

Richmond Heathrow Campaign



Night Flights

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Presentation to NACF
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From Presentation to NACF on 29 November 2023

Recommendations – 1

1. Update Noise Objective
2. Place WHO Guidance Targets on statute
3. Introduce night noise metrics for 45 dBA 8hr LOEL, 40 dBA 8hr night WHO, N 60 8hr
4. Update evidence on health impacts of night flights
5. Assess costs and benefits of night flights
6. Update webTag evaluation tool

From Presentation to NACF on 29 November 2023

Recommendations - 2

7. Ban QC2 aircraft (scheduled and operational) 23:00-7:00
8. Update Dispensation Guidance to eliminate most dispensations and treat as unscheduled flights applying unscheduled charges & include remaining dispensations in Night Quota
9. Plan for bringing unscheduled late runners forward to evening
10. Plan for deferring unscheduled early morning flights to day
11. Time-shift all scheduled Night Flights 23:00 to 7:00 to Day.
 - Introduce in stages during next regime 2025-2030.

1. Update Noise Objective

- **DfT Decided**
 - To limit and where possible reduce, the adverse effects of aviation noise at night on health and quality of life, while supporting sustainable growth and recognising the importance to the UK of commercial passenger and freight services.
- **RHC Response**
 - There is no justification for Night Flights.
 - While night flights continue, the “polluter pays” principle should apply.
 - We see no case for growth.
 - What targets are there for noise reduction?

2. Place WHO Guidance Targets on statute

- DfT Decided
 - No
- RHC Response
 - What is the process and timescale to get the WHO targets on statute?

3. Update Night Noise metrics

- **DfT Decided**
 - 48 dB LAeq 6.5 hour contour
 - Supplementary:
 - 45dB LAeq 8 hour for health impact only
 - N60
- **RHC Response**
 - Principles
 - Should aim for lower levels
 - Should aim for consistency:
 - Longitudinal
 - 6.5 hour versus 8 hour night
 - Proposal
 - Interim: 48 dB LAeq & N60 for 6.5 hour & 8 hr
 - Longer term: 48 dB reduced to WHO 40 dB

7. Ban QC2 aircraft (scheduled and operational) 23:00-7:00

- DfT Decided
 - No change
- RHC Response
 - They represent approx 500 out of 5,800 annual core night flights
 - 3dB difference for each of 500 if replaced by QC1 and much more if replaced by QC 0.125
 - When will QC2 aircraft night flights be banned?
 - Why not now?

8. Update Dispensation Guidance to eliminate most dispensations

- DfT Decided
 - New guidance with tightened restrictions
- RHC Response
 - Moving in the right direction

Number of flights per night 2018 Summer and Winter

	Total	Detail A		Detail B			
Time Period		Arrivals	Departures	Scheduled	Un-Scheduled	Total Quota	Dispensed
23:00-23:30	8.0	1.7	6.3	0.2	7.8		
23:30-04:30	2.4	0.8	1.6	0.0	1.1	1.1	1.3
04:30-06:00	14.7	14.7	0.0	13.9	0.3	14.1	0.5
06:00-07:00	55.7	23.2	32.5	44.8	10.9		
		Time-shift to Day					
Nt Quota Period	17.1	15.5	1.6	13.9	1.3	15.2	1.8
Night Period	80.8	40.4	40.4	58.9	20.1		1.8

Move back to Evening

Reduce to Zero

Move forward to Day

9. Plan for bringing unscheduled late runners forward to evening, and 10. deferring unscheduled early morning flights to day

- DfT Decided

- No mention

- RHC Response

- Late runners: 8 out of 80 flights in the full night period are unscheduled late runners
- Early Arrivals 11 out of 80 flights in the full night period are unscheduled early morning flights

11. Time-shift all scheduled Night Flights 23:00 to 7:00 to Day

- DfT Decided

- No mention

- RHC Response

- Introduce in stages 2025-2030

- Start by reviewing Hong Kong night arrivals

- Three airlines with total four arrivals in the core night period

- Establish incremental value gain/loss that would result from time-shifting these night arrivals out of the core night period

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QUESTIONS?

No Good Reason for Night Flights

- What is so special about the 18 originating airports that they require night flight arrivals between 04:30 and 06:00 whereas 174 originating airports are without night flights? No Good Reason.
- Why do only six airports in the Far East need pre-06:00 access to Heathrow whereas more than 26 originating airports do not? No Good Reason.
- Why do the 18 originating airports require night time arrivals when many denser routes do not? No Good Reason.
- Of the 18 routes why do 7 not operate in the summer and 3 not in the winter seasons? No Good Reason.
- Why do some airlines operate night flights less than seven days a week?
- Are late departure curfews the reason for some of the early arrivals at Heathrow? Curfews do not explain night arrivals from US airports and others, which depart in the local daytime. Curfews are No Good Reason.
- **The only reason for night flights is that the DfT allows them.**