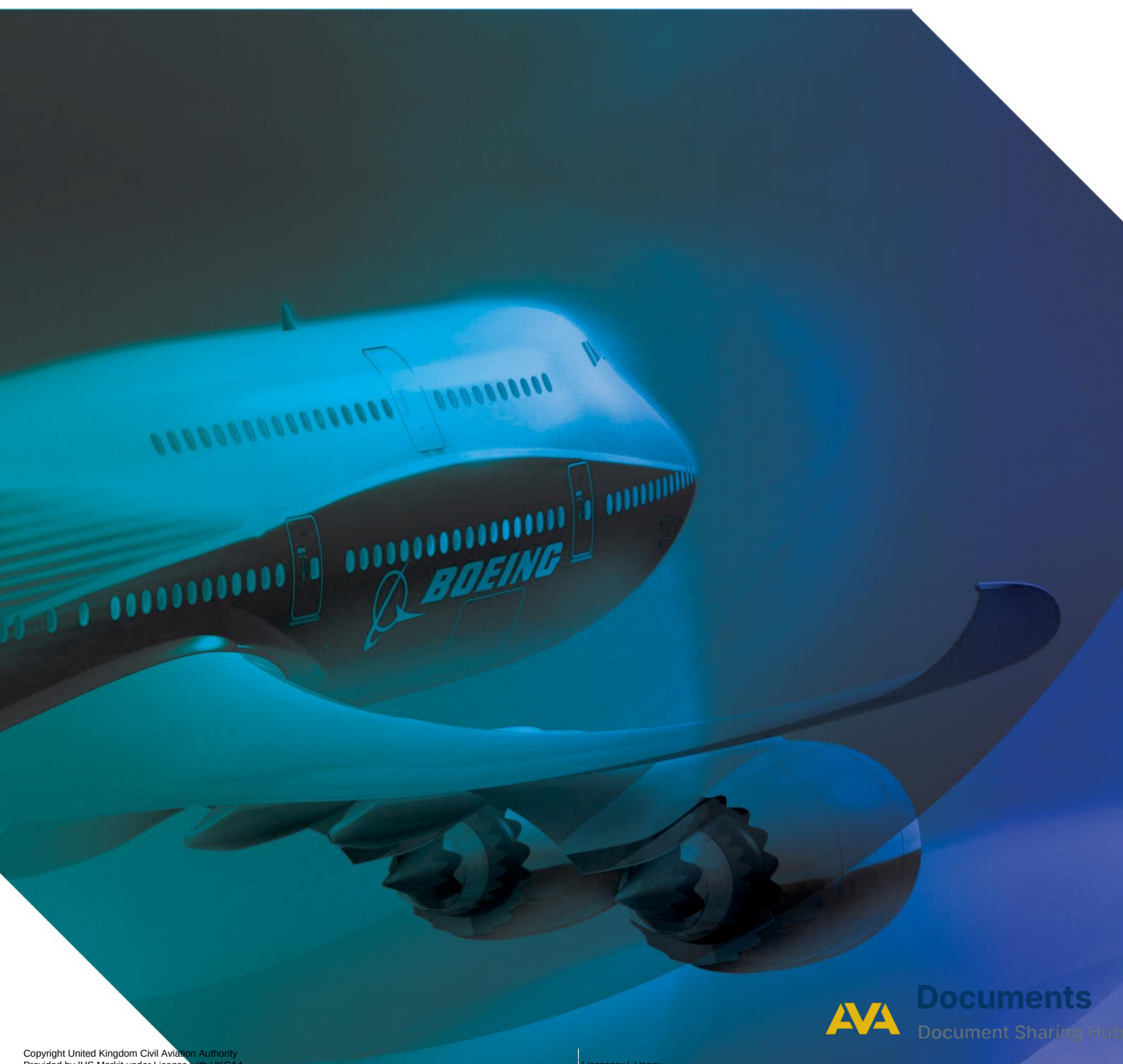


Departure Noise Mitigation: Summary Report

CAP 1691a



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Summary

Introduction

Heathrow, Gatwick and Stansted airports are designated for the purposes of section 78 of the Civil Aviation Act 1982. This enables the Secretary of State to impose requirements on departing or landing aircraft for the purpose of mitigating noise. These powers have been used to set noise limits for departing aircraft, which have applied at Heathrow since 1959, at Gatwick since 1968 and at Stansted since 1993.

In addition to the departure noise limits, a number of other noise controls are promulgated through the Section 78 notices for each London airport, including a height requirement immediately after take-off, a minimum climb gradient requirement, and track-keeping requirements.

The original limit values remained effectively unchanged until the government's decision of 18 December 2000 to reduce the limits by 3 dB during the day and 2 dB at night, following a review which was initiated in 1993. The current limits are 94 dBA (day, 0700-2300), 89 dBA (shoulder, 2300-2330 and 0600-0700), and 87 dBA (night, 2330-0600). There was also a revision to relate the limits to a fixed reference distance of 6.5 km from start of roll and a new allowance for departures in a tailwind.

The 2000 decision reaffirmed that the government's general aim in noise monitoring is to help reduce the impact of aircraft noise around airports. Specific objectives and measures include:

- encouraging the use of quieter aircraft and best operating practice;
- deterring excessively noisy movements by detecting and penalising them;
- measuring the effectiveness of noise abatement measures by analysing infringement rates.

Recognising that the noise limits had been in place for many years, the government announced in its March 2013 Aviation Policy Framework that ANMAC¹ would review the departure noise abatement procedures at the London airports, including noise limits and use of penalties, to ensure that these remain appropriately balanced and effective. This report summarises the main findings of that review. The full report is published as CAP 1691, which is available to download at www.caa.co.uk/cap1691.

¹ Aircraft Noise Management Advisory Committee. ANMAC advises the Department for Transport on technical and policy aspects of aircraft noise mitigation and track-keeping at Heathrow, Gatwick and Stansted airports. Its membership includes representatives of Heathrow, Gatwick and Stansted, those airports' consultative committees, the three airport scheduling committees, the CAA, NATS and the Department for Environment, Food and Rural Affairs (Defra).