

# Voluntary quiet night charter

Heathrow Community Noise Forum

18<sup>th</sup> May 2016



# Heathrow has initiated an activity to agree a voluntary charter with airlines to improve the night noise environment

## Seeking collectively with the airlines to:

- Reduce the level of late running departures
- Provide a greater number of nights without late running departures
- Reduce the likelihood of late running flights deep into the night

## Seeking through discussion with local communities to:

- Agree adapted operating practices in the night to reduce, and/or, share the impact of noise

# The activities to be addressed encompass the range of passenger and aircraft activities leading to late running

Terminal



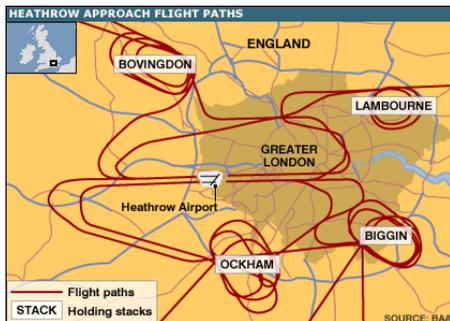
Changes to the passenger and baggage journey to reduce late boarding, baggage issues, etc.

Management



Changes to the management of late running flights, processes and procedures to triage late incoming aircraft, challenging the reasons for late running, etc.

Airspace and ATM



Changes to how aircraft use existing departure flight paths and ATM operational techniques to reduce late running

It should be re-iterated that the intention behind the charter is for this to be a voluntary agreement with the airlines

Similar in status to the agreement not to arrive prior to 4.30am

Focussed on pragmatic actions that can be agreed collectively

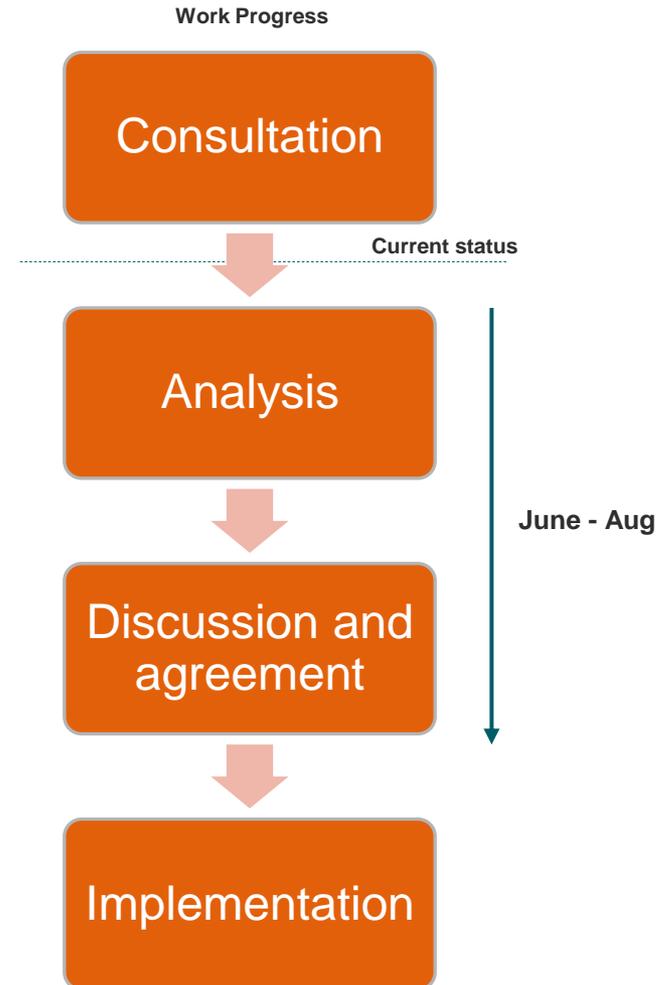
To date, the charter concept has been consulted with a number of stakeholders to obtain ideas and inputs

Broad range of internal stakeholders in HAL

- Specific focus on the operational staff and processes for the management of late running departures
- Included NATS

A range of home-based carriers and the AOC on behalf of other carriers

CNF working group on night noise to understand areas of interest for further investigation



Ideas being taken forward for further analysis

# 1 Consideration of an alternation scheme for departure route use during the night period

Departure routes used within the night quota period could be restricted and alternated.

Alternation could be on a daily (illustrated) or weekly basis.

CNF WG proposed possible alternation on nights following actual late running departures.

Current night runway alternation

Date (week commencing)	Runway to be used (primary)	Alternative (secondary)
4 Jul	27R	09L
11 Jul	09R	27L
18 Jul	27L	09R
25 Jul	09L	27R

Illustrative

M	Midhurst
T	Brookmans Park
W	Detling
T	Compton
F	Buzad
S	Midhurst
S	Detling

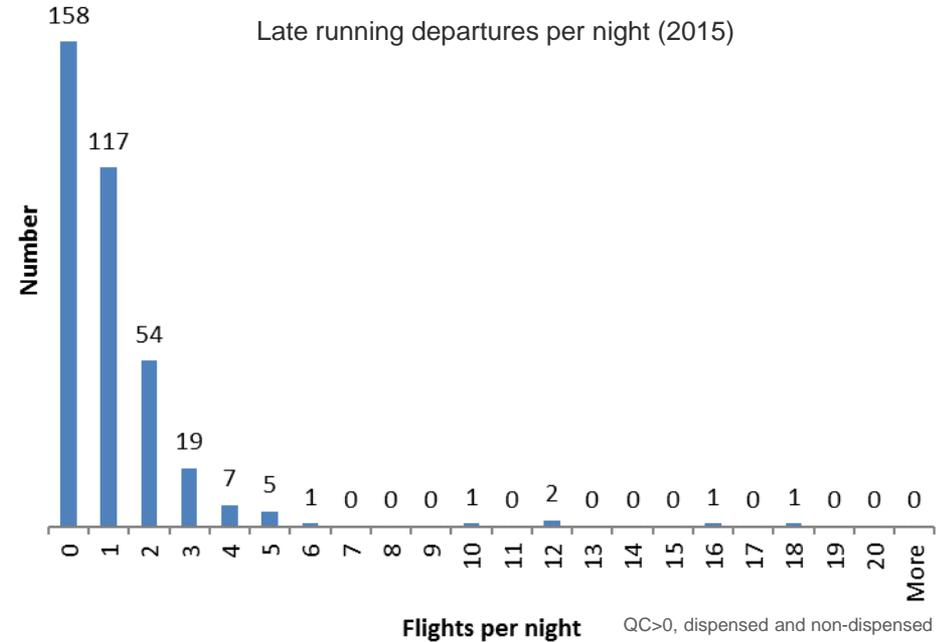
Possible night SID alternation



## 2 Restrictions on late running departures on specific nights

Provision of particular nights free of late running departures (in total or for specific communities), e.g.:

- Sunday when runway alternation provides late departures and early arrivals over same local community
- Nights following major disruption (for impacted community)
- Nights following dispensed late running departure (for impacted community)



# 3 Departure curfew to limit flights deep into the NQP from operating until after 6am

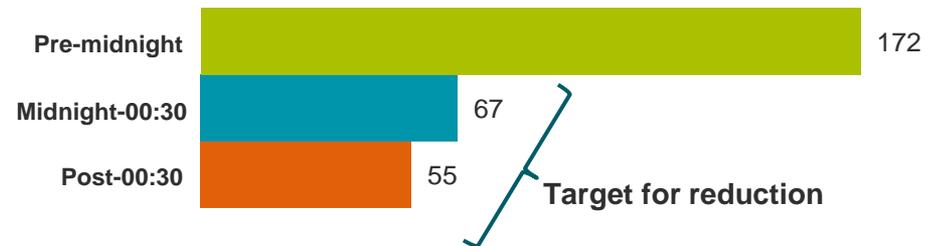
Voluntary curfew on late running departures after a certain time

- Flights post midnight could be a starting point (approx. 92 nights of the year)
- Ultimate aim to apply from 23.30

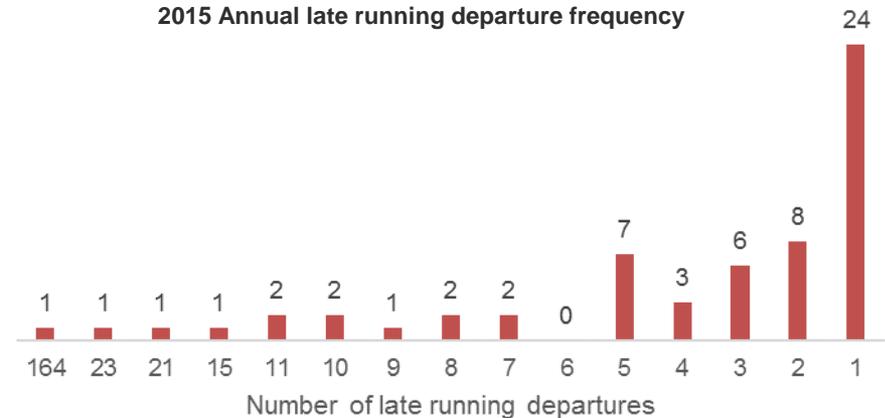
Potentially coupled with stricter per airline limits on late running

Would apply to flights that have not met the DfT criteria for dispensation

2015 Annual non-dispensated late running departures by time of NQP



2015 Annual late running departure frequency

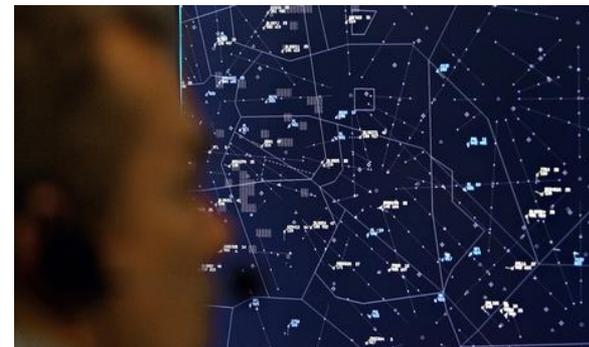


## 4 Reducing the causal factors leading to late running departures

Wide range of possible activities identified that could help reduce likelihood of late running

- Related to passenger journey through the airport to gate
- Related to known late inbound aircraft and how handled by ATC, airfield and airline

Collective focus on broad range of practical measures to reduce late running



## Following discussion in the working group a few suggested activities were dropped from further consideration

Ability to increase departure capacity prior to the NQP to reduce late running was dropped on feasibility grounds

Ability to nip delays in the bud during the day to prevent late running was considered to already be part of the demand versus capacity process and therefore already on-going

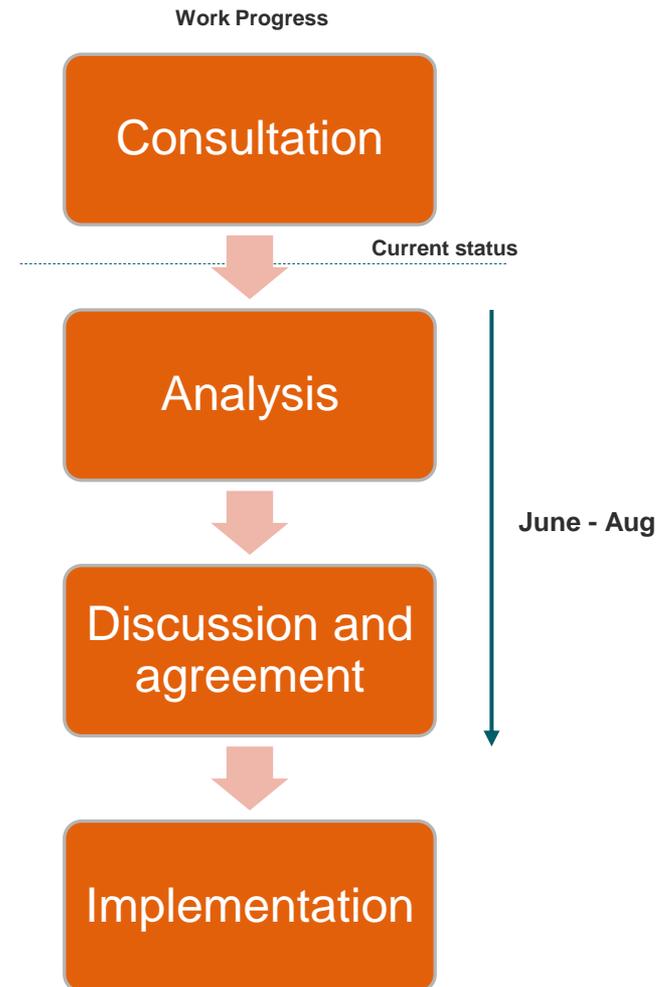
## Next steps...

### Further elaboration of agreed ideas

- Identification of trade-offs
- Analysis of potential impacts
- Decision on merits vs. dis-benefits

### Further discussion and agreement with CNF and airlines

### Plan for implementation



## Summary

The voluntary Quiet Night Charter initiative is in progress

Specific ideas to be taken forward for further analysis have been identified

Next steps relate to the further elaboration and assessment of the impact of the ideas

A plan is in place that would see the charter being agreed by the end of the summer

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