

Heathrow Airport

IATA/ICAO CODE: LHR/EGLL
CITY: London
COUNTRY: UK

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 80 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9R/27L	12799	-	-	148
9L/27R	12808	-	-	148
Noise Restrictions for operations from 09L:				
The reasons for restricting operations from 09L go back to the late 1950s/early 1960s when, to placate local residents close to the bottom of 09L, the Dept. of Transport entered into a 'Gentlemen's agreement' with the local communities. This allowed for an increase in aircraft movements, whilst at the same time restricting the noise nuisance to the area of Cranford. Consequently this has since become known as the 'Cranford Agreement', and basically precludes departures from 09L except in exceptional circumstances.				

NOISE ABATEMENT PROCEDURES

See UK AIP EGLL AD 2.21 -on the EUROCONTROL web site at:
<http://www.nats-uk.ead-it.com/public/index.php.html>

CONTINUOUS DESCENT ARRIVAL (CDA)

24 hours

The [Arrivals Code of Practice](#) can be downloaded from the following link.

AIRPORT CURFEWS

NOTE: Following an extensive consultation about proposed changes to the Night Flying Restrictions at London Airports (the "QC system"), the UK Secretary of State, Department for Transport has taken the following main decisions. They are applicable from 30 October 2006:

- The QC system as such has proven efficient and will be retained. The noise certification levels remain the basis for the QC classification.
- The definition of night (23:00 to 07:00) and night quota period (23:30 to 6:00) are maintained.
- The 9 EPNdB adjustment for arrivals is maintained.
- The exempt category is no longer determined by weight, but by noise levels (aircraft below 84 EPNdB are exempt from night restrictions).
- A new QC/0.25 band was created (84 to 86.9 EPNdB).
- QC/4 classified aircraft are subject to a scheduling ban within the night quota period (23:30 to 6:00). This is not an operating ban and would permit aircraft movements within this period exceptionally, when aircraft are severely delayed.

Furthermore, the objective is to progressively encourage the use of quieter aircraft (day and night for LHR and LGW; night only for Stansted), i.e. a progressive decrease in the overall night quota per season over the next years.

[Current Notam Supplement SUP: 006/2011 - March 24, 2011](#)

[OSI/08/10 - 10 March 2010 ADMINISTRATION AND ENFORCEMENT OF NIGHT AIRCRAFT MOVEMENT QUOTA Appx1 Appx2 App4](#)

[Conditions of Use Including Airport Charges from 1 April 2011](#)

[29 October 2006 through Summer 2012 - Movement Limits and Noise Quota](#)

Certification noise levels (EPNLs) are used for determining the QC category.	
Takeoff = (Takeoff+Sideline)/2 for Chapter 3 or ((Takeoff+Sideline)/2)+1.75 for Chapter 2	
Approach = Approach - 9	
Certificated Noise Level (EPNdB)	Quota Count
Greater than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2
90-92.9	1
87-89.9	0.5
84-86.9	0.25

PREFERENTIAL RUNWAYS

1. In weather conditions when the tail wind component is no greater than 5 knots on the main runway 27R and 27L, these runways will normally be used in preference to runways 09R and 09L, provided the runway surface is dry.

2 . Pilots who ask for permission to use the runway into the wind when, in accordance with these procedures, runway 27R or 27L are in use, should understand that their arrival or departure may be delayed.

OPERATING QUOTA

[OSI/08/10 - 10 March 2010 ADMINISTRATION AND ENFORCEMENT OF NIGHT AIRCRAFT MOVEMENT QUOTA Appx1 Appx2 App4](#)

ENGINE RUN-UP RESTRICTIONS

[Control of Ground Noise and Emissions at Heathrow Airport OSI/03/11](#)

APU OPERATING RESTRICTIONS

[Control of Ground Noise and Emissions at Heathrow Airport OSI/03/11](#)

NOISE BUDGET RESTRICTIONS - [NONE \(the airport has a quota count system\)](#)

EMISSIONS SURCHARGE

[Conditions of Use Including Airport Charges from 1 April 2011](#) document from BAA.

NOISE SURCHARGE

[Conditions of Use Including Airport Charges from 1 April 2011](#) document from BAA.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1995,2005,2007	Four schemes currently operate:Day residential, Night Residential, Community Buildings and Home relocation Assistance. All are subject to review and public consultation in 2011.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	See Heathrow website for latest annual and summer day contours
Airport Noise Contour Overlay Maps	-	Check with airport
Total Cost of Noise Mitigation Programs to Date	-	-

Source of Noise Mitigation Program Funding for Aircraft Noise	-	BAA Heathrow
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NOISE MONITORING SYSTEM

[Map of LHR Noise Monitor Locations East and West](#)
[Monitor locations and coordinates](#)



FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS

[Noise Limits for Heathrow, Gatwick and Stansted Airports \(Decision of 12/2000\)](#)

See Noise Monitoring System for limits at the monitors. There are penalties associated with these limits.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See information under noise level limits.