



FAQ for London Stansted Airport Runway Rehabilitation Project

Q1 – There is a runway closure at London Stansted Airport which is leading to a reduction in capacity. Why are they doing it?

The Runway (04 – 22) is nearing the end of its design life and requires resurfacing and modification in order to accommodate future traffic and operational demands for the next 12-15 years. The work requires:

- Renewal of pavement surface full length
- Renewal of drainage full length
- Removal and reinstatement of Aeronautical Ground Lighting (AGL) to enable the works

In order to facilitate these works we need to give the contractor enough time to deliver sections of rehabilitation work and complete this in time for the runway to be cleared and declared operational before the first wave of departures. Shorter periods will not provide enough productive working time to lay the required material and allow it to cure prior to runway inspection and reopening. Longer periods will result in more flights being impacted.

London Stansted Airport and ACL have worked to achieve the optimal balance to mitigate impact and deliver on the requirements of the works.

Q2 – When will the runway closure take place?

To deliver works, overnight runway closures/reduced length operation will be required. Figure 1 below shows the pattern of runway possession and dates.

Figure 1 – Possession Pattern

JAN '23 START RECAP: PLANNED WEEKLY POSSESSION

Day of Operation (DOOP)		7	1	2	3	4	5	6
Prog in weeks	Dates	Sun 0001hrs – 0600hrs *	Mon 0001hrs – 0600hrs *	Tues 0001hrs – 0600hrs *	Weds 0001hrs – 0600hrs *	Thurs 0001hrs – 0600hrs *	Fri	Sat
1 – 11	08/01/23 – 25/03/23	FC	FC	FC	FC	FC	No closure	No closure
12 – 22	26/03/23 – 08/06/23	RD	RD	RD	RD	RD	No closure	No closure

* All times Local

Between 8th Jan 2023 and 8th Jun 2023 higher approach & departing minima in place. Exact limit varies by phase & airline SOPs.

FC	Full runway closure (impacting slot time after 2345hrs on dep & before 0615hrs on arrival)
RD	Reduced distance runway operations (impacting slot time after 2345hrs on dep & before 0615hrs on arrival)

There is never a good time to complete this work, but the winter season gives the opportunity to utilise the months with the lowest demand to complete the portion of the runway requiring full closures. Reduced distance runway operations will then enable us to deliver the works at either end of the runway during the busier summer months.

Q3 – What options have been considered to minimise the impact of carriers?

London Stansted Airport and ACL have worked together to identify periods for the work that will cause the minimum impact on carriers operating to the airport. At the initial evaluation stage, no options were off the table. Each option needed to be evaluated against several criteria including the impact on existing carriers, ability to deliver the rehabilitation within a realistic timescale and the cost of the project.

Based on the evaluation criteria the number of options were reduced to total closures during the night and shorter periods of closure with reduced distance runway availability at other times also within the night.

The winter season was identified as the period which minimised impact on carriers, with the night period being the time the least number of carriers would be impacted.



Q4 – Who is going to be impacted by the closure?

The operators with historic slots within the closure period will be impacted by the full closures and reduced distance operations. Additionally, all operators should be aware of the downgrade of Aeronautical Ground Lighting (AGL) during the 22 week programme which will require operators to review their individual operating procedures and review contingencies for occasions where aircraft are unable to land at Stansted.

Q5 – How much of the runway will be available during the works?

The current plan includes periods where the entire runway will be unavailable and times where there will be reduced distances available. During the periods of reduced distance, it is anticipated that enough distance will be available to land an ICAO Code C aircraft or smaller. This will very much depend on each carriers’ operational requirements. ICAO size code D aircraft may be able to be accommodated by the limited runway, but this will be subject to individual airlines’ operational assessment. The airport will operate with reduced CAT operations with increased departing and arriving minima for the duration of the project (this is due to AGL works within the project).

04 Maintenance Threshold

Runway	TORA	TODA	ASDA	LDA
04C	1900	2190	1900	1900
22	1900	1900	1900	1900

Distances in metres

22 Maintenance Threshold

Runway	TORA	TODA	ASDA	LDA
04	2200	2200	2200	1900
22C	2200	2468	2200	2200

Distances in metres

Q6 – Is there any spare capacity at London Stansted Airport following the capacity reduction?

As most of the works are likely to be undertaken during the night, any spare capacity outside this period will be distributed to carriers that have been impacted. There is likely to be high demand in the period prior and immediately after the closure so carriers will need to maintain a degree of flexibility when retiming. Where possible, retimes will be accommodated rather than cancellations, however there is no guarantee that cancellations will not be required.

Q7 – How will ACL re-coordinate demand through the closure and reduce distances periods?

ACL will ensure that the capacity reduction proposed is fair and non-discriminatory and has followed a process that mitigates the disruption wherever possible. ACL will be available to answer questions on the process and where appropriate will publish the outcomes of the process of the mini coordination as



indicated in the guidance document. The reduction is required to maintain the long-term operation at London Stansted Airport, and we would expect a level of acceptance that such work cannot be achieved without the runway being closed.

Q8 – What is the timetable for managing the rehabilitation project?

The timetable for managing this process will remain in line with the IATA Scheduling Calendar. The headline key dates are:

19th May 2022	All operators file as normal a submission assuming no runway works
31st August 2022	ACL will create the baseline and calculate the use it or lose it target
14th September 2022	ACL will email all operators an SIR listing all flights impacted in the rehabilitation period
16th September 2022	Operators to file changes and deletions in preparation for a mini coordination of the runway works period
27th September 2022	ACL will publish to operators an SIR with the results of the mini coordination

Q9 – What process will follow to manage cancellations and the subsequent season in terms of historic?

ACL requests that all cancellations directly related to the rehabilitation project are made post baseline creation (31 August for IATA Winter season). Cancellation should include reference to the runway works in the secondary information section of the SCR. ACL will then dispense the flights, so they count towards the utilisation targets for historic status in the subsequent season.

Q10 – When should we look at retiming out of the closure period.

ACL anticipates that retimes will be completed as part of the mini coordination conducted in September as part of the timelines above, to make sure that affected operators will get the best chance of achieving a workable schedule. Should the carrier want to have the historic at a different time in the subsequent season or there is a need to protect historic night quota, ACL will use blockers to ensure that the capacity is reserved.

Q11 – Will carriers be able to swap slots held during the closure period with other carriers?

The aim is for carriers to maintain a feasible operational schedule and as such slot mobility is encouraged. As such, one for one exchange will be permitted in line with the normal criteria.



Q12 – Can carriers upgrade the slots permitted to be operated to larger aircraft during the closure/ reduced distances period?

Carriers can submit requests for aircraft changes. ACL will assess such requests against the capacity constraints in the normal way. Operators of larger aircraft will still need to remain within the normal Local Rule applying to Night Noise and Quota. They should also consider the impact of reduced runway distance availability.

Q13 – Can my London Stansted Airport night movements/ quota be used at other London Airports?

Night movements and quota at London Stansted Airport are specifically for use at that airport. They are not transferable to other London Airports under the noise regime. Should you wish to fly to other Airports then the request will be assessed against the declared limits of that airport.

Q14 – What capacity is available at other London Airports during this period?

Capacity at other London Airports will not be known with any degree of accuracy until nearer the time. [Online Coordination System](#) can provide a good indication based on current seasons. Should carriers wish to utilise other London airport they should apply as early as possible and in line with the IATA scheduling calendar.

Q15 – Will ACL give carriers a higher priority at other London Airports if they are impacted by the closures/ reduced distances at London Stansted Airport?

Carriers will be considered against the primary and secondary criteria as required by the UK Slot Regulation and the IATA WASG. A flight affected by the London Stansted Airport closure will not in itself result in higher priority at other London Airports. However, carriers should consider if other primary criteria will increase their priority such as using the new entrant rule if the carrier is entitled to do so. Carriers wanting to move traffic should do so under the normal criteria and it will be assessed against normal parameters.

Q16 – Will ACL determine which flights and routing must be cancelled or retimed and will ACL consider competitive factors?

The flights required to be cancelled or retimed is being driven by the process to identify a period throughout the operational window that minimises the impact on carriers. Those carriers falling within the period identified for the work will be required to either retime, move operations to another airport or cancel. It is not ACL's role to maintain competitive equilibrium during the closure period. Slot mobility allows carriers to amend destination and this will be maintained during the period of the rehabilitation period. Carriers will continue to have the ability to change destination etc of slots held outside the closure period.



Q17 – What alternatives are available for carriers affected by the closure?

London Stansted Airport is keen to work with airlines in exploring and trying to establish alternative arrangements.

Q18 – Will ACL be supporting London Stansted Airport during the actual closure requiring changes to normal working practices?

ACL and London Stansted Airport will discuss any requirements for support once the initial phase of the project has been completed. ACL is keen to support its airport and airline partners and will endeavour to help should the need be identified.

Q19 – If a carrier cancels its services at London Stansted Airport will ACL be able to guarantee alleviation against utilisation targets at the other end of route?

ACL is only able to guarantee alleviation at the airports that it coordinates. At all ACL coordinated airports, alleviation will be granted for flights directly impacted by the runway closure at London Stansted Airport. ACL will inform European Airports Coordination Association (EUACA) and Worldwide Airports Coordinators Group (WWACG) of the need for the closure and will request that they look favourably at requests for alleviation as a result of the closure.

Q20 – Why does the rehabilitation project need to occur in 2023? Is there not remedial work that can be done to extend the life of the existing runway?

As carriers will be aware, London Stansted Airport is ensuring constant monitoring of runway condition and is implementing interventions using the twice annual pre-booked maintenance closures to ensure that it remains operational. The point has been reached where increased demand means there are now insufficient windows to perform all the work required to ensure the runway remains operational into the future.

As with any runway, at some point the design life will be reached and without refurbishment will result in more operational disruption as the surface deteriorates. Safety of London Stansted Airport's operation is the main priority and without any significant work the runway will require unplanned closures which will become progressively longer in duration. By completing these planned works Stansted will ensure operational reliability going forward and support carriers' growth into the future.

London Stansted Airport does not believe there are any options to delay the work beyond the proposed period. The period is the optimal option and London Stansted Airport remains committed to delivering the project whilst minimising the impact on stakeholders.

Q21 – How will an overrun of the works be handled?

London Stansted Airport is confident that the detailed planning phase will mitigate any risk that the works will overrun. Included in the plan is a limited amount of contingency to cover periods of bad weather.



Q22 – What happens during periods of bad weather or widespread disruption leading to flight delays?

London Stansted Airport have planned in a risk period for works lost due to weather conditions. Only in extreme circumstances will the airport consider delaying the work for a shift.

From start to finish of the runway works the airport will operate with reduced CAT operations.

Q23 - Will the Chapter 2 aircraft noise restriction remain in place if a carrier wants to up-gauge to reduce frequencies?

During the works the Chapter 2 ban will remain in place. The use of Chapter 2 aircraft is likely to be limited by the available runway so there would be no benefit in removing the ban.

Q24 – Will General/Business Aviation be banned from operating during the works?

General/Business Aviation will be subject to the same restrictions as all other operators. The ad hoc night slot quota remains in place during the period, so on days where the runway is open and a night slot has been obtained, General/Business aviation will be able to operate as normal.

Q25 – Will ad hoc night slots/quota get reused if they are not utilised during the period?

The Night Quota limits, and the Night Quota Period are determined by the UK Government and these remain in place. London Stansted Airport and ACL will work within the guidelines to ensure that the night quota afforded to London Stansted Airport can be utilised wherever possible. Where night slots have not been utilised, they will remain available in periods where the runway is operational during that season. Where possible, London Stansted Airport and ACL will also consider a temporary reallocation of night quota and movements from winter to summer which would be allocated on a non-historic basis to ensure the quota is utilised.