

AIP SUPPLEMENT 108/2024

UNITED KINGDOM



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Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) (AMENDED) 2024 – REPLACES SUP 077/2024

(Published on behalf of the Department for Transport)

Whereas:

1. By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981(a) Heathrow Airport London, Gatwick Airport London and Stansted Airport London ('the London Airports') are designated aerodromes for the purposes of Section 78 of the Civil Aviation Act 1982 ('the Act')(b);
2. Pursuant to the powers set out in section 78 of the Act, the Secretary of State considers it appropriate, for the purpose of avoiding, limiting or mitigating the effect of noise and vibration connected with the taking-off or landing of aircraft at the London Airports, to prohibit aircraft of specified descriptions from taking off or landing and to limit the number of occasions on which other aircraft may take off or land at those aerodromes during periods specified in this Notice throughout the period specified as the winter season 2024-2025 in this Notice;
3. For the purposes of Section 78(4)(a) of the Act, the circumstances under which a particular occasion or series of occasions on which aircraft take off or land at the London Airports will be disregarded for the purposes of this Notice are specified in paragraph 11 of this Notice.

The Secretary of State in exercise of the powers conferred by section 78(3), (4), (5) and (12) of the Act, and in accordance with the provisions of the Civil Aviation (Notices) Regulations 1978(c) provides as follows:

1 Citation and commencement

This Notice may be cited as the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice (No. 2) 2024 and comes into operation at **0100 hours on 27 October 2024**.

2 Interpretation

2.1 For the purposes of this Notice:

'the Act' means the Civil Aviation Act 1982;

'airport authority' means the person for the time being having the management of Heathrow, Gatwick or Stansted Airport as applicable;

'Annex 16' means Annex 16 (Volume 1 - Aircraft Noise) to the Convention on International Civil Aviation signed on behalf of the United Kingdom at Chicago on 7 December 1944(d);

'appropriate air traffic control unit', has the meaning ascribed to it by the Air Navigation Order 2016(e);

'the London Airports' means London Heathrow Airport; London Gatwick Airport; and London Stansted Airport – and 'a London Airport' is to be construed accordingly;

'maximum certificated landing weight' means the maximum landing weight authorised in the certificate of airworthiness;

'maximum certificated take-off weight' means the maximum take-off weight authorised in the certificate of airworthiness;

'night period' means the period from **2300 hours to 0700 hours**;

'night quota period' means the period from **2330 hours to 0600 hours**;

an aircraft is deemed to have taken off or landed during the night period or night quota period, as the case may be, if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period;

'noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question, as defined in the Schedule to this Notice;

'previous notice' means the London Heathrow, London Gatwick and London Stansted Airports Noise Restrictions Notice 2024(f);

'quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;

'quota count' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification as specified in paragraph 3.3 of this Notice;

'season' means a period of winter or summer;

'summer' being the "summer-time period" as fixed by the Summer Time Act 1972(g).

'winter' being the period between the end of British Summer Time in one year and the start of British Summer Time in the next;

'summer season 2024' means the period beginning on **31 March 2024 at 0100 hours** and ending on **27 October 2024 at 0059 hours**;

'winter season 2024-2025' means the period beginning on **27 October 2024 at 0100 hours** and ending on **30 March 2025 at 0059 hours**;

'previous specified period' means that period being the sum of the night quota periods throughout the summer season 2024;

'specified period' means that period being the sum of the night quota periods throughout the winter season 2024-2025.

2.2 References in this Notice to a moment in time are to Coordinated Universal Time (UTC).

3 Descriptions of aircraft

3.1 Aircraft taking off or landing at any of the London Airports are described in this Notice as follows:

- a) Exempt aircraft;
- b) Aircraft having a quota count of 0;
- c) Aircraft having a quota count of 0.125;
- d) Aircraft having a quota count of 0.25;
- e) Aircraft having a quota count of 0.5;
- f) Aircraft having a quota count of 1;
- g) Aircraft having a quota count of 2;
- h) Aircraft having a quota count of 4;
- i) Aircraft having a quota count of 8;
- j) Aircraft having a quota count of 16.

3.2 Exempt aircraft for the purposes of paragraph 3.1(a) are light propeller-driven aircraft with a maximum certificated take-off weight not exceeding 8618 KG and which are being utilised to undertake essential airport safety checks. The provisions of paragraphs 4, 6, 7, 8, 9 and 10 do not apply to the taking off or landing of such aircraft.

3.3 Subject to paragraph 3.2, the quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Noise Classification	Quota Count
Below 81 EPNdB	0
81 - 83.9 EPNdB	0.125
84 - 86.9 EPNdB	0.25
87 - 89.9 EPNdB	0.5
90 - 92.9 EPNdB	1
93 - 95.9 EPNdB	2
96 - 98.9 EPNdB	4
99 - 101.9 EPNdB	8
Greater than 101.9 EPNdB	16

4 Prohibitions on taking off or landing

4.1 Subject to paragraph 11, at the London Airports:

- a) any aircraft which has a quota count of 4 may not take off or land during the night quota period;
- b) any aircraft which has a quota count of 8 or 16 may not take off or land during the night period.

5 Subject to paragraph 11.1, at the London Airports, an aircraft may not take off or be scheduled to land during the night period where the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count.

6 Maximum number of occasions on which aircraft may take off or land

6.1 Subject to paragraphs 4, 7, 8, 9, 10 and 11 the overall maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (j) inclusive may take off or land during the specified period is as follows:

- a) at Heathrow Airport: 2,550;
- b) at Gatwick Airport: 3,250;
- c) at Stansted Airport: 5,600.

6.2 Subject to paragraphs 6.1, 7, 8, 9, 10 and 11 in the specified period the quota is as follows:

- a) at Heathrow Airport: 2,415;
- b) at Gatwick Airport: 1,785;
- c) at Stansted Airport: 3,310.

6.3 Subject to paragraph 11, each take-off or landing by an aircraft at a London Airport during each night quota period within the specified period is to count according to its quota count towards the relevant quota specified in paragraph 6.2(a), (b) or (c).

7 Carry-over from the previous specified period

7.1 If the number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (j) inclusive take off or land at a London Airport during the previous specified period is less than the maximum number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome, the maximum number of occasions on which such aircraft may take off or land at that aerodrome during the specified period may be supplemented by a number of occasions equal to the shortfall, up to a maximum of 10% of the maximum number of occasions specified in paragraph 6.1 of the previous notice.

7.2 If any part of the quota specified in paragraph 6.2 of the previous notice for a London Airport remains unused at the end of the previous specified period, the quota for the specified period at the aerodrome in question may be supplemented by a sum of quota counts equal to the remainder, up to a maximum of 10% of the quota specified in paragraph 6.2 of that previous notice for that aerodrome.

8 Overrun of movements in the previous specified period

8.1 If, in respect of a London Airport, the sum of the maximum number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome and any supplementary number of occasions permitted by paragraph 7.1 of that previous notice, has been exceeded:

- a) by up to 10% of the number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (j) inclusive may take off or land during the specified period at that aerodrome is to be reduced by the same amount; or
- b) by more than 10% of the number of occasions specified in paragraph 6.1 of the previous notice for that aerodrome, the maximum number of occasions on which aircraft of the descriptions specified in paragraphs 3.1(b) to (j) inclusive may take off or land during the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

9 Overrun of the quota limits in the previous specified period

9.1 If, in respect of a London Airport, the sum of the quota specified in paragraph 6.2 of the previous notice for that aerodrome and any supplementary sum of quota counts permitted by paragraph 7.2 of that notice, has been exceeded:

- a) by up to 10% of the quota specified in paragraph 6.2 of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the same amount; or
- b) by more than 10% of the quota specified in paragraph 6.2 of the previous notice for that aerodrome, the quota for the specified period at that aerodrome is to be reduced by the amount of the excess up to 10% plus twice the amount of the excess over 10%.

10 Limits to overrun in the specified period

10.1 The sum of the maximum number of occasions specified in paragraph 6.1 for an aerodrome and any supplementary number of occasions permitted by paragraph 7.1 must not be exceeded in the specified period by more than 20% of the number of occasions specified in paragraph 6.1 for that aerodrome.

10.2 The sum of the quota specified in paragraph 6.2 for an aerodrome and any supplementary sum of quota counts permitted by paragraph 7.2 must not be exceeded in the specified period by more than 20% of the quota specified in paragraph 6.2 for that aerodrome.

11 Disregarded movements

11.1 For the purposes of Section 78(4)(a) of the Act, the following circumstances are specified in relation to the taking off and landing of aircraft at the London airports.

- a) Emergencies, where there is an immediate danger to life or health, whether human or animal;
- b) Widespread and Prolonged Air Traffic Disruption;
- c) Delays as a Result of Disruption leading to Serious Hardship and Congestion at the Airfield or Terminal.

In applying these provisions listed above, due regard should be given to guidance on dispensations set out in the document "Night Flight Dispensations at Heathrow, Gatwick and Stansted" published in February 2024 (h).

30 July 2024

- a) S.I. 1981/651.
- b) 1982 c.16.
- c) S.I. 1978/1303.
- d) 8th Edition published in July 2017 by the International Civil Aviation Organization.
- e) S.I. 2016/765, see Schedule 1.
- f) Published on behalf of the Department for Transport as Supplement AIP: 011/2024, which came into operation on 31 March 2024.
- g) 1972 c.6, as amended by S.I. 2002/262.
- h) Published by the Department for Transport in February 2024. See:

<https://www.gov.uk/government/publications/night-flight-dispensations/night-flight-dispensations>

12 THE SCHEDULE

- 12.1 The noise classification for an aircraft on take-off or landing as appropriate means
- a) for the purposes of landing:
 - i. in the case of an aircraft certificated to the standards of Chapter 2, 3, 4, 5, or 14 of Annex 16 (or the equivalent standards): the certificated approach noise level of the aircraft at its maximum certificated landing weight, minus 9 EPNdB; and
 - ii. in the case of a helicopter certificated to the standards of Chapter 8 of Annex 16 (or the equivalent standards): the certificated overflight noise level of the aircraft at its maximum certificated take-off weight; and
 - iii. in the case of a helicopter certificated to the standards of Chapter 11 of Annex 16 (or the equivalent standards): the certificated overflight noise level of the aircraft at its maximum certificated take-off weight, plus 3 dB; and
 - iv. in the case of a light propeller-driven aircraft with a maximum take-off weight not exceeding 8618 KG the noise classification will be QC/0; and
 - v. in the case of any other aircraft not certificated to the standards of Chapter 2, 3, 4, 5, 8, 11 or 14 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.
 - b) for the purposes of take-off:
 - i. where the aircraft is certificated to the standards of Chapter 3, 4, 5, or 14 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight;
 - ii. where the aircraft is certificated to the standards of Chapter 2 of Annex 16 (or the equivalent standards): half the sum of the flyover and the sideline noise levels in EPNdB as measured at the certification points specified in that Annex during the noise certification of the aircraft at its maximum certificated take-off weight, plus 1.75 EPNdB; and
 - iii. where the aircraft is a helicopter certificated to the standards of Chapter 8 of Annex 16 (or the equivalent standards): the certificated overflight noise level of the aircraft at its maximum certificated take-off weight; and
 - iv. where the aircraft is a helicopter certificated to the standards of Chapter 11 of Annex 16 (or the equivalent standards): the certificated overflight noise level of the aircraft at its maximum certificated take-off weight, plus 3 dB; and
 - v. where the aircraft is a light propeller-driven aircraft with a maximum take-off weight not exceeding 8618 KG the noise classification will be QC/0; and
 - vi. in the case of any other aircraft not certificated to the standards of Chapter 2, 3, 4, 5, 8, 11 or 14 of Annex 16 (or the equivalent standards): the noise level indicated in relation to that aircraft in the noise data supplied for this purpose to the CAA.
- 12.2 Subject to paragraph 12.1 of this Schedule, the current noise classifications for aircraft on take-off or landing as appropriate are available in the databases of approved aircraft noise configurations published by the Civil Aviation Authority, and may be updated by the Civil Aviation Authority from time to time as and when required. See:
- <https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/certificates-and-permits/noise-certificates/aircraft-noise-certificate/>
- 12.3 In paragraph 12.1 of this Schedule, 'the equivalent standards' means:
- a) in the case of Chapter 2 of Annex 16: 14 CFR Part 36, Stage 2;
 - b) in the case of Chapter 3 of Annex 16: 14 CFR Part 36, Stage 3;
 - c) in the case of Chapter 4 of Annex 16: 14 CFR Part 36, Stage 4;
 - d) in the case of Chapter 5 of Annex 16: 14 CFR Part 36, Stage 2 and 3;
 - e) In the case of Chapter 8 of Annex 16: 14 CFR Part 36, Appendix H;
 - f) In the case of Chapter 11 of Annex 16: 14 CFR Part 36, Appendix J;
 - g) In the case of Chapter 14 of Annex 16: 14 CFR Part 36, Stage 5.

13 NOTES (These Notes are not part of the Notice - All times in this Notes section are to Local Time)

13.1 Airlines wishing to operate aircraft during the night quota period must supply to the airport management concerned the information referred to in paragraph 13.8 of these Notes. This will enable a prior check to be made that the aircraft type and engine fit is within the assumed noise classification and to determine its quota count to see if the airport can accommodate the movement in its quota. An airline not following this procedure may find that its aircraft is seriously delayed whilst its' status is checked.

13.2 Airlines should note that, in the light of a voluntary agreement between Heathrow Airport Ltd 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 Airport Coordination Limited (ACL) have been requested by Heathrow Airport Ltd 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 local would make little difference, then the airport may decide to refuse permission for an arrival before 0430 hours local.

It should also be noted that the voluntary agreement covers the operation of cargo flights where it has further been agreed between Heathrow Airport Ltd and the airlines that **cargo flights will not be scheduled to operate in the night quota period between 2330 and 0600 hours**. Accordingly the scheduling committee and ACL have been similarly requested by Heathrow Airport Ltd 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.

13.3 For any aircraft for which the noise classification is required which is not in one of the databases of approved aircraft noise configurations please contact the Civil Aviation Authority by email at certnoise@caa.co.uk quoting 'London Night Noise' in the title.

13.4 Any additions or changes to an aircraft's classification by quota count will be published in subsequent amendments to the Civil Aviation Authority databases.

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/certificates-and-permits/noise-certificates/aircraft-noise-certificate/>

13.5 If, due to exceptional circumstances as specified in paragraph 11 of this Notice (other than an emergency as set in paragraph 11.1) if an airline wishes to claim that a movement during the night quota period should be disregarded, or that a movement is required which is prohibited, the facts should be made known to the appropriate airport management before the movement is required. Guidelines on the categories of movements which may be disregarded were published by the Department for Transport in February 2024. See the updated guidance on Night Flight Dispensations at Heathrow, Gatwick and Stansted on the following link:

<https://www.gov.uk/government/publications/night-flight-dispensations/night-flight-dispensations>.

13.6 Operators are asked to ensure that requests for movements to be disregarded are made in writing to the airport management as long as possible in advance of the relevant movement and, if this is not possible, then within two working days of the movement taking place. Under Section 78(4) of the Civil Aviation Act 1982, the airport management are required to notify the Secretary of State of movements which have been disregarded within one week of the date of the relevant movement occurring. Requests should be addressed to the appropriate airport management as follows:

London Heathrow: during normal working hours, 0830-1630 Monday to Friday inclusive (excepting Bank Holidays) to Michael Glen, Airspace Noise and ATM Specialist for Heathrow Airport, Compass Centre, Nelson Road, Middlesex, TW6 2GW (Tel: +447921-276549; email: Michael-Ihr.glen@heathrow.com) and at other times to the Aircraft Operations Duty Manager (Tel: 020-8745-7373; email: AODM@heathrow.com).

London Gatwick: during normal working hours to Kimberley O'Neill, Airspace & Noise Programme Manager, Airspace Office, Gatwick Airport Ltd. Tel: 01293-501162, +447548-239821; email (Kimberley.Oneill@gatwickairport.com) and at other times to the Aerodrome Performance Lead at the Airport (Tel: +447769-642412 (H24); email apl@gatwickairport.com).

London Stansted: during normal working hours to Duncan Smith, Flight Evaluation Unit Manager, Stansted Airport Limited, London Stansted Airport, Essex (Tel: +447824-475342); email Duncan.smith@magairports.com and at other times to the Airside Operations Manager at the Airport (Tel: 01279-662378).

13.7 If a flight is made during the night period in an emergency situation the circumstances should be reported to the appropriate airport management (address given above) as soon as possible, if the operator wishes the flight not to count against the movements limit and quota.

13.8 All requests and communications to the appropriate airport management must include the following information:

- Aircraft type;
- Engine type;
- Operating weight;
- Maximum certificated landing or take-off weight as appropriate;
- Flight number;
- Aircraft registration mark;
- Destination or airport of origin;
- Type of flight (e.g. freight or passenger);
- Propeller type;
- Noise Certification Basis (e.g. Chapter 3, 4 etc.);

Noise Certification Levels;

Reasons why the movement is required to take place during the night period;

In cases of emergency, why the movement was considered necessary.

- 13.9 In instances where the noise certification documentation for an aircraft with a given registration mark contains more than one maximum certificated landing weight or more than one maximum certificated take-off weight, only the highest weights will apply.
- 13.10 Attention is drawn to the statutory noise measures set out in the Noise Abatement Procedures. For London Gatwick, this is available in the UK AIP at AD 2.EGKK-1, for London Heathrow at AD 2.EGLL-1, and for London Stansted at AD 2.EGSS-1. Each infringement of the night noise limits on take-offs will result in a surcharge being levied on the operator by the airport company in accordance with their Conditions of Use.