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# UK AIP Noise Preferential Routing Admin Updates



Heathrow

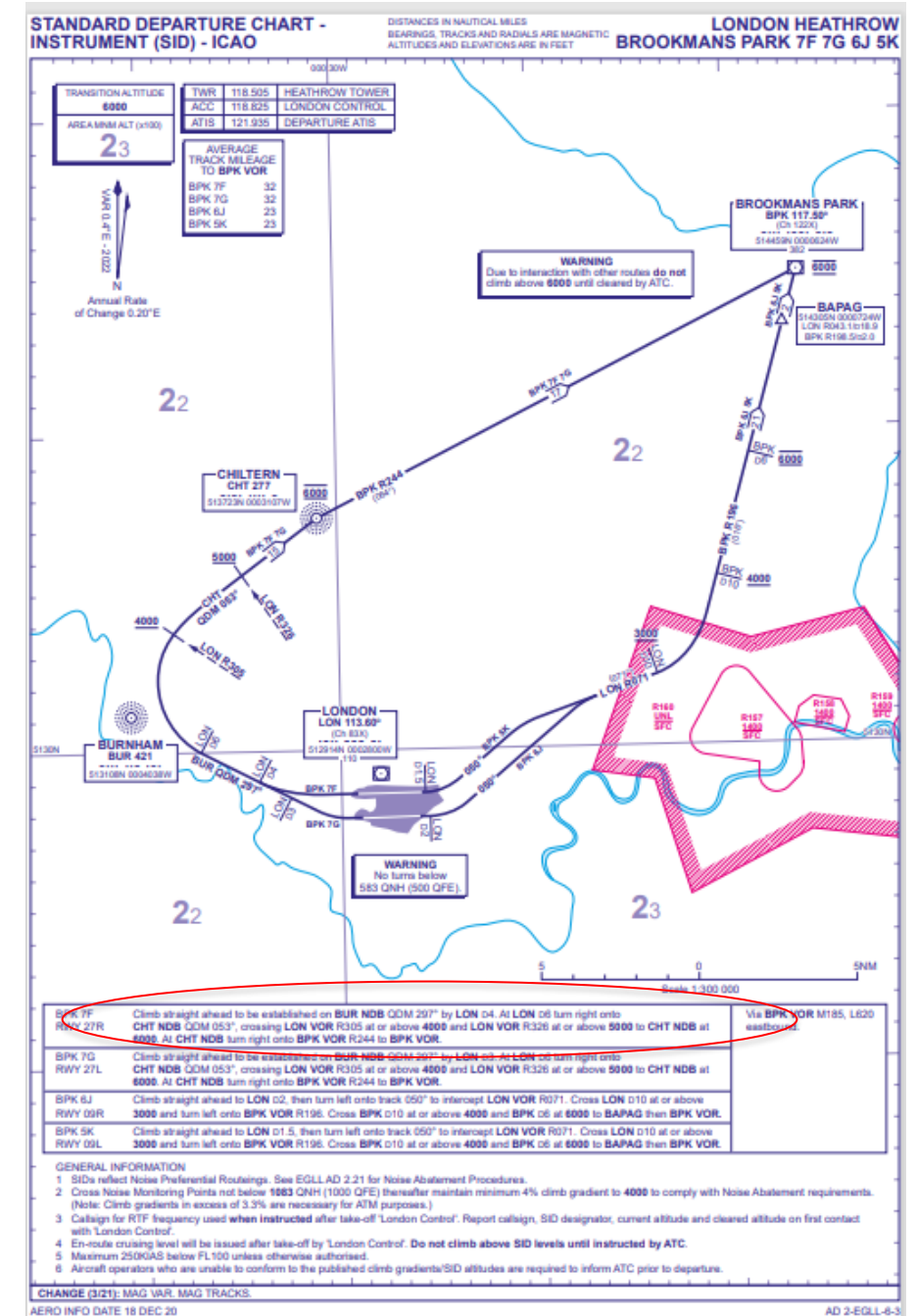
- This is to inform you about a number of administrative changes to the Heathrow Aeronautical Information Publication (AIP) which will come into effect from September 2021
- This will affect the Noise Preferential Routings (NPR) section AD 2.21 section 8
- In line with CAA Aeronautical Data Quality (ADQ) requirements, Heathrow is required to regularly review its AIP entry and update accordingly
- This section of the AIP contains a table which details the noise abatement departure requirements and summarises the routings airlines should follow to adhere to NPR requirements
- This should reflect the information on the procedure charts which are also found in the AIP
- **As this is an administrative amendment and aligns multiple sections of the AIP, there will be no changes to tracks over the ground and no changes to procedures flown today**
- This process ensures that multiple documents are aligned to avoid confusion
- The UK AIP can be found at the link below
- <https://www.aurora.nats.co.uk/htmlAIP/Publications/2021-05-20-AIRAC/html/index-en-GB.html>

8. After the aircraft takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routing Procedure specified in the second column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC:

a. Provided that nothing in this sub-paragraph (8) shall apply:

- i. to any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
- ii. during the period between 0600 and 2330 hours (local time), any propeller driven aircraft whose MTWA does not exceed 17000 KG or any Dash 7 aircraft.

Take-off Runway	ATC Clearance	Procedure	Take-off Runway	ATC Clearance	Procedure
27R	Via Woodley	Straight ahead to intercept LON VOR RDL 258 until LON DME 7 then turn right onto QDM 271 to WOD NDB (LON DME 16).	27L	Via Woodley	Straight ahead to intercept LON VOR RDL 258 until LON DME 7 then turn right onto QDM 271 to WOD NDB (LON DME 16).
	Via Chiltern	Straight ahead to be established on BUR NDB QDM 300 by LON DME 4. At LON DME 6 turn right onto QDM 056 to CHT NDB.		Via Chiltern	Straight ahead to be established on BUR NDB QDM 300 by LON DME 3. At LON DME 6 turn right onto QDM 056 to CHT NDB.
	Via Burnham/UMLAT	Straight ahead to be established on BUR NDB QDM 300 by LON DME 4. At LON DME 7 turn right to follow BUR NDB QDR 358 to abeam BNN VOR (LON DME 16).		Via Burnham/UMLAT	Straight ahead to be established on BUR NDB QDM 300 by LON DME 3. At LON DME 7 turn right to follow BUR NDB QDR 358 to abeam BNN VOR (LON DME 16).
	Via MAXIT	Straight ahead to intercept LON VOR RDL 258 until LON DME 5 then turn left onto BUR NDB QDR 163. At LON DME 12 turn right onto MID VOR RDL 013 to MAXIT.		Via MAXIT	Straight ahead to intercept LON VOR RDL 242 until LON DME 5.5 then turn left onto BUR NDB QDR 163. At LON DME 12 turn right onto MID VOR RDL 013 to MAXIT.
	Via Epsom/Detling	Straight ahead until LON DME 2 then turn left onto QDM 139 to EPM NDB then left onto DET VOR RDL 273 to abeam Biggin (DET DME 21).		Via Epsom/Detling	Straight ahead until I-LL DME 1.0 (LON DME 2) then turn left onto QDM 139 to EPM NDB then left onto DET VOR RDL 273 to abeam Biggin (DET DME 21).
09L	Via Woodley	Straight ahead until LON DME 1.5 then turn right onto QDM 283 to WOD NDB (LON DME 16)	09R	Via Woodley	Straight ahead until LON DME 2 then turn right onto QDM 283 to WOD NDB (LON DME 16)
	Via Ockham	Straight ahead until LON DME 1.5 then turn right onto LON VOR RDL 127 until LON DME 5 then right onto OCK VOR RDL 044. At OCK DME 2 turn right onto OCK VOR RDL 255 by OCK DME 3.		Via Ockham	Straight ahead until LON DME 2 then turn right onto LON VOR RDL 127 until LON DME 5 then right onto OCK VOR RDL 044. At OCK DME 2 turn right onto OCK VOR RDL 255 by OCK DME 3
	Via MODMI	Straight ahead until LON DME 1.5 then turn right onto LON VOR RDL 127 until LON DME 3.5 then turn right onto MID VOR RDL 027 to MODMI.		Via MODMI	Straight ahead until LON DME 2 then turn right onto LON VOR RDL 127 until LON DME 3.5 then turn right onto MID VOR RDL 027 to MODMI.
	Via Detling	Straight ahead until LON DME 1.5 then turn right onto track 123° MAG. At LON DME 4 turn left to establish on DET VOR RDL 285 by DET DME 34 to DET DME 20.		Via Detling	Straight ahead until LON DME 2 then turn right onto track 123° MAG. At LON DME 4 turn left to establish on DET VOR RDL 285 by DET DME 34 to DET DME 20.
	Via ULTIB	Straight ahead until LON DME 1.5 then turn left onto track 052° MAG to intercept LON VOR RDL 073. At LON DME 10 turn left onto BIG VOR RDL 331 to ULTIB.		Via ULTIB	Straight ahead until LON DME 2 then turn left onto track 052° MAG to intercept LON VOR RDL 073. At LON DME 10 turn left onto BIG VOR RDL 331 to ULTIB.
	Via Brookmans Park	Straight ahead until LON DME 1.5 then turn left onto track 052° MAG to intercept LON VOR RDL 073. At LON DME 10 turn left onto BPK VOR RDL 198 to BPK VOR.		Via Brookmans Park	Straight ahead until LON DME 2 then turn left onto track 052° MAG to intercept LON RDL 073. At LON DME 10 turn left onto BPK VOR RDL 198 to BPK VOR.



- The chart above should reflect the circled information found at the bottom of the respective departure chart
- Amendments are required following magnetic variation changes and truncation etc
- The chart has now been updated and AIP will be amended according to the AIRAC cycle which has an effective date in Sept 2021