

Heathrow proposed 2022 Fees & Charges - movement charge analysis

Aircraft data for reference aircraft					2021 Fees & Charges			2022 Fees & Charges proposal			£ change
Aircraft type	Operator	Registration	Seats	Noise margin / EPNdB	Category	Charge £	Charge/seat	Category	Charge £	Charge/seat	
Airbus A380-841	British Airways	G-XLEA	469	26.7	Chapter 14 Low	481.78	1.03	Chapter 14 Low	961.29	2.05	(1.02)
Airbus A350-1000	Virgin Atlantic	G-VJAM	355	26.5	Chapter 14 Low	481.78	1.36	Chapter 14 Low	961.29	2.71	(1.35)
Boeing 787-10	British Airways	G-ZBLA	256	28.0	Chapter 14 Low	481.78	1.88	Chapter 14 Super Low	595.84	2.33	(0.45)
Boeing 787-9	Virgin Atlantic	G-VNEW	258	27.5	Chapter 14 Low	481.78	1.87	Chapter 14 Low	961.29	3.73	(1.86)
Boeing 787-8	British Airways	G-ZBJA	214	31.9	Chapter 14 Low	481.78	2.25	Chapter 14 Super Low	595.84	2.78	(0.53)
ATR72-600	Loganair	G-LMTA	72	25.8	Chapter 14 Low	481.78	6.69	Chapter 14 Low	961.29	13.35	(6.66)
Embraer 145	Loganair	G-SAJC	49	23.3	Chapter 14 Low	481.78	9.83	Chapter 14 Low	961.29	19.62	(9.79)
Airbus A321 Neo	British Airways	G-NEOS	220	26.2	Chapter 14 Low	481.78	2.19	Chapter 14 Low	961.29	4.37	(2.18)
Airbus A319 ceo	British Airways	G-EUPA	143	20.1	Chapter 14 Base	802.30	5.61	Chapter 14 Base	1,600.82	11.19	(5.58)
											-13.32
											-19.572

Data sources:

- 1/ caa.co.uk/g-info website for aircraft registration and cumulative noise margin on the aircraft registration certificate
- 2/ Seat capacity of relevant aircraft type / operator taken from Airport Coordination Summer 2022 coordinated capacity
- 3/ Fees & Charges taken from published HAL documents