

NEX request to Airlines/GAL to use voluntary measures to reduce the number of night flights at Gatwick before 2025*

2ND BRIEFING TO NCF

25TH MAY 2022

* When DfT's current night flight restrictions regime ends

Balanced approach to management of aircraft noise - Regulation 598

Sustainable development of air transport requires the introduction of measures aimed at reducing the noise impact from aircraft at Union airports. Those measures should improve the noise environment around Union airports in order to maintain or increase the quality of life of neighbouring citizens and foster compatibility between aviation activities and residential areas, in particular where night flights are concerned.

- The role of Competent Authorities (DfT) is to ensure that the balanced approach to the management of aircraft noise is applied when operating restrictions are considered or implemented. *In doing so the competent authorities must ensure that there is appropriate consultation, that any operating restrictions are cost effective and that operating restrictions are only adopted if no other measures are appropriate to address the noise problem.*

There are 4 principal elements to the balanced approach:

1. the reduction of noise at source
2. land-use planning and management
3. noise abatement operational procedures
4. ***operating restrictions***

Operating Restrictions

DfT Night Flight Restrictions

Heathrow, Gatwick and Stansted Airports are assigned 'Designated Airport' status by Government, the Secretary of State uses powers under Section 78 of the Civil Aviation Act 1982 to impose restrictions on aircraft operating at night intended to mitigate and limit noise disturbance at night.

The outcome of the most recent DfT night flight restrictions consultation on whether to maintain existing restrictions was published 19 July 2021.

This determined that the existing night noise objectives and existing night flight restrictions at the designated airports (including Gatwick) are rolled over for a period of 3 years from 10/2022 to 10/2025.

DfT will implement a ban on QC4 rated aircraft movements at Gatwick, during the Night Quota Period from October 2022. (Gatwick voluntarily implemented this restriction 12 months early in October 2021)

DfT aim to publish a further consultation on night flight restrictions during 2023 for the regime to be applied from 10/2025

[DfT Presentation to GATCOM](#)

Any proposal for the withdrawal of runway slots for noise purposes is subject to Regulation 598 consultation requirements

1. The airport declares available capacity – runway movements (ATM), Terminal throughput etc. based on the physical constraints of the airport infrastructure reflecting any restrictions imposed by Government. The following document is useful setting out roles responsibilities: [Airport slots \(parliament.uk\)](https://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-and-infrastructure/committees-a-z/airport-slots/)
2. ACL allocate that declared capacity based on the Worldwide Slot Coordination guidelines:
 - a. [Worldwide Slot Management Standards \(iata.org\)](https://www.iata.org/en/programs/slot-coordination/standards)
3. The Airport has the possibility to determine a reduction to the declared airport capacity, it must first be consulted with the Slot Coordination Committee, this includes aircraft operators and the airport's scheduling committee as well as ACL.
4. Nevertheless - if ATM/Quota Count (QC) capacity is available, ACL are duty bound to use it. ACL have confirmed that all available LGW night slots are fully allocated and 'grandfathered' allocations (nb. not taking account of 70/30 slot waiver/ 80/20 rule)
5. Slot allocation decisions are made twice a year by ACL; every November for the subsequent summer season and every June for the subsequent winter season.
 - a. Summer season slot allocations determined at the prior (November) Slot Coordination Committee.
6. Any reduction in capacity intended to reduce noise is a restriction as defined by national regulations for the balanced approach to the management of aircraft noise apply (EU598 as incorporated into UK Law)
 1. This regulation has an associated wide ranging obligations which additionally carry minimum duration and process requirements ~24 months

Regulation 598

the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at airports within a Balanced Approach



Before introducing an operating restriction, the competent authorities shall give relevant interested parties six months' notice, ending at least two months prior to the determination of the slot coordination parameters for the airport concerned for the relevant scheduling period

The Regulation requires (Annex II) an assessment of the cost-effectiveness of noise-related operating restrictions

Airline fleets

Airlines seek to work collaboratively with airports to reduce the impact of both aircraft and aerodrome noise on communities who live near airports or under flight paths*

Older aircraft types are progressively withdrawn and replaced with new quieter aircraft, for instance, since 2020:

Easyjet and **Wizz** have continued to replace their A320 Series aircraft with the quieter A320 NEO series

British Airways and **Virgin Atlantic** have withdrawn the Boeing 747 aircraft from their fleets

Ryanair is replacing its Boeing 737-800 with the quieter Boeing 737 8200

TUI has withdrawn the Boeing 767 from Gatwick and is replacing the Boeing 737-800 with the quieter Boeing 737Max

WestJet has withdrawn the Boeing 767 in favour of the quieter Boeing 787

* See easyJet environmental policies

Summary

Any proposed change to airport capacity for noise purposes requires statutory consultation, even if airlines and airports were to agree voluntary measures

GAL report that airline demand for night flights exceeds the night movement cap established by DfT, the cap is already achieving its purpose in limiting the number of night flights

Airlines are incentivised to use quieter, more efficient and environmentally cleaner aircraft types

Airport Slots – if slot becomes available it will be reallocated for use according to internationally agreed slot rules

Balanced Approach Regulations (Regulation 598) applies to any restriction to flying proposed for noise purposes

- Duration of Regulation 598 processes is significant >18-24 months

Next DfT night Flights Consultation planned 2023

Annex

BACK UP INFORMATION

What was the NDG being asked to do?

Commit to using its best endeavours to minimise night flights in the period from now until the introduction of any new night flight limits in 2025

- Industry to explore how the number of flights operating at night can be reduced
 - 1) *Put in place collective and individual airline arrangements to review and challenge the scheduling of flights in the night period with the objective of materially reducing the number of flights scheduled in that period;*
 - 2) *Review night flight charges and bring forward proposals to increase them further and to ensure it is always more expensive to operate at night than during the day; and*
 - 3) *Propose additional arrangements through which night flight numbers can voluntarily be reduced, either at Gatwick or nationally.*