

A Day in the Life of Heathrow Noise Restrictions

Several factors affect aircraft noise over Kew including: flight paths used; number of Air Transport Movements; intrinsic noisiness of particular aircraft; angle of landing (fixed by international guidance) and take-off (dependent on aircraft type and mission); the point at which landing gear is lowered (once deployed, the aircraft is noisier because of the turbulence and drag caused); meteorological conditions; other environmental noise.

The table below shows aircraft controls currently in place to mitigate noise, covering 24 hours in the life of Kew. It should be read together with the separate glossary of terms.

Time	Noise Controls at Heathrow
23.30-06.00	<p>Night quota period:</p> <ul style="list-style-type: none"> • Annual of limit of 5,800 operations (equating to an average of 16 operations per night, of which around 12-14 are early morning arrivals between 0430 and 0600) • No scheduled departures • Total ban on the top 2 noisiest categories • The third rated noisiest category of planes cannot be scheduled to land • An overall quota for noise applied • 4 week pattern of alternation for landing aircraft. <p>Result: fewer flights than in the day; none of the noisiest aircraft; an incentive to airlines to use the least noisy aircraft to fit within the noise quota permitted; respite 3 weeks out of 4, subject to wind speed/direction.</p>
06.00-07.00	<p>Early morning “shoulder period”:</p> <ul style="list-style-type: none"> • Aircraft in the top 2 noisiest categories cannot be scheduled for take-off or landing but can land if early or delayed • No limit on the number of less noisy aircraft categories that can land or take-off • Aircraft may land using both runways when holding stack delays exceed 10 minutes or more in the first half hour and 5 minutes or more in the second half hour. <p>Result: none of the noisiest aircraft overfly; one of the busiest landing hours of the day; no weekly pattern of respite as both runways are used for landing to ease congestion.</p>
07.00-23.00	<p>Day time period:</p> <ul style="list-style-type: none"> • Alternation of runway use for landing applies (07.00-15.00 in one week; 15.00 to the last departure, around midnight, the following week). <p>Result: largely predictable weekly pattern of respite from aircraft noise.</p>
23.00-23.30	<p>Late night “shoulder period”:</p> <ul style="list-style-type: none"> • Aircraft in the top 2 noisiest categories cannot be scheduled for take-off or landing, but can take-off if delayed • No limit on the number of less noisy aircraft categories that can land or take-off. <p>Result: none of the noisiest aircraft overfly; fewer flights than before 23.00; respite through runway alternation, following the weekly pattern, until last departure.</p>

Prepared by the Kew Society August 2014