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 In accordance with the existing Government directive Heathrow Airport, as a regulated airport, complies with required departure noise limits for London Airports.

1.2 These limits as they relate to London Heathrow are as follows;

1.2.1 a permitted daytime (07:00:00 to 22:59:59) noise limit at the monitor of 94dBA.

1.2.2 a permitted night-time limit of 87dBA between 23:30:00 and 05:59:59.

1.2.3 a permitted night-time limit of 89dBA for the periods 23:00:00 to 23:29:59 and 06:00:00 to 06:59:59 (the ‘shoulder periods’).

1.2.4 an allowance of a reduction of not more than 2dBA of the noise recorded in specified tailwind conditions.

1.2.5 the requirement for aircraft to be at a height of 1000ft aal at 6.5km from start of roll.

1.3 The Airport Conditions of Use contains relevant information on the requirements and restrictions.

1.4 ASEnv_OSI_060 v1.0 is hereby cancelled.

2. Safety Procedure

2.1 Noise Monitors

2.1.1 Table 1: Summary of AIP Regulatory Monitor Locations and Limits
2.1.2 Each monitor in Table 1 has an additional calibration allowance of 0.7dBA added to the limit. This accounts for the possible total maximum acknowledged tolerance (margins of error) between all elements of the calibrated equipment. An aircraft shall be deemed to have infringed if it exceeds the limit at any of the above monitors.

2.2 Tailwind Adjustments

2.2.1 For the purpose of determining an infringement of the limits specified in the table above, if the aircraft was required to take off with a tailwind, an amount of up to 2dBA of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

2.2.1.1 0.4dB for a tailwind of up to 1 knot
2.2.1.2 0.8dB for a tailwind exceeding 1 knot but not exceeding 2 knots
2.2.1.3 1.2dB for a tailwind exceeding 2 knot but not exceeding 3 knots
2.2.1.4 1.6dB for a tailwind exceeding 3 knot but not exceeding 4 knots
2.2.1.5 2.0dB for a tailwind exceeding 4 knots
2.2.2 For this purpose, tailwind is to be calculated from the wind data measured at the airfield anemometers and wind vanes according to the formula: \((\text{windspeed} \times \cos(\text{runway heading minus wind direction})) \times -1\).

2.3 Surcharges

2.3.1 A daytime infringement surcharge of £500 per dBA, rising to £1500 per dBA during the night shoulder periods, and in the core night to £4000 per dBA, apply to all operators who exceed the limits. The Charges are summarised in the tables below;

2.3.2 Table 2: Summary of Surcharges applicable

<table>
<thead>
<tr>
<th></th>
<th>Daytime</th>
<th>Shoulder</th>
<th>Night</th>
</tr>
</thead>
<tbody>
<tr>
<td>£ per dBA excess</td>
<td>£500</td>
<td>£1500</td>
<td>£4000</td>
</tr>
</tbody>
</table>

2.3.3 Table 3: Example charges

<table>
<thead>
<tr>
<th>Excess</th>
<th>Day</th>
<th>Night</th>
<th>Shoulder</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.1 to 1</td>
<td>500</td>
<td>1500</td>
<td>4000</td>
</tr>
<tr>
<td>1.1 to 2</td>
<td>1000</td>
<td>3000</td>
<td>8000</td>
</tr>
<tr>
<td>2.1 to 3</td>
<td>1500</td>
<td>4500</td>
<td>12000</td>
</tr>
<tr>
<td>3.1 to 4</td>
<td>2000</td>
<td>6000</td>
<td>16000</td>
</tr>
<tr>
<td>etc</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
</tbody>
</table>
2.4 Disregarded/Dispensed Flights

2.4.1 Noise surcharges may not apply where an airline operates in the shoulder period or night quota period in certain circumstances beyond the control of the airline. Airlines may be exempt when the airport is experiencing the following circumstances;

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

2.4.1.2 delays to aircraft resulting from widespread and prolonged disruption of air traffic.

2.4.2 These reasons are consistent with the criteria used to determine whether an operation can be disregarded from the night quota restrictions.

2.4.3 The Airspace and Noise Performance Team will notify the Aircraft Operations Duty Manager when these conditions are met.

2.5 Appeal Requests

2.5.1 In very exceptional circumstances such as major technical problems an operator may make an appeal, within 28 days of notification, that the noise supplement not be applied. In such instances all correspondence should be directed to the address listed in 2.6 below.

2.6 Enquiries

2.6.1 Any questions concerning this OSI should be addressed to the Heathrow Airspace and Noise Performance Team, Heathrow, Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW. dd-flightperformance@heathrow.com

3. References

Airport Conditions of Use