



Environmental Management

Operational Safety Instruction

Administration and Enforcement of Night Aircraft Movement and Quota Limits

24th October 2022

ASEnv_OSI_038

V12.0

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. Introduction

- 1.1 The Secretary of State for Transport, in exercise of his powers under Sections 78 and 80 of the Civil Aviation Act 1982, has prescribed restrictions on the operation at night of all aircraft at Heathrow during the period 01:00 hours on 30th October 2022 to 00:59 hours on 26th March 2023.
- 1.2 The limitations on night movements and noise quota at Heathrow are contained in the Supplement to the United Kingdom AIP 058/2022 'London - Heathrow, Gatwick and Stansted Airports - Noise Restrictions Notice (No. 2) 2022'.
- 1.3 Movement numbers and quota limits for Heathrow for the Winter season 2022 are;
 - 1.3.1 The maximum number of occasions on which aircraft may take off or land (movements) is 2550.
 - 1.3.2 The quota is 2415.
- 1.4 Heathrow has a statutory duty under Sections 78 and 80 of the Civil Aviation Act 1982 to ensure compliance with these restrictions.
- 1.5 All times referred are **LOCAL**.
- 1.6 Red bars have been added to the side of the document to draw the reader's attention to where changes have been made.



1.7 ASEnv_OSI_038 V11.0 is hereby cancelled

2. Definitions

Abbreviation	Description
ACL	Airport Co-ordination Ltd
AIP	Aeronautical Information Package
ANATM	Airspace, Noise & ATM Performance Team
AODM	Aircraft Operations Duty Manager
AOP	Airport Operating Plan (Formerly A-CDM)
ATC	Air Traffic Control
DfT	Department for Transport
Disregarded Operations	Also referred to as Dispensation - where a flight or flights in the night quota period are not counted against the Movement Limit and Noise Quota
HATCT	Heathrow Airport Terminal Control Tower
LHR	London Heathrow
Night Period	The period between 2300 hours and 0700 hours
Night Quota	The combination of the Movements Limit and Noise Quota
Night Quota Period	The period between 2330 hours and 0600 hours
NJM	Night Jet Movement
NOTAM	Notice to Airmen
OSI	Operational Safety Instruction
QC	Quota Count - The amount of quota (QC points) assigned to an individual night movement as specified by NOTAM
VCR	Visual Control Room



3. Administration

- 3.1** Heathrow Airport Operations will conduct the administration and enforcement of the Night Quota (combined movement and quota limits) and will liaise with ACL and the DfT as required.
- 3.2** In January 2000, Heathrow and the Heathrow Co-ordination Committee agreed the Heathrow Night Movement and Quota Allocation Procedures, referred to as Local Rule 1 (See Appendix A – Heathrow Night Movement and Quota Allocation Procedures). The aim is to provide effective management of night flying within the DfT's declared Night Quota limits for each season.
- 3.3** Airlines can expect to be informed of the rate of use of the Movement and Quota allocations issued at the end of January 2023. If it appears to Heathrow that the Night Quota allowances will be used up before the end of the period, a Class I NOTAM will be issued in accordance with the Heathrow Night Movement and Quota Allocation Procedures. Restrictions will be applied until predicted usage does not exceed Night Quota limits imposed by DfT.
- 3.4** Individual airlines may apply to ACL for information on movement and quota consumption. As soon as any Movement and/or Quota limits have been reached airlines will be advised by a Class I NOTAM.

4. Enforcement

- 4.1** Any airline intending to operate a movement during the night quota period, when that movement is scheduled to operate outside the night quota period, must advise the Heathrow AODM on +44 (0) 7525 825 585 (mobile) or +44 (0) 208 757 3501 (landline) as soon as possible in advance of the intended movement. The AODM will request information as to the reasons for the movement which operators should have ready to provide.
- 4.2** Failure to notify the AODM may lead to the aircraft being delayed or refused permission to operate. Checks involving the status of the aircraft will be made, including the QC value of the aircraft. (See Paragraph 6.6 Aircraft Details and Appendix B - Flow Chart for the Management of Night Quota.)
- 4.3** Airlines must ensure that the AOP is kept up to date with changes to their flight operating parameters. Should a flight be subject to any delays that extend the current Estimated Take Off Time for the flight then the airline must contact the AODM and advise of any new estimated timings.
- 4.4** Any airline operator who is refused permission at LHR for a late arrival of a flight without movement and quota allocations who then wishes to divert the flight to an alternative



airport must make a further request to the selected alternative airport(s) for permission to land as soon as possible in advance of the intended movement.

- 4.5** Please note that airports operate independently and a refusal to allow a night movement at one airport will have no effect on the decision whether or not permission is granted for a landing at any other airport.
- 4.6** Heathrow and ACL regularly review usage of the movement and quota allocations. Measures detailed in Appendix A may be taken against airlines which have overused their movement and quota allocations on a pro rata basis, to prevent an overrun of either allocation at the end of the season. This may involve the cancellation and/or rescheduling of flights.
- 4.7** Heathrow may also invoke procedures to prevent late operation of flights on airlines without Movement and Quota allocations, or when pro rata usage of the Movement and/or Quota is exceptionally high.
- 4.7.1** Where a route consistently incurs requests for and use of NJM, the airline operator may be referred to The Slot Performance Committee.
- 4.7.2** Should notice be given that the Movement and/or Quota allocations have been used up, airlines or other operators must ensure that no further movements, to which these night restrictions apply, take place during the restricted hours. Permission will not be granted to arrive or depart an aircraft, except for emergency flights which remain exempt from the restrictions.
- 4.8** Any airline that has been authorised and proceeds to operate a movement during the night quota period, when that movement is scheduled to operate outside the night quota period, must complete the online form available at <https://www.heathrow.com/njm> (or via the Quick Links section of <https://heathrow.com/airside>). Airlines are requested to submit this form for each night movement as early as possible, and no later than 24 hours after the flight in question (extension up-to 72 hours may be available should Heathrow airport be experiencing disruption).

5. Detention of an Aircraft in Contravention of the Night Restrictions

- 5.1** If at any time during the night period it appears to Heathrow that an aircraft is preparing to take off in contravention of the night restrictions (See Appendix C - Scheduling Restrictions in the Night Period), the AODM may determine the requirement for the detention of the aircraft under Section 78(5) (d) of the Civil Aviation Act 1982. The AFDM will then affix a Notice of Detention to the aircraft and a copy of it will be handed to the Commander (as per ASGrOps_OSI_036 Detention of Aircraft).
- 5.2** In all cases, the operator of the aircraft will be advised of this action at the time of detention or, if time does not permit, as soon as is practicable. Immediately following



the delivery of the Notice of Detention, ATC will be advised in order that no air traffic clearances are issued to the detained aircraft.

- 5.3** Should circumstances prevent the issue of the Detention Notice before the aircraft leaves its parking position, ATC will be asked to advise the aircraft commander by radio that the take-off would be in contravention of the Night Noise Restrictions Notice 2022.

6. Procedures for Operation of Aircraft in Respect of use of the Quota Count Allowance

- 6.1** Aircraft operations are subject to restrictions during both the night period, 23:00 – 07:00, in addition to those restrictions during the night quota period 23:30 – 06:00, depending on the nominated QC value (See Appendix C)

6.1.1 QC groups 0, 0.125, 0.25, 0.5, 1, and 2

- 6.1.1.1** Aircraft in this group may be scheduled to operate, and may operate, during the night period when authorised, taking account of existing voluntary agreements and practices for the management of respite (see para 6.1.3), and providing the Night Quota limits have not been exceeded. Any movement taking place between the hours 2330 and 0600 will reduce the movement quota by one and noise quota by a value corresponding to its QC number. (Note: QC numbers for an aircraft may be different for arrival and departure).

6.1.2 QC group 4

- 6.1.2.1** QC4 may not be scheduled to land or take-off during the night quota period.
- 6.1.2.2** Aircraft may operate at any time during the night quota period when authorised, taking account of existing voluntary agreements and practices for the management of respite (see para 6.1.3), and providing the Night Quota limits have not been exceeded. Any movement taking place between the hours 2330 and 0600 will reduce the movement quota by one and noise quota by a value corresponding to its QC number. (Note: QC numbers for an aircraft may be different for arrival and departure).

6.1.3 Respite Period

- 6.1.3.1** Airport operations, ATC and airlines should cooperate and endeavour to coordinate any late flight to operate by 01:00 hours to provide a reasonable period of respite. This time may change in circumstance of disruption.



6.1.4 QC groups 8 & 16

6.1.4.1 QC 8 and QC16 movements **are not permitted** at any time during the night period – see Appendices B and C.

6.2 Pre-06.02 Arrivals

6.2.1 Night Flights

6.2.1.1 A Night Flight is an arrival or departure scheduled to operate during the Night Planning Period. A number of flights retain entitlement on an historic basis to operate as a night flight and specifically are scheduled to arrive between the hours 0430 – 0602. To enable them to operate they are allocated Night Quota equivalent to its predicted use (See Appendix A).

6.2.2 All other flights, arrivals and departures, are otherwise subject to the usual NJM regulations and management during this period.

6.2.3 The AODM will collate all aircraft flight numbers scheduled to land prior to 0602. The AODM will also collate any authorised additional or alternative flight numbers.

6.2.4 Airlines should note that the AODM will send the list of all authorised pre-0602 landing aircraft to the HATCT VCR supervisor at midnight for reference and management of resource to meet early morning arriving aircraft (0430 – 0602). The HATCT VCR Supervisor will forward the same information to Terminal Control for their own management and reference requirement.

6.2.5 Airlines are discouraged from making amendments to flight numbers scheduled to land prior to 0602 as this is not within the spirit of the management of night noise, however, it is recognised that, in some circumstances, the airline and/or the airport may benefit from taking such action to maintain operational efficiency.

6.2.6 For airlines that receive and manage their own Movement Limit Allocation, should such airline identify a potential need to swap the flight number of an aircraft scheduled to land pre-0602 for a flight not scheduled to land pre-0602 they must call the AODM prior to 2359 with:

- (i) The flight numbers of both the original flight due to land prior to 0602 and the replacement flight number for this occasion.
- (ii) The reason for the request to swap
- (iii) The aircraft type
- (iv) The aircraft registration
- (v) The aircraft QC information (if known)
- (vi) Number of passengers on both flights



6.2.7 For any airline, including an airline with their own Movement Limit allocation, wishing to make a request for an unscheduled early landing flight (pre-0602), such request will be managed under the usual NJM regulations and restrictions. Requests should be made by 2359. Airlines are advised that in line with the expectation to provide a reasonable period of respite between 0100 and 0600 they should also note that the landing of aircraft over and above the total number scheduled to arrive prior to 0602 on any given morning may **only** be authorised in exceptional circumstances.

6.2.8 The AODM will review each request within the circumstances identified at paragraphs 6.2.6 and 6.2.7 above against the planned landing rate for the following morning to avoid unplanned early morning congestion, the airlines current use of NJM and check to ensure that a swap is appropriate for the circumstances. The AODM will also check that such requests do not breach parameters for stand capacity, terminal capacity and any other operational restrictions that reflect the planned status of the airfield, considering known airfield night closures.

6.3 Use of Allocated Movement Limit and Quota Count by Pool Airlines

6.3.1 Whilst airlines may enjoy some flexibility in the management of their Movement Limit allocation, they are responsible for ensuring that any authorised use of their allocated NJM pool to enable late running (post-2330) movements is recovered by returning the pool to a stable account using delayed or cancelled pre-0602 arrivals. Should their allocation not be brought into balance there is a risk that the airline may be required to delay or cancel services due to their allocation being exhausted before the end of the season.

6.4 Early Morning Dispensations Due Disruption

6.4.1 Where planned or known disruption is expected the AODM will communicate on the Heathrow Operations Conference Call, and disseminate via email, the standard dispensation consideration letter advising all airline operators that the usual restrictions on pre-0602 early arrivals are suspended. Airline Operators should note carefully any temporary amendment to the restrictions which may differ depending on the circumstances. QC8 or QC16 aircraft will remain restricted.

6.4.2 Emergency and Diversion Traffic

6.4.2.1 At all times, emergency traffic is exempt from night period restrictions.

6.4.2.2 Requests for diverting traffic, when Heathrow is not the arrival or departure airport, are exempt from this process and should follow standard protocol when requesting to divert.



6.5 Disregarded Operations (Dispensations) from the Movement and Quota Limits

6.5.1 In some cases, it may be possible for an aircraft to operate within the night quota period without counting against the Night Quota limits. However, it must be noted that dispensations cannot be granted or confirmed by the airport in advance of the operation.

6.6 The basis on which dispensations are assessed and granted is explained in Supplement 058/2022 paragraph 11 and in guidelines issued by DfT (available on their website (www.dft.gov.uk) and on request from the Airspace, Noise & ATM Performance Team (ANATM Performance Team) by emailing dd-flightperformance@heathrow.com. A summary is given below:

6.6.1.1 Delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals.

6.6.1.2 Delays to aircraft resulting from widespread and prolonged disruption of air traffic.

6.6.1.3 Where delays are encountered over prolonged periods in the day giving rise to movements at or after 23:30, dispensation may be considered under the points listed above.

6.6.2 Airlines are strongly advised to read the DfT guidelines before requesting dispensation.

6.6.3 Should advice be required prior to a flight operating in the night quota period airline operators should contact the ANATM Performance Team by emailing dd-flightperformance@heathrow.com during normal business hours, Monday to Friday 0830-1630, and at all other times the Heathrow AODM +44 (0) 7525 825 585 or +44 (0) 208 757 3501.

6.6.4 Requests for dispensation should be made to the ANATM Performance Team during normal business hours (Mon-Fri 0830-1630) in writing via email, dd-flightperformance@heathrow.com and at all other times to the AODM stating the reason(s) for the delay and providing full details of the circumstances surrounding it. Written confirmation of the request must be forward to the ANATM Performance Team within two working days of the movement taking place. **The airport will not assess that the criteria has been met until after the event, therefore evidence to support the circumstances must be provided.** Airlines will need to satisfy Heathrow that relevant conditions have been met.

6.6.5 Heathrow must notify the Secretary of State of all dispensations within one week of the date of the relevant movement.



- 6.6.6** Flights that have been authorised by the Secretary of State to be disregarded (dispensed), e.g. VIP flights, are normally granted in advance of the intended movement.
- 6.6.7** Positioning flights, delayed cargo flights (unless carrying animals and meeting the criteria in 6.5.2 above) and extra flights purely to meet demand **CANNOT** be dispensed, and if allowed to operate, will count against both the Movement and Quota limits.
- 6.6.8** Operators are reminded that QC8 and QC16 aircraft are subject to an operational ban for the entire night period (2300-0700 hours) regardless of circumstances.

6.7 Aircraft Details

- 6.7.1** Airlines may not operate during the night period any aircraft which previously has not been assessed for its QC rating. Therefore, airlines wishing to operate aircraft during the night period are strongly advised to supply the ANATM Performance Team the exact designation of aircraft type, engine fit, nacelle treatment and maximum certified take-off and landing weights together with the appropriate registration number(s). This should be done as far in advance of any movement taking place as possible.
- 6.7.2** This will enable a prior check to be made that the aircraft conforms to the details given in the tables of the supplement. It may be necessary for a copy of the noise certificate to be provided to ensure that the correct QC value is allocated to the aircraft movement.
- 6.7.3** Airlines not following this procedure may find that their aircraft are seriously delayed, or unable to operate, whilst their status is checked.

6.8 Arrivals Before 0430 Hours

- 6.8.1** Airlines should note that, considering the voluntary agreement between Heathrow and the airlines governing the operation of night flights at Heathrow, it has been agreed that no early morning arrivals will be scheduled to land before 0430 hours. Accordingly, the scheduling committee and ACL have been requested by Heathrow to take this agreement into account when scheduling movements in the night period. This does not apply to arrivals delayed from the previous day. However, where flights have been subject to such severe delays that a further delay to ensure that they arrive after 0430 hours would make little difference, then the airport may decide to refuse permission for an arrival before 0430 hours.

6.9 Cargo Flights



6.9.1 It should also be noted that the voluntary agreement covers the operation of cargo flights where it has further been agreed between Heathrow and the airlines that cargo flights will not be scheduled to operate in the night quota period. Accordingly, the scheduling committee and ACL have been similarly requested by Heathrow to take this agreement into account when scheduling movements in the night period. There is no provision for delayed cargo flights to be scheduled to operate in the night period.

7. Contacts

ANATM Performance Team dd-flightperformance@heathrow.com
AODM Duty Mobile: +44 (0) 7525 825 585
AODM Duty Office Landline: +44 (0) 208 757 3501

8. Appendices

ASEnv_OSI_038_Appendix A
Heathrow Night Movement and Quota Allocation Procedures (Local Rule 1)

ASEnv_OSI_038_Appendix B
Flow Chart for Night Period

ASEnv_OSI_038_Appendix C
Night Restriction Hours

9. References

Sections 78 and 80 of the Civil Aviation Act 1982

Supplement to the United Kingdom AIP, 058/2022 'London Heathrow, Gatwick and Stansted Airports – Noise Restrictions Notice 2022'

ASGrOps_OSI_036 Detention of Aircraft.

10. Enquiries

Any questions concerning this Instruction should be addressed to the Heathrow Airspace, Noise & ATM Performance Team.

Email: dd-flightperformance@heathrow.com



Document Data

Document Name Administration and Enforcement of Night Aircraft Movement and Quota Limits	Document Reference Number ASEnv_OSI_038	Issue Date 25 th October 2022
Revision Date 27 th September 2022	Version No. V12.0	Effective Date 30 th October 2022
Author Name Samantha Fountain	Approval Name Lisa Allen	Technical Approval Name
Aerodrome Manual Reference E.13.5	Airside Standard Reference N/A	Airside Plan Reference N/A

Document History

Revision	Description of Change	Date
v0.1	Initial draft by AT	22 nd March 2017
v0.2	Amended by SD	22 nd March 2017
v0.3	Amended by MM	11 th April 2017
v1.0	Final for issue	12 th April 2017
v1.1	Amended by CB and reissue	21 st April 2017
v1.2	Transfer from GrOps to Env	15 th April 2017
v1.3	Amended for WIN 17	29 th October 2017
v1.4	Amended to include additional abbreviations	29 th November 2017
V3	Updated for SUM 18	21 st March 2018
V4	Updated for WIN 18	22 nd October 2018
V5	Updated for SUM 19	18 th March 2019
V6	Updated for WIN 19	09 th October 2019
V7	Updated for SUM 20	20 th April 2020
V8	Updated for WIN 20	28 th October 2020
V9	Updated for SUM 21	28 th March 2021
V10	Updated for WIN 21	31 st October 2021
V11	Updated for SUM 22	2 nd March 2022
V12	Updated for WIN 22	27 th September 2022

