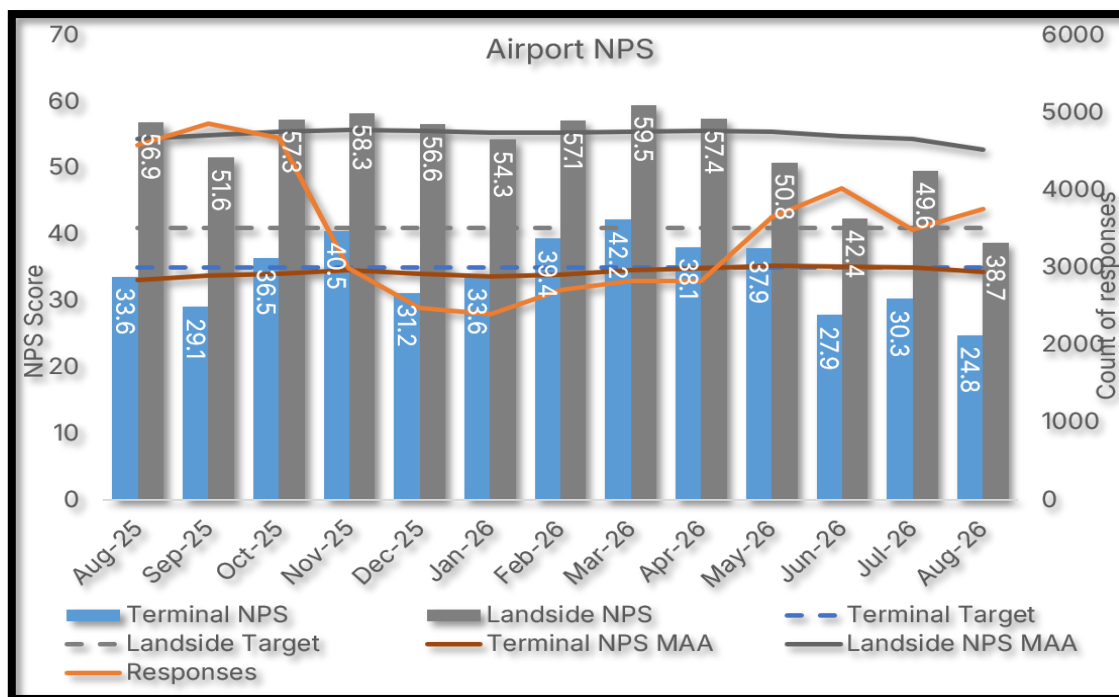
The NPS (Net Promoter Scores) for this period within 2026 are:

	Terminal (target 35)	Landside (target 41)
April	38.1	57.4
May	37.9	50.8
June	27.9	42.4
July	30.3	49.6
August	24.8	38.7
September	-	-

NPS scores for both Terminal and Landside have improved compared with 2025, reflecting a stronger customer experience overall. However, scores dropped in both areas over the summer due to operational pressures. These included peak-time congestion, exceptionally high summer temperatures, available facilities such as seating and water fountains, and delays experienced with the landside car park bus transfers.

The recent cyber-attack on customer data across MAG resulted in the customer satisfaction surveys being paused for most of the month of September. NPS is therefore unavailable for the month.

All stages of the customer journey continue to be reviewed alongside customer satisfaction scores and direct comments, with actions being taken to address the issues identified.



4. Airport Developments and Planning Matters

All relevant pre-commencement planning conditions for the terminal extension and 35+ have been discharged. Further discharge of conditions applications will follow completion of detailed design.

The Terminal Extension planning permission was implemented through demolition of the APV in August 2026.

The planning application for Phase 2 of Stansted Airport College, including a relocated Aerozone, was submitted to UDC on 7th August with the determination date being 11 November 2026. Construction is due to commence in January 2027 with Phase 2a (Hanger/Workshop and external seating area) programmed for completion and operation for September 2027.

The Solar Farm became fully operational in September.

5. Sustainability

5.1 Opportunity For All

5.1.1 Education

The 2025/26 academic year concluded in July 2026 with a visit from Barley Barkway Primary School and support from the Airport Fire and Rescue Service. Throughout the academic year, the Aerozone welcomed 2,109 students across 100 visits from 54 schools and educational groups. Seventy-eight per cent of visits were from schools within the airport's priority catchment area and 18% were from non-mainstream groups, including SEND and home-educated learners. Delivery was supported by 37 MAG colleagues from departments across the airport, helping provide young people with first-hand insight into the wide range of careers available at Stansted Airport.

On 15 July 2026, World Youth Skills Day was celebrated through a guest speaker session delivered by Del Edwards, Construction Safety and Resilience Manager. Linked to this year's theme of Artificial Intelligence and Digital Skills, the session explored emerging technologies within aviation, including developments in airport operations and ground handling, while highlighting future career opportunities across the sector.

Work experience activity also continued throughout July, with ten MAG colleagues arranging placements for young relatives across departments including Operations, Customer Experience, Social Media and Security Training, providing valuable insight into a variety of airport careers.

During July and August 2026, the Aerozone opened its doors to MAG colleagues and their families through a series of Summer Open Days. Across ten sessions delivered over five dates, 103 children and 65 colleagues attended, taking part in interactive STEM activities and learning more about airport operations through visits to the Aerozone viewing platform. The initiative received positive feedback and provided an additional opportunity to strengthen colleague engagement with Stansted's education offer.

Preparations for the new academic year continued throughout August, including the launch of this year's Kids at Work programme. Due to strong demand, two events will be delivered during October half-term, providing children of MAG colleagues with a behind-the-scenes experience of airport operations, including visits to Terminal Security, Engineering, Airside Operations and the Airport Fire and Rescue Service.

The first school visit of the new academic year took place on 8 September 2026, when 28 Year 6 students from Purford Green Primary School in Harlow visited the Aerozone. Students were supported by guest speakers who shared insight into the diverse range of career opportunities available at Stansted Airport.

On 16 September 2026, National Inclusion Week was marked through a visit from Year 2 students at Coopersale Hall School. Laura Ripley from the Mind Matters Colleague Resource Group delivered an interactive session exploring how MAG promotes inclusion and wellbeing across the workplace.

On 2 October, Aerozone marked a significant milestone by welcoming its 30,000th visitor. The celebration was attended by Priti Patel MP and students from Lift New Rickstones Academy in Witham. Since opening, Aerozone has welcomed more than 30,000 young people through 950 visits from 259 schools, colleges and educational groups, helping to inspire the next generation and broaden awareness of the diverse career opportunities available within aviation and beyond.

5.1.2 Stansted Airport College

Stansted Airport College has been recognised as one of the UK's leading aviation training providers after winning a national industry award. The college picked up the Aviation Professional Training Award at the Aviation Industry Awards UK 2026 in September.

Judges praised the college's close links with aviation employers, industry-focused courses and strong student outcomes, helping young people gain the skills and experience needed for careers in the sector.

Stansted Airport College is the only further education college in the UK located directly on an airport campus. It offers specialist aviation courses and hands-on learning opportunities, giving students the chance to gain industry-relevant qualifications and practical experience while preparing for a wide range of careers across the sector.

Stansted Airport college expansion

Plans to more than double student capacity at Stansted Airport College have taken a significant step forward following Essex County Council's confirmation of a £5 million contribution towards the project.

In September, Harlow College and London Stansted Airport submitted a planning application for the proposed expansion. If approved, the development would increase student numbers from 568 to around 1,350, creating opportunities for hundreds more young people to gain the skills and qualifications needed for careers in aviation, engineering and related sectors.

The plans include a new two-storey teaching building with 12 classrooms, a workshop and aircraft hangar, a covered courtyard and an expanded Aerozone education centre featuring a dedicated viewing platform. The expansion will help strengthen the pipeline of future talent while supporting the airport's long-term growth ambitions and the wider regional economy.

5.1.3 Employment & Skills

On 8 July 2026 we attended the Unifrog Employer Forum. The event brought together more than 60 employers from sectors including healthcare, policing, defence and construction to discuss careers engagement and progression pathways for young people. Discussions included how employers can use digital careers platforms to engage with students and access information on interactions with employer content and opportunities.

Also on 8 July 2026, the Stansted Airport Academy Outreach Team attended the Youth Job Fair at the Harvey Centre in Harlow, where more than 300 jobseekers were in attendance. The team promoted careers across the airport alongside the Academy's Exploring the Aviation Industry programme and signposted attendees to additional training and employment support available through the Academy.

Demand for the Airport Academy's NCFE-accredited Employability and Aviation Programmes continued throughout the quarter, with referral volumes increasing over the period. Approximately

40% of learners referred to the programmes were identified as being Not in Education, Employment or Training (NEET). During the quarter, the Academy introduced additional one-to-one employment support, mock interview preparation and confidence-building activities alongside programme delivery.

On 29 July 2026, the Airport Academy hosted a recruitment event in partnership with Swissport, bringing together 48 learners from recent Academy cohorts to interview for Customer Service Agent, Ramp Agent and Aircraft Cleaner vacancies. Following the event, 37 candidates received job offers and a further eight were identified by the employer as potential future recruits.

Also on 29 July 2026, the Academy delivered the first Stansted Mentoring Circle pilot in partnership with Harlow Jobcentre Plus. The session brought together 13 young people who were not in education, employment or training to explore careers available at Stansted Airport and take part in activities focused on confidence, employability skills, CV development and interview preparation.

Outreach activity continued throughout August and September, with Academy representatives attending job fairs, workshops and employer engagement events across Essex, Hertfordshire and London. Activity included engagement with jobseekers in Chelmsford, Harlow, Walthamstow and Tottenham, alongside continued partnership working with local Jobcentre Plus teams.

During September, the Academy worked with Harlow College to support the introduction of virtual reality technology within the Exploring the Aviation Industry programme. The technology is expected to be incorporated into future programme delivery to provide participants with additional insight into airport environments and careers.

A second Stansted Mentoring Circle session was delivered in partnership with Harlow Jobcentre Plus during September, continuing the pilot programme designed to support young people who are not in education, employment or training through careers guidance, confidence-building activities and employability support.

5.2 Future Airspace:

In August, the DfT published updated Air Navigation Directions (AND) and Air Navigation Guidance (ANG), setting out revised policy objectives for airspace modernisation. The new guidance replaces the 2017 version with effect from 1 October 2026 and follows a public consultation on the proposed changes undertaken in late 2025. The most significant changes relate to the application of airspace design priorities, including a greater emphasis on supporting future capacity requirements, alongside revised environmental considerations.

Earlier this month, the CAA published Version 6 of the airspace change process (CAP1616). This update was necessary to align the process with the latest government policy set out in AND 2026 and ANG 2026, and to support the UK Airspace Design Service (UKADS) in delivering a coordinated, system-wide approach to airspace design across London and the South East.

The DfT has also established transition arrangements for airspace change proposals that are already underway. As Stansted Airport's airspace change proposal falls within the remit of UKADS, it will be progressed in accordance with ANG 2026 and CAP1616 Version 6.

Progress continues on the Stansted FASI work with the adoption of the project as part of the scope of the newly established UK Airspace Design Service (UKADS). As part of the UKADS onboarding process, a meeting was held at NATS Swanwick to discuss the specific design, stakeholder engagement, and communications requirements for the Stansted Airport ACP. In parallel, we are in the process of agreeing a partnership agreement to clarify roles, responsibilities, and governance arrangements with UKADS as the programme progresses.

Existing Standard Instrument Departures

The Standard Instrument Departures (the SIDs) in use at Stansted (and other airports) were designed around aircraft with a far poorer climb profile and overall performance than the 21st Century airliners in use today. SIDs provide the centrelines to the Noise Preferential Routes (NPRs) that are designed to contain aircraft/aircraft noise for the initial, potentially more noise stages of flight. On Thursday 1st October 2026 we

- **Replaced the DETLING (southbound) SIDs with versions that finished at waypoint JUGSE.** –The aim and objective of ending the DET2R/2S/2D SIDs with the shorter JUGSE1R/1S/1D SIDs was to achieve a more representative vertical profile to that flown, ending 25nm sooner.
- **Created the GASBA SIDs for southeast bound traffic.** –The Stansted CLACTON SIDs were used by aircraft heading east to exit UK airspace through Sector 12 Clacton and southeast via Sector 15 Dover. If a sector were busy and NATS EnRoute (NERL) were forced to impose capacity restrictions on sector 12 or 15 it was difficult to easily identify/restrict the affected aircraft. The CLN 9R/5S/2E SIDs are now only used by traffic exiting through Sector 12 and traffic for Sector 15 now use the shorter (by 12.4nm) GASBA1/1S/1E SIDs. In the event future restrictions, there is a clear distinction between flows maximising efficiency and minimalizing delays/fuel burn.

There have been no changes to NPRs or the lateral/vertical path of aircraft below 7,000ft. The changes combined have reduced the fuel that needs to be carried and have enabled a more efficient operation and so affording further fuel/emissions savings.

5.3 Local Voices:

5.3.1 Stansted Airport Community Fund

The second meeting of the Stansted Community Fund committee for this financial year took place in September, the panel considered applications from 17 organisations. The committee awarded £34,541.10 to 10 organisations. Those organisations to receive grants in this round were:

Group	Area	Description of Project	Grant Awarded
Connected Through Art CIC	East Herts	Tables, chairs and drawing equipment.	£3,129.00
1st Bishops Stortford and Hockerill Scouts Group	Uttlesford	Fire escape door.	£1,280.00

Yes Futures	Harlow	Laptops and headphones.	£4,649.00
Takeley Cricket Club	Uttlesford	Refurbishing practice nets.	£4,350.00
Stebbing Local History Society	Uttlesford	Updating the hardware and software needed for archiving and presenting history.	£2,110.00
Roots to Wellbeing CIC	Harlow	Health and safety, sports equipment for community groups.	£4,968.00
Joe's Boxing Academy	Harlow	Sports equipment.	£2,500.00
Arkesden Millennium Field	Uttlesford	Refurbishing the playground.	£2,000.00
Strong Box Gym	East Herts	Sports equipment.	£4,555.10
HFT	Uttlesford	Communal spaces and wildlife conservation zone.	£5,000.00

The next round of the Community Fund (up to £5000) is open and will be open until 6th November. The Flagship fund has received 18 applications and both these and the Community Fund applications will be considered at a meeting in December.

5.3.2 Noise Management

The last quarter saw higher than average easterly operations in July and August, at 52.05% and 45.73% respectively, followed by 92.83% westerly operations in September. There have been four departure noise infringements during this quarter, 2 x daytime C17s and 2 nighttime 747's, both operating before 07:00. The operator has been contacted and asked to move the departure to later in the day. There were no noise infringements in September.

Departure track-keeping performance continues at very high compliance rates between 99.77% in July, 99.71% in August and record performance in September of 99.94%.

Continuous Descent Approaches (CDA) to runway 22 have remained strong, with all months at 95.99% or above. CDAs during the core night period have been recorded above 97% in each month.

Runway 04 core night CDAs have recorded in July at 71.77%, August at 82.90% and September at 68.00%. CDAs to both runways can be affected by weather, primarily strong winds and we do traditionally see seasonal variation.

We have seen Continuous Climb departures range from 84.60% to 89.5%. This can be affected by the number of ATMs in the LTMA and runway direction, with the runway 22 Claton departure route traditionally being the most efficient and recording the highest % in September 93% of westerly operations.

For this summers' community noise monitoring, a temporary noise monitor had been deployed in Bamber's Green, with a further monitor deployed in Duton Hill. Both monitors have now been removed, and reports will be drafted by SUONO, shared and published.

We have received a request from Roydon for a potential Summer 2027 community noise monitor.

A feasibility study has been drafted by AECOM for consideration in relation to re-establishing an HAP to the north of the runway and is currently under review, alongside the CAA CAP1616 regulatory process.

5.3.3 Night Flights / Helicopter Movements

Month	Total Night Movements	Dispensations Applied	Total QC Points (Rounded)	Helicopter Movements
July 2025	1,741	247	841	147
August 2025	1,543	148	738	145
September 2025	1,634	174	763	94
October 2025	1,286	72	582	50
November 2025	774	20	370	34
December 2025	730	20	341	22
January 2026	779	20	368	20
February 2026	693	17	323	26
March 2026	760	37	339	50
April 2026	1,004	26	461	38
May 2026	1,297	64	582	43
June 2026	1,656	176	732	56
July 2026	1,765	245	770	99
August 2026	1,814	332	807	121
September 2026	1,586	202	721	60

Details of operational performance, including night flights and dispensations applied can be found in our Flight Evaluation Unit (FEU) quarterly report, which can be found at: stanstedairport.com/community/noise/our-noise-performance/

