



## Night flights update HCNF 19 July 2017

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Produced by Airspace and Noise Performance

**Heathrow**  
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# Night Flights

- Government sets the limits on movements and Quota Count (the measure of noise an aircraft makes) under the Night Flights Regime
- Two “seasons” per year - Summer and Winter that run between the clock change
  - *Summer - March to October*
  - *Winter - October to March*
- ACL divide the movements and quota amongst airlines
- Heathrow administers the regime with DfT oversight via regular reports
- Exceptions called “dispensations” can be given for exceptional events
- Summer 17 document can be accessed [here](#).

# The year so far

Data from 1<sup>st</sup> Jan to 13<sup>th</sup> July

- 283 operations between 2330-0430 – “late runners”
- 175 operations counting against the Night Quota regime
- 108 dispensed flights
  - 60+ due to weather
- 71 nights with no operations beyond 2330
- 170 of 283 flights operated between 2330 and 0000
- 98 flights operated between 0000 and 0100
- 15 flights operated beyond 0100

# Examples of engagement with our airlines

## 1. Air China

- Letter sent to Air China who managed to retime their PEK departure, leaving 40 minutes earlier to remove delay and potential NJM, caused by runway works in PEK

## 2. Philippines Airlines

- Operational intervention – Philippines Airlines - PR721 8<sup>th</sup> April
  - Aircraft late leaving Manila – estimating a post 0000 departure from LHR
  - Late arrival and knock on effect picked up by on shift airport operational duty manager (AODM)
  - Aircraft got priority routing across EU airspace to expedite arrival – AODM call to Eurocontrol
  - Heathrow Stand Allocation team worked with PR station Manager to change stand to one that minimises inbound/outbound taxi time from/to runway
  - Airline worked hard to turn aircraft around; added a second cleaning crew, fuel crew awaiting aircraft on stand
  - Airport Field Duty Manager delayed a piece of night work to facilitate a fast taxi
  - Aircraft airborne at 2329
- Same procedure worked in early May – 2328 departure time.
- Inbound aircraft now prioritised in Manila above all other Philippines Airlines flights

# Voluntary Quiet Night Charter (VQNC)

- Continue work on the Voluntary Quiet Night Charter (VQNC)
- The VQNC doesn't look to change the DfT restrictions but is looking for voluntary measures to reduce the impacts of flights operating beyond 2330. i.e.

Where possible operate a quieter aircraft type	Schedule noisier aircraft away from the night period	An earlier voluntary stop time for late running operations
An enhanced runway alternation pattern	Rotation pattern of SID use after 2330	New "night time" SID's