



# FlyQuiet Programme

A quieter Heathrow  
FlyQuiet league table – Q3 2016

**Heathrow**  
Making every journey better

# Overview

The Fly Quiet Programme is one of the steps Heathrow is taking to reduce aircraft noise, set out in 'A quieter Heathrow'. It is intended to further encourage airlines to use quieter aircraft and to fly them in the quietest possible way.

## The league table

The Fly Quiet league table is published every quarter comparing each of the top 50 airlines (according to the number of flights to and from Heathrow per year) across six different noise metrics.

Where the table shows amber dots, the airlines have met Heathrow's minimum performance targets and green dots show they have exceeded them. If the airline has a red dot in a particular area, we work closely with them to improve performance.

## Highlights – Q3 2016

- Number of super-quiet Airbus A350 flights more than doubles as Qatar Airways becomes the third airline to fly the new plane to Heathrow
- Singapore Airlines climb 21 places to 19th, thanks to cleaner, quieter aircraft and improved performance
- British Airways short-haul remains the leading quiet airline, while Etihad Airways and Qantas move into the top 5

Rank	Airline name	1 QC/seat	2 Chapter number	3 CDA violations	4 Track keeping violations	5 Pre-0430	6 Pre-0600
1	British Airways - short haul	●	●	●	●	●	●
2	Aer Lingus	●	●	●	●	●	●
3	Etihad Airways	●	●	●	●	●	●
4	Emirates	●	●	●	●	●	●
5	Qantas Airways	●	●	●	●	●	●
6	American Airlines	●	●	●	●	●	●
7	United Airlines	●	●	●	●	●	●
8	Scandinavian Airlines System	●	●	●	●	●	●
9	Malaysia Airlines	●	●	●	●	●	●
10	KLM Royal Dutch Airlines	●	●	●	●	●	●
11	Cathay Pacific Airways	●	●	●	●	●	●
12	Virgin Atlantic Airways	●	●	●	●	●	●
13	Air Malta	●	●	●	●	●	●
14	Delta Air Lines	●	●	●	●	●	●
15	British Airways - long haul	●	●	●	●	●	●
16	Swiss International Airlines	●	●	●	●	●	●
17	Air Canada	●	●	●	●	●	●
18	TAP Portugal	●	●	●	●	●	●
19	Singapore Airlines	●	●	●	●	●	●
20	Aegean Airlines	●	●	●	●	●	●
21	Finnair	●	●	●	●	●	●
22	Iberia	●	●	●	●	●	●
23	Air France	●	●	●	●	●	●
24	Qatar Airways	●	●	●	●	●	●
25	Deutsche Lufthansa	●	●	●	●	●	●
26	Austrian Airlines	●	●	●	●	●	●
27	Gulf Air	●	●	●	●	●	●
28	Germanwings	●	●	●	●	●	●
29	Eurowings	●	●	●	●	●	●
30	South African Airways	●	●	●	●	●	●
31	Vueling	●	●	●	●	●	●
32	Thai Airways	●	●	●	●	●	●
33	Iberia Express	●	●	●	●	●	●
34	Alitalia	●	●	●	●	●	●
35	Air India	●	●	●	●	●	●
36	SN Brussels Airlines	●	●	●	●	●	●
37	Saudi Arabian Airlines	●	●	●	●	●	●
38	Air Serbia	●	●	●	●	●	●
39	LOT	●	●	●	●	●	●
40	Oman Air	●	●	●	●	●	●
41	Pakistan International Airlines	●	●	●	●	●	●
42	Jet Airways	●	●	●	●	●	●
43	Air China	●	●	●	●	●	●
44	European Air Transport	●	●	●	●	●	●
45	Turkish Airlines - long haul	●	●	●	●	●	●
46	Aeroflot - long haul	●	●	●	●	●	●
47	Turkish Airlines - short haul	●	●	●	●	●	●
48	Kuwait Airways	●	●	●	●	●	●
49	Royal Air Maroc	●	●	●	●	●	●
50	El Al	●	●	●	●	●	●

# The six noise metrics

Each metric is assigned a “RAG” (Red, Amber, Green) status based on the performance bands set for that indicator. As a result operators towards the top of the table will typically have more ‘green scores’ than those towards the bottom. Individual metric scores will not be published. The metrics below make up the Fly Quiet League Table:

**1. Noise quota count/seat/movement:** This is a relative noise “efficiency” metric which scores the noise efficiency of an operator’s fleet, recognising that whilst larger aircraft tend to be noisier they also carry more passengers. It is calculated by dividing the sum of QC for arrivals and departures by the aggregate seat capacity and total movements by airline. This provides a balance between a QC/seat or QC/movement metric which will tend to overly bias long haul or short haul carriers respectively. *A ‘red’ score is awarded if the QC/seat/movement indicator exceeds 0.000022. An ‘amber’ score is awarded if the score is better than the minimum performance targets above but greater than 0.00001.*

**2. Noise Certification:** Each aircraft is required to have a noise certificate which can be used to determine its relative performance against ICAO noise standards (Chapter 3 and Chapter 4). This allows us to recognise “best in class” and compare performance across different types. An average ‘per movement’ Chapter number value is calculated for each airline, which favours the airlines operating best-in-class, modern, quieter aircraft more frequently. *The minimum performance target in this metric for the purpose of the Fly Quiet programme is Chapter 4. If the average score of an airline’s fleet operated to and from Heathrow is less than the Chapter 4 equivalent a ‘red’ score is awarded. A ‘green’ score is awarded if the average noise certification score of an airline is better than the equivalent of Heathrow’s Chapter 4 base charging category (see Heathrow’s Conditions of Use. Just visit [www.heathrow.com](http://www.heathrow.com) and search for “Conditions of Use).*

**3. Arrival Operations: Continuous Descent Approach (CDA violations):** CDA involves aircraft maintaining a steady angle of approach when landing at the airport, as opposed to stepped approaches which involve periods of prolonged level flight. This reduces noise because it requires less engine thrust and keeps the aircraft higher for longer. By following a CDA on arrival, the noise on the ground can be reduced by up to 5dBA in areas away from the final approach paths. The purpose of the indicator is to capture the non-CDA arrivals and so potentially reduce the disturbance caused. *The minimum performance target for the CDA compliance is set for 55% for the Fly Quiet programme. An airline achieving this target but not exceeding 75% gets an ‘amber’ score; CDA compliance of 75% and more means a ‘green’ score is awarded.*

**4. Departure Operations: Track deviations on departure (TK violations):** Aircraft are required to stay within ‘noise preferential routes’ (NPRs) – 3km wide tracks in the sky, designated by the Government to route aircraft away from more densely populated areas as far as possible - until they reach 4000ft. The track deviations indicator is expressed as the proportion of departures that flew outside the NPRs below 4000ft. The purpose of the indicator is to capture the aircraft which operate outside of these boundaries and so potentially cause unexpected noise disturbance. Instances where this occurs for reasons outside of the airline’s control are excluded for the calculation. *The minimum performance target for the track keeping compliance is set for 85% for the Fly Quiet programme. An airline achieving this target but not exceeding 90% gets an ‘amber’ score; CDA compliance of 90% and more means a ‘green’ score is awarded.*

**5. Night time Operations 1: arrivals prior to 0430:** There is a voluntary arrangement that aircraft scheduled to land between 0430 and 0600 will not land prior to 0430. This is a very sensitive time and issue for local community groups. The purpose of this indicator is to measure adherence to the operator schedules. It is measured as the number of flights arriving before 0430 as a proportion of the total number of arrivals for the airline. Instances where this occurs for reasons outside of the airline’s control are excluded for the calculation. *Green: no infringements, Red: one or more infringements.*

**6. Night time Operations 2: unscheduled arrivals prior to 0600:** Arrivals scheduled to land after 0600 should not land before then unless there are dispensing circumstances (e.g. Low visibility conditions). This is also a very sensitive time and issue for local community groups. The purpose of this indicator is to measure adherence to the operator schedules. It is measured as the number of unscheduled flights arriving between 0430 and 0600 as a proportion of the total number of arrivals for the airline. Instances where this occurs for reasons outside of the airline’s control are excluded for the calculation. *Green: no infringements, Red: one or more infringements.*

As metrics 5 & 6 are limited in terms of the airlines they could affect but are nonetheless important issues for community stakeholders these have been weighted lower than the remaining 4 so as to not result in dramatic fluctuations in an airlines ranking. Instances where metrics 5 & 6 occur for reasons outside of the airline’s control are excluded for the calculation. The set of indicators is designed to address the aims of the programme whilst giving the operators the opportunity to improve their ranking by short-term (i.e. operational/tactical) or long-term (e.g. fleet planning) measures.