



Environmental Management

15th February 2024

ASEnv_OSI_060

Version 2.1

Operational Safety Instruction

Surcharges for Noise Infringements by Departing Aircraft

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, (all times are local);
- 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 contain relevant information on the requirements and restrictions.
- 1.4** Red bars have been added to the left-hand side of this document to draw the reader's attention to where changes or clarifications have been incorporated.
- 1.5** ASEnv_OSI_060 v2.0 is hereby cancelled.



2. Noise Monitors

2.1 Table 1: Summary of AIP Regulatory Monitor Locations and Limits

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude	Adjustment dBA
Site 6; Thames Water, Wraysbury	TQ 0204 7510	-6m	*512756N	0003157W	Site 6 minus 0.3
Site 19 (A): Colnbrook	TQ 0263 7700	-4m	*512857N	0003124W	plus 2.3
Site 18 (B): Poyle	TQ 0278 7647	-4m	*512840N	0003117W	plus 4.8
Site 17 (C): Horton	TQ 0219 7566	-6m	*512814N	0003148W	minus 0.3
Site 15 (D): Coppermill	TQ 0197 7477	-7m	*512745N	0003201W	minus 0.6
Site 14 (E): Wraysbury Reservoir (South)	TQ 0169 7409	-7m	*512724N	0003216W	minus 1.0
Site 11 (F): Hounslow West	TQ 1151 7606	-3m	*512821N	0002345W	plus 0.9
Site 12 (G): Hounslow Cavalry Barracks	TQ 1166 7560	-3m	*512806N	0002338W	minus 0.1
Site 10 (H): Hounslow Heath	TQ 1163 7495	-3m	*512745N	0002340W	plus 1.2
Site 13 (I): East Feltham	TQ 1164 7398	-4m	0002340W	0002341W	minus 0.3
Site 20 (J): Hounslow Cavalry Barracks North	TQ 1172 7577	-3m	*512812N	0002334W	minus 0.2
Site 21 (K): Hounslow Heath Golf Course	TQ 1148 7462	-4m	512735N	0002348W	plus 1.7

2.2 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.

3. Tailwind Adjustments

3.1 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:

3.1.1 0.4dB for a tailwind of up to 1 knot.

3.1.2 0.8dB for a tailwind exceeding 1 knot but not exceeding 2 knots.

3.1.3 1.2dB for a tailwind exceeding 2 knots but not exceeding 3 knots.

3.1.4 1.6dB for a tailwind exceeding 3 knots but not exceeding 4 knots.

3.1.5 2.0dB for a tailwind exceeding 4 knots.



3.2 For this purpose, tailwind is to be calculated from the wind data measured at the airfield anemometers and wind vanes according to the formula: (windspeed x cosine (runway heading minus wind direction)) x -1.

4. Surcharges

4.1 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;

4.2 Table 2: Summary of Surcharges applicable

Daytime		Shoulder		Night	
£ per dBA excess					
0.1 to 3.0 dBA excess	£500	0.1 to 3.0 dBA excess	£1500	0.1 to 3.0 dBA excess	£4000
Over 3.0 excess		Over 3.0 dBA excess		Over 3.0 dBA excess	

4.3 Table 3: Example charges

Excess	Day	Night	Shoulder
0.1 to 1	500	1500	4000
1.1 to 2	1000	3000	8000
2.1 to 3	1500	4500	12000
3.1 to 4	2000	6000	16000
etc



5. Disregarded/Dispensed Flights

5.1 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;

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

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

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

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

6. Appeal Requests

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 Section 7 below.

7. Enquiries

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. Michael-LHR.Glen@heathrow.com

8. References

Airport Conditions of Use



Document Data

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Document History

Revision	Description of Change	Date
v1.0	Initial version	7 th July 2017
V1.1	Review and update	5 th July 2018
V1.2	Review and update	9 th December 2019
V2.0	Updates on Summary of AIP regulatory monitor locations and limits and summary of surcharges applicable	6 th January 2020
V2.1	Updated email address, clarified timings and updated formatting.	15 th February 2024

