**Introduction**

Gatwick Airport is the UK’s second largest airport and the busiest single-runway international airport in the world. It has about 70 airlines serving more than 200 destinations in 90 countries. During 2011 over 33 million passengers passed through the airport.

It is also a major economic driver for the South-East region, generating around 23,000 on-airport jobs and a further 13,000 jobs through related activities. The airport is 28 miles south of London with excellent public transport links.

Gatwick Airport is owned by a group of international investment funds, of which Global Infrastructure Partners is the controlling shareholder. Over the next 10 years we want Gatwick to become London’s airport of choice, delivering great service to more than 40 million passengers each year.

Security, safety and responsibly managing our environmental impact are always our top priorities.

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**About this report**

This report is produced by the Flight Performance Team (FPT). This team is responsible for recording, investigating and responding to aircraft noise enquiries as well as monitoring airline compliance to noise mitigation measures as detailed in the UK Aeronautical Information Publication (UK AIP). This department also actively engages with the airlines to improve their adherence to the above noise mitigation measures and in addition manages the night-time restrictions on flying at Gatwick.

This report contains detailed data on aircraft activity at Gatwick including the fleet mix, direction of operation of the airport, the number and types of night flights that took place, aircraft adherence to the noise mitigation measures detailed in the UK AIP and also an analysis of complaints/enquiries received during the year.

The majority of this data is circulated throughout the year to various committees including the Flight Operations Performance & Safety Committee (FLOPSC), the Noise & Track Monitoring Advisory Group (NaTMAG) and the Gatwick Airport Consultative Committee (GATCOM).

This report complements the noise section of Gatwick Airport Limited’s 2011 Sustainability Performance Report which is available at www.gatwickairport.com.

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This section of Gatwick’s FPT Report provides detailed statistics on the number and types of aircraft operating in and out of the airport, as well as relevant information about runway usage and westerly-easterly operations during 2011 and the previous years.

Table A1 shows the average number of aircraft movements per day at Gatwick during the past three years. In 2011, there was an increase in the number of movements compared to the previous year. The average number of movements per month was higher than in 10 of the months in 2010.

As is generally the case at Gatwick, the peak months were from July to September when there were more than 750 movements per day. Overall in 2011 there was an increase of about 4% in aircraft movements from 240,500 to 251,070. Passenger figures at Gatwick rose by 7% to 33 million from 31.4 million in 2010.

Table A2 shows a breakdown of movements by aircraft type. The trend of recent years of increased numbers of modern aircraft operating at the airport continued in 2011. The Airbus A319 was again the aircraft type with the greatest number of movements. These are are the primary aircraft used by EasyJet, Gatwick’s largest operator, followed by the Boeing 737-400, the Airbus A320 and the Boeing 737-800.

The number of movements by Embraer E195s, introduced at the airport by Flybe in 2007, continued to rise in 2011. And, in keeping with the trend of recent years, there were fewer movements by older, noisier planes.

### Table A1

<table>
<thead>
<tr>
<th>Month</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>580</td>
<td>542</td>
<td>595</td>
</tr>
<tr>
<td>February</td>
<td>598</td>
<td>618</td>
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<tr>
<td>March</td>
<td>624</td>
<td>619</td>
<td>633</td>
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<tr>
<td>April</td>
<td>673</td>
<td>549</td>
<td>697</td>
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<tr>
<td>May</td>
<td>721</td>
<td>695</td>
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<tr>
<td>June</td>
<td>763</td>
<td>744</td>
<td>761</td>
</tr>
<tr>
<td>July</td>
<td>809</td>
<td>771</td>
<td>789</td>
</tr>
<tr>
<td>August</td>
<td>822</td>
<td>793</td>
<td>808</td>
</tr>
<tr>
<td>September</td>
<td>800</td>
<td>766</td>
<td>780</td>
</tr>
<tr>
<td>October</td>
<td>717</td>
<td>704</td>
<td>706</td>
</tr>
<tr>
<td>November</td>
<td>587</td>
<td>583</td>
<td>556</td>
</tr>
<tr>
<td>December</td>
<td>575</td>
<td>517</td>
<td>579</td>
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</tbody>
</table>

### Table A2

Annual aircraft movements by aircraft type

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
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</thead>
<tbody>
<tr>
<td>Airbus A319</td>
<td>74,826</td>
<td>70,484</td>
<td>78,869</td>
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<tr>
<td>Boeing 737-400</td>
<td>29,998</td>
<td>32,032</td>
<td>33,868</td>
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<tr>
<td>Airbus A320</td>
<td>28,728</td>
<td>27,359</td>
<td>32,930</td>
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<tr>
<td>Boeing 737-800</td>
<td>17,415</td>
<td>16,915</td>
<td>19,543</td>
</tr>
<tr>
<td>DHC-8-300/400</td>
<td>17,029</td>
<td>18,665</td>
<td>13,679</td>
</tr>
<tr>
<td>Embraer ERJ195</td>
<td>9,670</td>
<td>9,528</td>
<td>9,776</td>
</tr>
<tr>
<td>Boeing 777</td>
<td>7,091</td>
<td>7,378</td>
<td>7,295</td>
</tr>
<tr>
<td>Boeing 737-300</td>
<td>11,600</td>
<td>9,214</td>
<td>6,823</td>
</tr>
<tr>
<td>Boeing 737-700</td>
<td>7,770</td>
<td>5,607</td>
<td>5,449</td>
</tr>
<tr>
<td>Airbus A330</td>
<td>4,867</td>
<td>5,316</td>
<td>4,923</td>
</tr>
<tr>
<td>Boeing 747-400</td>
<td>4,206</td>
<td>4,207</td>
<td>3,875</td>
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<tr>
<td>ATR 72</td>
<td>3,234</td>
<td>3,240</td>
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<td>Boeing 737-700</td>
<td>4,640</td>
<td>3,100</td>
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</tr>
<tr>
<td>Boeing 767-300</td>
<td>4,565</td>
<td>3,147</td>
<td>2,236</td>
</tr>
<tr>
<td>Canadair Jet</td>
<td>1,468</td>
<td>1,796</td>
<td>1,930</td>
</tr>
<tr>
<td>Airbus A320</td>
<td>1,783</td>
<td>1,690</td>
<td>1,813</td>
</tr>
<tr>
<td>Boeing 767-400</td>
<td>2,888</td>
<td>3,707</td>
<td>1,420</td>
</tr>
<tr>
<td>Boeing 737-500</td>
<td>4,180</td>
<td>1,183</td>
<td>1,198</td>
</tr>
<tr>
<td>Others</td>
<td>619</td>
<td>780</td>
<td>842</td>
</tr>
<tr>
<td>Cesna Citation</td>
<td>458</td>
<td>548</td>
<td>580</td>
</tr>
<tr>
<td>Airbus A310</td>
<td>518</td>
<td>542</td>
<td>328</td>
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<tr>
<td>Embraer ERJ190</td>
<td>358</td>
<td>292</td>
<td>302</td>
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<tr>
<td>Boeing 737-600</td>
<td>984</td>
<td>248</td>
<td>286</td>
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<tr>
<td>Boeing 767-200</td>
<td>624</td>
<td>464</td>
<td>244</td>
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<tr>
<td>Hawker 125</td>
<td>192</td>
<td>258</td>
<td>232</td>
</tr>
<tr>
<td>Dassault Falcon</td>
<td>217</td>
<td>67</td>
<td>203</td>
</tr>
<tr>
<td>Gulfstream</td>
<td>244</td>
<td>208</td>
<td>192</td>
</tr>
<tr>
<td>Airbus A340</td>
<td>192</td>
<td>42</td>
<td>175</td>
</tr>
<tr>
<td>Embraer EMB175</td>
<td>86</td>
<td>38</td>
<td>164</td>
</tr>
<tr>
<td>Learjet</td>
<td>160</td>
<td>182</td>
<td>134</td>
</tr>
<tr>
<td>MD 80 all series</td>
<td>372</td>
<td>107</td>
<td>120</td>
</tr>
<tr>
<td>Ilyushin IL86</td>
<td>64</td>
<td>86</td>
<td>102</td>
</tr>
<tr>
<td>Embraer EMB135</td>
<td>86</td>
<td>38</td>
<td>59</td>
</tr>
<tr>
<td>Arvaliner RJ series</td>
<td>990</td>
<td>38</td>
<td>48</td>
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<tr>
<td>Embraer EMB145</td>
<td>62</td>
<td>22</td>
<td>0</td>
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<tr>
<td>DC10 all series</td>
<td>8</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>M90</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Boeing 737-200</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Boeing 747-300</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>ATR 42</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Boeing 747-200</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>251,786</td>
<td>240,505</td>
<td>251,070</td>
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</table>

### Table A3

Monthly runway modal split, 2011

<table>
<thead>
<tr>
<th>Month</th>
<th>Movements</th>
<th>Westerly</th>
<th>Easterly</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>18,432</td>
<td>43.2%</td>
<td>56.7%</td>
</tr>
<tr>
<td>February</td>
<td>17,299</td>
<td>69.7%</td>
<td>30.3%</td>
</tr>
<tr>
<td>March</td>
<td>19,618</td>
<td>35.4%</td>
<td>64.6%</td>
</tr>
<tr>
<td>April</td>
<td>20,898</td>
<td>43.3%</td>
<td>57.7%</td>
</tr>
<tr>
<td>May</td>
<td>22,511</td>
<td>79.4%</td>
<td>20.6%</td>
</tr>
<tr>
<td>June</td>
<td>22,840</td>
<td>75.0%</td>
<td>25.0%</td>
</tr>
<tr>
<td>July</td>
<td>24,461</td>
<td>64.6%</td>
<td>35.4%</td>
</tr>
<tr>
<td>August</td>
<td>25,048</td>
<td>80.7%</td>
<td>19.3%</td>
</tr>
<tr>
<td>September</td>
<td>23,393</td>
<td>82.4%</td>
<td>17.6%</td>
</tr>
<tr>
<td>October</td>
<td>21,878</td>
<td>73.2%</td>
<td>26.8%</td>
</tr>
<tr>
<td>November</td>
<td>16,691</td>
<td>45.5%</td>
<td>54.5%</td>
</tr>
<tr>
<td>December</td>
<td>17,950</td>
<td>98.8%</td>
<td>1.2%</td>
</tr>
</tbody>
</table>
Tables A3 and A4 show how the direction of the airport’s operations varies from month to month due to the wind direction. In 2011, December was the month with the highest percentage of westerly operations and the highest easterly usage was in March. The westerly-easterly split for 2011 was 67% in favour of westerly operations, which is generally comparable with the long-term average of 70% in favour of westerly operations.

In any given month, the percentage of westerly operations can vary dramatically and there has been no set pattern over the years – as Table A4 shows. The month with the highest percentage of westerly operations since 1998 was recorded in December 2011. The lowest percentage of westerly operations remains May 2008.

Table A5 shows the annual westerly-easterly split over the last five years. In 2011 the average split was slightly higher in favour of westerly operations than the previous year, namely 66.8% westerly and 33.2% easterly.

Northern runway use
During any given year, there are occasions when Gatwick’s main runway is temporarily closed for use (for example during maintenance projects). When this happens, operations are switched to the northern (standby) runway. The two runways are not used simultaneously.

Table A6 shows northern runway usage during the past five years. In 2011 the usage of the runway was at its highest for the last five years, both in terms of the number of days it was used and the number of movements. The northern runway tends to be used at night during periods when routine maintenance is being carried out on the main runway. Usage of the northern runway, particularly during the night period, usually has an adverse affect on Gatwick’s joining point and Continuous Descent Approach performance (CDA reduces noise from arriving aircraft by keeping them higher for longer). The reason for this adverse effect is that the northern runway is not equipped with Instrument Landing System (ILS) equipment.

Aircraft go-arounds
On some occasions it is not possible for an inbound aircraft to land. In these circumstances aircraft will abort the landing, carrying out a procedure known as a go-around. There are a number of reasons why go-arounds occur, but the most common are when arriving aircraft are slow to leave the runway, departing aircraft are slow to roll and when some aircraft are unstable in the final stages of approach due to adverse weather.

Table A4
Variations in monthly runway modal split, April 1998-December 2011

<table>
<thead>
<tr>
<th>Month</th>
<th>Highest</th>
<th>Westerly</th>
<th>Lowest</th>
<th>Westerly</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>2008</td>
<td>90.2%</td>
<td>2006</td>
<td>43.1%</td>
<td>471%</td>
</tr>
<tr>
<td>February</td>
<td>2000</td>
<td>97.9%</td>
<td>2003</td>
<td>52.6%</td>
<td>45.3%</td>
</tr>
<tr>
<td>March</td>
<td>1999</td>
<td>84.9%</td>
<td>2001</td>
<td>54.6%</td>
<td>30.3%</td>
</tr>
<tr>
<td>April</td>
<td>2001</td>
<td>82.9%</td>
<td>2007</td>
<td>36.3%</td>
<td>46.6%</td>
</tr>
<tr>
<td>May</td>
<td>2003</td>
<td>86.9%</td>
<td>2008</td>
<td>151%</td>
<td>71.8%</td>
</tr>
<tr>
<td>June</td>
<td>2002</td>
<td>89.9%</td>
<td>2006</td>
<td>54.3%</td>
<td>35.6%</td>
</tr>
<tr>
<td>July</td>
<td>2010</td>
<td>96.9%</td>
<td>2006</td>
<td>57.6%</td>
<td>39.3%</td>
</tr>
<tr>
<td>August</td>
<td>2009</td>
<td>93.2%</td>
<td>2003</td>
<td>50.4%</td>
<td>42.8%</td>
</tr>
<tr>
<td>September</td>
<td>2001</td>
<td>80.6%</td>
<td>2002</td>
<td>32.0%</td>
<td>48.6%</td>
</tr>
<tr>
<td>October</td>
<td>2000</td>
<td>93.1%</td>
<td>2007</td>
<td>42.6%</td>
<td>50.5%</td>
</tr>
<tr>
<td>November</td>
<td>2006</td>
<td>92.1%</td>
<td>2003</td>
<td>63.4%</td>
<td>28.7%</td>
</tr>
<tr>
<td>December</td>
<td>2011</td>
<td>98.8%</td>
<td>2001</td>
<td>48.5%</td>
<td>50.3%</td>
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</table>

Table A5
Annual split in easterly and westerly operations (%)

<table>
<thead>
<tr>
<th>Year</th>
<th>Westerly</th>
<th>Easterly</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>70%</td>
<td>30%</td>
</tr>
<tr>
<td>2008</td>
<td>71%</td>
<td>29%</td>
</tr>
<tr>
<td>2009</td>
<td>71%</td>
<td>29%</td>
</tr>
<tr>
<td>2010</td>
<td>73%</td>
<td>27%</td>
</tr>
<tr>
<td>2011</td>
<td>72%</td>
<td>28%</td>
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Table A6
Use of northern runway

<table>
<thead>
<tr>
<th>Year</th>
<th>Days used</th>
<th>Movements</th>
<th>% of annual movements</th>
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</thead>
<tbody>
<tr>
<td>2007</td>
<td>70</td>
<td>1,286</td>
<td>0.48</td>
</tr>
<tr>
<td>2008</td>
<td>71</td>
<td>1,008</td>
<td>0.38</td>
</tr>
<tr>
<td>2009</td>
<td>101</td>
<td>904</td>
<td>0.36</td>
</tr>
<tr>
<td>2010</td>
<td>73</td>
<td>1,012</td>
<td>0.42</td>
</tr>
<tr>
<td>2011</td>
<td>102</td>
<td>2,444</td>
<td>0.97</td>
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</table>

Table A7
Aircraft go-arounds

<table>
<thead>
<tr>
<th>Year</th>
<th>Go-arounds</th>
<th>% of total arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>434</td>
<td>0.33</td>
</tr>
<tr>
<td>2008</td>
<td>415</td>
<td>0.31</td>
</tr>
<tr>
<td>2009</td>
<td>455</td>
<td>0.36</td>
</tr>
<tr>
<td>2010</td>
<td>354</td>
<td>0.30</td>
</tr>
<tr>
<td>2011</td>
<td>386</td>
<td>0.31</td>
</tr>
</tbody>
</table>

Table A7 shows aircraft go-arounds for the past five years. Compared to last year, there was a small increase in the number and percentage of go-arounds. In the last five years the percentage of go-arounds has remained relatively stable between 0.30% and 0.36%.
Night flights are classified as those which take off and land between 23:00 and 07:00 (known as the night restrictions period). Government restrictions specify that between 23:30 and 06:00 (the night quota period), aircraft movements are restricted by both a movements limit and a noise quota.

During the night quota period, a limited number of flights are allowed and the noisiest aircraft are not allowed to fly. This system encourages the airlines who want to fly at night to use quieter aircraft.

The noise quota of an individual type of aircraft is based on its official certification data, with separate classifications for landing and take-off in the form of quota count (QC) values. Table B1 shows the different QC categories. The new night restriction period, which began in Winter 2006/07, established a new QC0.25 category which reclassified some QC0.5 and QC0 aircraft as QC0.25.

Generally speaking, the smaller or newer the aircraft, the lower its QC value. For each aircraft type, the departure QC tends to be higher than that for arrival. The total number of all aircraft movements in the night quota period over the last 22 seasons is shown in Table B2 (see next page). The table is subdivided into arrivals and departures and the totals include all aircraft subject to movement and quota limits, as well as those exempt or granted dispensation.

In the Summer 2011 period there was a decrease in the number of night quota movements and this corresponds to a general reduction in air traffic as a result of the economic downturn. There was a slight decrease in the percentage of arrivals against departures from the previous year.

The number of movements during the Winter 2011/12 season was slightly lower than the previous year and marks the smallest number of winter night flights for ten years.

Planes with a QC0.0 classification are also known as exempt aircraft as they do not count against either the movement or QC limits. Aircraft can also be granted a dispensation to operate during the night quota period but only in special circumstances.

Tables B3 and B4 show exempt aircraft and dispensed movements. The reduction in the overall number of movements from the Winter 2006/07 season onwards shown in Table B3 is the result of some previously exempt aircraft being reclassified as QC0.25 aircraft. In the Summer 2011 period there was a reduction in the number of exempt night-time movements compared to the previous year.

Table B4 shows that in 2011 there were no flight dispensations granted by the Department for Transport (DfT). Dispensations are generally given to alleviate terminal congestion and prevent further passenger hardship, as per the DfT guidelines.

Movement limits and noise quotas

The usage and allocation of night movements and quota counts for the previous 20 seasons are shown in Tables B5 and B6. The Winter 2006/07 season was the first to operate under the DfT’s new quotas and movement limits and the figures from that season onwards include the new QC0.25 category.

The introduction of the new quota and movement limits meant a reduction in the number of movements permitted and QC allowance. Figure B7 shows that the average Summer 2011 QC rating continued the trend for quieter aircraft used at night. However the average QC rating during the Winter 2011/12 months saw a reversal of this trend. Although fewer QC1 and QC2 aircraft operated than in 2011, the reduction in QC0.25 aircraft used meant that in percentage terms the overall QC rating has increased.

Table B8 (on page 8) shows a breakdown of night movements and QC usage by category. As previously mentioned, more airlines are now operating in the QC0.25 category. Although QC4 aircraft can still operate at night, they have not been allowed to operate scheduled flights since October 2006. There were no QC4 movements in either the Summer 2011 or Winter 2010/11 seasons.

Table B9 (on page 7) shows the percentage of movements in each QC category over the past 20 seasons. Compared to the previous corresponding seasons, Summer 2011 saw a decrease in the percentage of QC0.25 and an increase in QC0.5 and QC1 usage. Even so, around 80% of all movements were classified as QC0.5 or below. The Winter 2011/12 season saw a reduction in QC0.25 and QC0.5 usage and an increase in QC1 and QC2 usage. About 75% of all movements in the season were rated at QC0.5 or less.

<table>
<thead>
<tr>
<th>Table B1</th>
<th>QC categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certificated noise level (EPN dB)</td>
<td>Quota count QC</td>
</tr>
<tr>
<td>Less than 84</td>
<td>0</td>
</tr>
<tr>
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<td>Greater than 101.9</td>
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### Table B2

**Arrivals and departures in the night quota period**

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<th>Season</th>
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<th>Departures</th>
<th>Total</th>
<th>% arrivals</th>
<th>% departures</th>
<th>Weeks</th>
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<tbody>
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<td>11,538</td>
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<td>3,279</td>
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<td>23.60</td>
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<td>9,303</td>
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<td>3,620</td>
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<td>2,784</td>
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<td>1,496</td>
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### Table B3

**Exempt aircraft movements**

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<td>Summer 2005</td>
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<td>Summer 2007</td>
<td>107</td>
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<tr>
<td>Winter 2007/08</td>
<td>50</td>
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<tr>
<td>Summer 2008</td>
<td>83</td>
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<td>Winter 2008/09</td>
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<tr>
<td>Summer 2009</td>
<td>74</td>
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<td>Winter 2009/10</td>
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<td>74</td>
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<td>Winter 2010/11</td>
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<tr>
<td>Summer 2011</td>
<td>85</td>
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### Table B4

**Dispensations**

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<tr>
<td>2007/08</td>
<td>14</td>
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<td>2008/09</td>
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### Table B5

**Night movements limits and usage**

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<th>Actual movements</th>
<th>Percentage use of movements</th>
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<td>9,358</td>
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<td>11,200</td>
<td>8,978</td>
<td>80.16</td>
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<td>5,250</td>
<td>2,730</td>
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<td>11,200</td>
<td>10,249</td>
<td>91.50</td>
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<td>5,250</td>
<td>3,000</td>
<td>57.14</td>
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<tr>
<td>Summer 2005</td>
<td>11,200</td>
<td>10,939</td>
<td>97.67</td>
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<td>5,250</td>
<td>3,257</td>
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<td>11,200</td>
<td>10,173</td>
<td>90.83</td>
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<td>3,250</td>
<td>2,240</td>
<td>68.92</td>
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<td>11,200</td>
<td>10,618</td>
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<td>9,099</td>
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<td>2,199</td>
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<td>11,200</td>
<td>9,875</td>
<td>88.17</td>
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<td>2,160</td>
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<td>11,200</td>
<td>9,859</td>
<td>88.03</td>
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<td>3,250</td>
<td>1,411</td>
<td>43.42</td>
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Flight Performance Team Report 2011
Table B6
Night QC allocation and usage

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<th>% use</th>
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<td>6,357.5</td>
<td>70.40</td>
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<td>6,640</td>
<td>2,468.0</td>
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<td>7,863.0</td>
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Figure B7
Average QC per movement by season

Table B9
Percentage movements by QC category

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<th>QC 2</th>
<th>QC 4</th>
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<th>Earlies</th>
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*Earlies no longer counted in new regime
### Table B8

**Night movements and QC usage, by QC category**

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<td>Summer 2006</td>
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* Undeclassified military aircraft
Section C: Arrivals and departures

As Gatwick is a designated airport, the Department for Transport (DTT) has overall responsibility for its noise policies. The DTT has established a number of key procedures and measures to help minimise the disturbance caused by aircraft taking off and landing at all UK airports. Gatwick’s Flight Performance Team (FPT) plays a key role in monitoring and enhancing its performance against these measures.

Figures C1 and C2 illustrate a typical day of westerly and easterly operations at Gatwick. These maps show that the operational patterns for arriving aircraft (shown in red) are very different to those for departing aircraft (green). It should also be remembered that Gatwick does not operate in isolation – its day-to-day operations are integrated with traffic travelling to and from other airports.

If you would like more information about specific aircraft flights flying over where you live, please visit www.gatwickairport.com/noise, enter your postcode and you will be able to access detailed information.

**Figure C1**
Gatwick westerly operations – typical day

**Figure C2**
Gatwick easterly operations – typical day

### Departing aircraft

All departing aircraft from Gatwick follow one of a number of Noise Preferential Routes (NPRs) on leaving the runway.

**Table C3** shows the deviations from these NPRs as a percentage of departures per route since 2007. The way that track deviations are recorded was changed in October 2008. Prior to this date, aircraft that were instructed to leave the NPR early by Air Traffic Control, due to bad weather avoidance, and propeller-driven aircraft that are not required to follow the normal NPRs, were not included within the statistics.

Traditionally, most of Gatwick’s deviations take place on the westerly LAM route as a result of technical issues. In 2011, 6.77% of departures on the LAM route were deviations. Although the percentage of deviations on the WIZ route was the highest, this route accounts typically for approximately 1% of all departures and as a result each deviation equates to a larger percentage of departures than on the more frequently used routes. It should also be noted that this route is primarily used when adverse weather is affecting the Gatwick area.

**Table C4** (on page 11) shows the annual average of on-track aircraft as a percentage of departures from the westerly and easterly runways in the last five years. In 2011, there was an improvement in the track-keeping performance on both runway 26 and runway 08. There was an increased percentage of deviations on westerly routes in 2011 and this was due to ongoing technical issues on the 26LAM route. This route has the tightest turn of all the NPRs and in terms of track keeping represents the greatest challenge for modern aircraft operating at Gatwick.

**Tables C5 and C6** show track deviations by airline and aircraft type respectively. The increase in the percentage of deviations from 2008 onwards is partly explained by a change in recording procedures. From 1 October 2008, all prop and weather vectors were included within statistics. This brought Gatwick into line with other South-East airports and also gives a more accurate reflection of what is experienced by the local community. Prior to October 2008, propeller-driven aircraft, weather diversions and departures which had been vectored by NATS were not included within the track deviation statistics. Overall there was a small improvement in track-keeping performance in 2011.

**Table C5** shows that Gatwick’s largest airlines – EasyJet, British Airways and Flybe – all continue to have above average track-keeping performances. The Flight Performance Team (FPT) continues to work with Gatwick’s airlines to improve track-keeping performances.
## Table C3
Deviations from NPRs as percentage of departures per route

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## Table C5
Track deviations by airline

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### Totals
- 129,665 departures
- 1,803 total deviations
- 1,391 total % on track
### Table C4
Annual average of on-track aircraft as percentage of departures by runway direction

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Track deviations by all aircraft – by aircraft type

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Totals 119,597 3,585 3.00 97.00 125,120 3,239 97.41
Track deviations tend to come from bigger planes that climb more slowly and take longer to reach the designated heights.

As in recent years, the A319 was the most widely used aircraft at Gatwick. From a total of 39,294 departures in 2011, there were 638 deviations (1.62%).

Propeller-driven aircraft are now included in track deviation statistics, hence the inclusion of the DHC-8 Dash 8 400/300 series. These aircraft are not required to adhere to the NPR and may be vectored off by Air Traffic Control. However, these will continue to be recorded as deviations on the Noise & Track-Keeping system.

When planes deviate from the NPRs, the relevant airlines are notified and their ongoing performance is monitored by Gatwick’s Flight Operations Performance and Safety Committee (FLOPSC).

Arriving aircraft
Although there are no set routes for arriving aircraft there are long-established procedures to mitigate the disturbance they can cause when landing. These procedures focus on night-time operations and are aimed at keeping aircraft as high as possible for as long as possible. For example, there are specific distances and heights that aircraft need to maintain on the final approach or instrument landing system (ILS).

Collectively, these distances and heights are known as the joining point criteria. Between 23:30 and 06:00, aircraft must not join the ILS below 3,000 feet or closer than ten nautical miles (nm).

Table C7 shows the joining point criteria adherence from 2007 to 2011. Fewer aircraft joined the ILS closer than 11nm in 2011 than in any previous years and the percentage average for 2011 was comparable to the two previous years. From June 2007 the data has been collected in a slightly different way following the introduction of a new noise and track-keeping system.

Table C8 shows consistently high levels of compliance in 2011 (92%) with regard to the height requirements. The performance was slightly worse than 2010 (94%).

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Table C7

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<td>%</td>
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Table C11

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<td></td>
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<td></td>
</tr>
</tbody>
</table>
All arriving aircraft should aim to achieve a CDA wherever practical as this is an important noise mitigation method.

Put simply, a CDA keeps the aircraft higher for longer, avoiding periods of prolonged level flight at lower altitudes. However, achieving a CDA is not a precise art – it relies on a combination of the pilot’s skill, the quality of information provided by NATS and weather and operational conditions.

**Figure C9** illustrates CDA and non-CDA approach profiles. There are no set approach angles or heights for an arrival to be classified as following a CDA.

The Arrivals Code of Practice is a technical document aimed at reducing the noise created by arriving aircraft. The code, allied with subsequent communications and analysis by airlines, NATS and Gatwick’s Flight Performance Team, has resulted in significant improvements in the CDA achievement rate across all time periods.

Not surprisingly, the most sensitive time is the night quota period. In 2011 Gatwick recorded a 94% achievement in CDA, which is comparable with the record high of 94% in the previous year – see **Table C10.** **Table C11** shows the overall CDA achievement for the last three years.

**Figures C12 and C13** show the track density plots of night-time westerly arriving aircraft to 4,000 feet for July 1996 and July 2011. The area covered by aircraft below 4,000 feet in 2011 is notably smaller than in 1996 – and this underlines the significant improvements in CDA achievement that have been made during that period.

CDA achievement in 2011 for the whole night-time restriction period (**Table C14**) followed the trend of previous years, with the achievement being greater in the summer months. There was a significant improvement in the achievement of CDA during the whole night-time restriction period compared to 2010. In the daytime period (**Table C15**), CDA achievement has improved over the last four years and the average achievement rate of 90% represents an 1% improvement on 2010’s performance and a 10% improvement on 2007’s performance.

**Figure C16** shows the seasonal nature of CDA achievement across the three key time periods, 2002-2011.

The Arrivals Code of Practice contains further noise mitigation measures related to arriving aircraft. For more details visit: [www.gatwickairport.com/noise](http://www.gatwickairport.com/noise).

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**Figure C12**

Colour by height plots of westerly (23:30-06:00) arriving aircraft to 4,000ft for July 1996

**Figure C13**

Colour by height plots of westerly (23:30-06:00) arriving aircraft to 4,000ft for July 2011

- 0-800ft
- 801-1,600ft
- 1,601-2,400ft
- 2,401-3,200ft
- 3,201-3,999ft
Table C14
Monthly core night & shoulder arrivals (23:00-07:00) and achievement of CDAs

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>%</th>
<th>2009</th>
<th>%</th>
<th>Arrivals</th>
<th>%</th>
<th>2010</th>
<th>%</th>
<th>Arrivals</th>
<th>%</th>
<th>2011</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>1,047</td>
<td>75</td>
<td>786</td>
<td>84</td>
<td>772</td>
<td>88</td>
<td>723</td>
<td>90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>992</td>
<td>77</td>
<td>709</td>
<td>84</td>
<td>776</td>
<td>87</td>
<td>707</td>
<td>88</td>
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<td></td>
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<tr>
<td>March</td>
<td>1,197</td>
<td>79</td>
<td>763</td>
<td>83</td>
<td>871</td>
<td>89</td>
<td>763</td>
<td>91</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>1,378</td>
<td>87</td>
<td>1,224</td>
<td>87</td>
<td>996</td>
<td>91</td>
<td>1,286</td>
<td>91</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>1,775</td>
<td>87</td>
<td>1,474</td>
<td>88</td>
<td>1,581</td>
<td>93</td>
<td>1,489</td>
<td>91</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>2,148</td>
<td>86</td>
<td>1,636</td>
<td>90</td>
<td>1,846</td>
<td>93</td>
<td>1,696</td>
<td>94</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>1,807</td>
<td>89</td>
<td>2,151</td>
<td>93</td>
<td>2,209</td>
<td>94</td>
<td>1,975</td>
<td>93</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>2,379</td>
<td>89</td>
<td>2,150</td>
<td>93</td>
<td>2,345</td>
<td>94</td>
<td>2,020</td>
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</tr>
<tr>
<td>September</td>
<td>2,178</td>
<td>89</td>
<td>1,864</td>
<td>91</td>
<td>1,995</td>
<td>92</td>
<td>1,849</td>
<td>92</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>1,706</td>
<td>90</td>
<td>1,444</td>
<td>90</td>
<td>1,642</td>
<td>92</td>
<td>1,432</td>
<td>93</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>November</td>
<td>752</td>
<td>85</td>
<td>730</td>
<td>85</td>
<td>702</td>
<td>87</td>
<td>526</td>
<td>91</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>825</td>
<td>85</td>
<td>814</td>
<td>86</td>
<td>926</td>
<td>91</td>
<td>581</td>
<td>86</td>
<td></td>
<td></td>
<td></td>
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<td>Year total</td>
<td>18,184</td>
<td>85</td>
<td>15,765</td>
<td>89</td>
<td>16,601</td>
<td>89</td>
<td>15,047</td>
<td>92</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table C15
Monthly day arrivals (07:00-22:59) and achievement of CDAs

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>%</th>
<th>2009</th>
<th>%</th>
<th>Arrivals</th>
<th>%</th>
<th>2010</th>
<th>%</th>
<th>Arrivals</th>
<th>%</th>
<th>2011</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
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<td>75</td>
<td>8,118</td>
<td>85</td>
<td>2,268</td>
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</tr>
<tr>
<td>February</td>
<td>8,466</td>
<td>77</td>
<td>8,363</td>
<td>89</td>
<td>2,856</td>
<td>87</td>
<td>7,929</td>
<td>89</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>March</td>
<td>9,446</td>
<td>79</td>
<td>9,601</td>
<td>88</td>
<td>8,719</td>
<td>90</td>
<td>9,004</td>
<td>91</td>
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<tr>
<td>April</td>
<td>9,261</td>
<td>87</td>
<td>9,965</td>
<td>89</td>
<td>7,223</td>
<td>91</td>
<td>9,163</td>
<td>91</td>
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</tr>
<tr>
<td>May</td>
<td>10,120</td>
<td>87</td>
<td>11,157</td>
<td>87</td>
<td>9,139</td>
<td>90</td>
<td>9,765</td>
<td>91</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>10,078</td>
<td>88</td>
<td>11,204</td>
<td>89</td>
<td>9,328</td>
<td>90</td>
<td>9,713</td>
<td>90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>2,961</td>
<td>89</td>
<td>10,238</td>
<td>87</td>
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<td>90</td>
<td>10,246</td>
<td>89</td>
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<tr>
<td>August</td>
<td>10,670</td>
<td>89</td>
<td>10,565</td>
<td>88</td>
<td>9,958</td>
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<td>10,498</td>
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</tr>
<tr>
<td>September</td>
<td>9,994</td>
<td>89</td>
<td>10,010</td>
<td>89</td>
<td>9,485</td>
<td>91</td>
<td>9,850</td>
<td>90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>9,846</td>
<td>90</td>
<td>9,623</td>
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<td>90</td>
<td>9,401</td>
<td>92</td>
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</tr>
<tr>
<td>November</td>
<td>7,770</td>
<td>85</td>
<td>8,059</td>
<td>86</td>
<td>8,309</td>
<td>92</td>
<td>7,811</td>
<td>91</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>December</td>
<td>8,064</td>
<td>85</td>
<td>8,101</td>
<td>86</td>
<td>7,096</td>
<td>86</td>
<td>8,394</td>
<td>90</td>
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<tr>
<td>Year total</td>
<td>109,639</td>
<td>85</td>
<td>109,587</td>
<td>88</td>
<td>103,171</td>
<td>89</td>
<td>110,191</td>
<td>90</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure C16
CDA achievement by month for the three key time periods (Jan 2002 to Dec 2011)
The FPT assesses aircraft noise in three different ways:
- annual air noise contours
- mobile noise monitoring studies
- departure noise limit compliance.

The DfT is responsible for issuing noise contours and full details are available on the DfT website: www.dft.gov.uk. The noise contours for 2012 have not yet been published.

Mobile noise monitoring data is recorded at several community locations close to the airport (see Figure D1). Members of the FPT meet on a quarterly basis with local Environmental Health Officers to discuss the results.

Noise limits
All take-offs from the airport are subject to departure noise limits set by the DfT. Since 2001, there have been three limits in place at Gatwick for the day, shoulder and night-time periods.

Departure noise limits are based on the assumption that the noise monitors are exactly 6.5km from the start of roll point on the runway and at the same elevation as the airfield. In practice, this is seldom possible and adjustments are made to the limits to account for any variances in monitor position. There is a margin of error for the microphone which is also taken into account (± 0.7dBA). Table D2 summarises the limits that apply to the five permanent monitors.

In 2011 there were four noise infringements, all during the night-time period (Figure D3). These were the first noise infringements at Gatwick for two years. The low number of noise infringements in 2011 and the previous three years reflects Gatwick’s continued work with airlines operating at the airport and the advent of a fleet of smaller, more modern aircraft operating at the airport in recent years.

Airlines are charged for noise infringements, with all proceeds going to the independently-run Gatwick Airport Community Trust. Table D4 lists the details of the noise infringements.

Table D5 lists the departure noise infringements during the past six years and the amount of money raised for the Community Trust.

Figure D1
Noise monitoring sites
Table D2
Noise limits as adjusted for individual monitoring sites

<table>
<thead>
<tr>
<th>Site</th>
<th>Adjustments specific to monitoring sites</th>
<th>Adjusted limit values at monitoring sites</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Positional</td>
<td>Equipment</td>
</tr>
<tr>
<td>1</td>
<td>+5.0</td>
<td>+0.7</td>
</tr>
<tr>
<td>3</td>
<td>+1.9</td>
<td>+0.7</td>
</tr>
<tr>
<td>4</td>
<td>+1.9</td>
<td>+0.7</td>
</tr>
<tr>
<td>5</td>
<td>0.0</td>
<td>+0.7</td>
</tr>
<tr>
<td>6</td>
<td>-0.2</td>
<td>+0.7</td>
</tr>
</tbody>
</table>

Figure D3 Total noise infringements

Table D4
All noise infringements 2011

<table>
<thead>
<tr>
<th>Number</th>
<th>Date/Time</th>
<th>Airline</th>
<th>A/C Type</th>
<th>Reg</th>
<th>RW</th>
<th>Monitor</th>
<th>Lmax</th>
<th>Limit at Monitor</th>
<th>Excess</th>
<th>Tailwind Adjustment</th>
<th>Adj Limit</th>
<th>Fine (£)</th>
<th>Day/Night</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>28.8.11</td>
<td>Tor Air</td>
<td>MB3</td>
<td>SXBTG</td>
<td>26L</td>
<td>1</td>
<td>93.3</td>
<td>92.7</td>
<td>0.6</td>
<td>0</td>
<td>93.3</td>
<td>£500</td>
<td>N</td>
</tr>
<tr>
<td>2</td>
<td>26.10.11</td>
<td>Air Asia X*</td>
<td>343</td>
<td>9MXAB</td>
<td>26L</td>
<td>1</td>
<td>92.9</td>
<td>92.7</td>
<td>0.2</td>
<td>0</td>
<td>92.9</td>
<td>£500</td>
<td>N</td>
</tr>
<tr>
<td>3</td>
<td>26.10.11</td>
<td>Air Asia X*</td>
<td>343</td>
<td>9MXAC</td>
<td>08R</td>
<td>6</td>
<td>88.2</td>
<td>87.5</td>
<td>0.7</td>
<td>0</td>
<td>88.2</td>
<td>£500</td>
<td>N</td>
</tr>
<tr>
<td>4</td>
<td>26.10.11</td>
<td>Air Asia X*</td>
<td>343</td>
<td>9MXAB</td>
<td>08R</td>
<td>6</td>
<td>89.9</td>
<td>87.5</td>
<td>2.4</td>
<td>0</td>
<td>89.9</td>
<td>£500</td>
<td>N</td>
</tr>
</tbody>
</table>

* Air Asia X no longer operates from Gatwick

Table D5
Departure noise limit infringements

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Night-time infringements</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Shoulder hour infringements</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Day-time infringements</td>
<td>9</td>
<td>13</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>11</td>
<td>15</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Total Gatwick departures</td>
<td>131,677</td>
<td>133,272</td>
<td>127,552</td>
<td>125,889</td>
<td>120,249</td>
<td>125,535</td>
</tr>
<tr>
<td>Infringements as % of departures</td>
<td>0.008%</td>
<td>0.011%</td>
<td>0.003%</td>
<td>0.001%</td>
<td>0.00%</td>
<td>0.003%</td>
</tr>
<tr>
<td>Total surcharges</td>
<td>£5,500</td>
<td>£8,500</td>
<td>£2,000</td>
<td>£500</td>
<td>£0</td>
<td>£2,000</td>
</tr>
</tbody>
</table>
Callers and enquiries
The number of different people calling Gatwick’s FPT has generally been falling in recent years from 580 in 2006 to 345 in 2011, the lowest figure in the past six years. In 2011 there were fewer callers and enquiries compared to 2010 and it should be taken into consideration that one individual accounted for 30% of the total number of enquiries.

Table E1 shows the total number of callers and enquiries in the last six years. Gatwick’s noise website, which allows people to log complaints online and find out exactly which aircraft was flying over their house at any given time, went live in 2007 and is now a valuable tool to help monitor and manage enquiries. For more details, visit www.gatwickairport.com/noise

Figure E2 shows the differing levels of enquiries by quarter over the last six years. The peak number of enquiries tend to be in the summer months when people spend more time outside. As already mentioned, the recorded figures have been distorted due to a single caller who accounted for almost 30% of all enquiries.

Reasons for enquiries
The five most common reported causes for contacting the FPT were aircraft noise, low flying, arrivals, increased number of flights and night flights.

Table E1
Callers and enquiries relating to airport operations

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Callers</td>
<td>580</td>
<td>482</td>
<td>406</td>
<td>473</td>
<td>409</td>
<td>345</td>
</tr>
<tr>
<td>Enquiries</td>
<td>6,758</td>
<td>5,288</td>
<td>6,315</td>
<td>6,497</td>
<td>6,936</td>
<td>4,036</td>
</tr>
</tbody>
</table>

Figure E2
Enquiries by quarter

- 2006 (6,758 enquiries)
- 2007 (5,288 enquiries)
- 2008 (6,315 enquiries)
- 2009 (6,497 enquiries)
- 2010 (6,936 enquiries)
- 2011 (4,036 enquiries)
Caller locations
The FPT’s investigation of enquiries and complaints is helped by quick address postcoding and geographic mapping, which can locate a caller’s postcode on an Ordnance Survey map (see Figure E5). This figure also shows Gatwick’s NPRs. In addition, radar data supplied by NATS can be overlaid, enabling accurate airline, aircraft type, height and noise data to be extracted.

Table E3 shows locations with ten or more callers in 2011. All but one of these locations lie within approximately 10 miles of the airport. Many other locations record only one caller, enquiry or contact.

Table E4 shows locations recording 50 or more events in 2011. Some of these locations are further away from the airport than those listed in Table E3 and suggests that some outlying, more sparsely populated areas can sometimes be more sensitive to noise disturbance than the areas closer to Gatwick. It should also be noted that the locations are designated by postal codes and that in some instances the town location refers to the nearest postal town.
Glossary of terms

**08R:** Main runway used when aircraft are departing towards the east and arriving from the west.

**26L:** Main runway used when aircraft are departing towards the west and arriving from the east.

**08L:** Northern or standby runway used when aircraft are departing towards the east and arriving from the west.

**26R:** Northern or standby runway used when aircraft are departing towards the west and arriving from the east.

**Air Traffic Control (ATC)** (see NATS, page 21)

**Altitude:** The distance of an aircraft above sea level (asl).

**ANOMS:** Airport Noise and Operations Management System. Used for accurate monitoring and management airport operations and the associated noise.

**Civil Aviation Authority (CAA)** is the UK’s independent specialist aviation regulator. Its activities include economic regulation, airspace policy, safety regulation and consumer protection.

**Continuous Descent Approach (CDA):** A noise abatement procedure for arrivals. Avoids periods of level flight, reducing noise and emissions. Advisory, but not compulsory.

**Decibels (dBA):** Noise measurement that takes closest account of human hearing. Used to measure aircraft noise.

**Department for Transport (DfT)** is the government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland which are not devolved. The department is run by the Secretary of State for Transport.

**Dispensations:** Granted to aircraft not normally permitted to fly during the night. Exceptional circumstances are (a) delays likely to lead to serious congestion at the airport or serious hardship or suffering to passengers or animals and (b) delays resulting from widespread and prolonged disruption to Air Traffic Control. Further dispensations may be granted in respect of VIP flights, relief flights carrying supplies, military aircraft operations in the event of war and civil aircraft affected by hostilities.

**Flight Operations Performance and Safety Committee (FLOPSC).** This Committee ensures the development of best practice in flight operations by all airlines using Gatwick Airport in order to minimise their effect on the local community. Matters discussed include departure track-keeping, continuous descent approaches and noise infringements. FLOPSC meets bi-monthly, is chaired by GAL and is attended by the FPT, DfT, NATS, airlines and a representative of GATCOM.

**Flight Performance Team (FPT)** is responsible for recording, investigating and responding to aircraft noise enquiries as well as to monitor and report airline compliance to noise mitigation measures as detailed in the UK Aeronautical Information Publication. The FPT also manages a number of fixed and mobile noise monitors within the local area. They are regularly relocated, the data analysed and the findings reported.

**Gatwick Airport Consultative Committee (GATCOM)** is a committee set up in 1956 in order to meet statutory requirements for public consultation. GATCOM discusses issues relating to employment, surface access and resource use as well as aircraft performance. It comprises members of local authorities, local interest groups, business and airline representatives and the DfT and is advised by senior managers from GAL.

**Gatwick Airport Limited (GAL)** is the company licensed to operate Gatwick Airport by the Civil Aviation Authority. Gatwick is wholly-owned by Iy Bidco Limited (Iy), a company formed to undertake the acquisition of Gatwick. Iy is ultimately controlled by funds managed by Global Infrastructure Management, LLC, part of Global Infrastructure Partners (GIP).

**Go-around:** An aborted landing of an aircraft that is on final approach. The aircraft turns and gets back in the queue to land.

**Height:** The distance of an aircraft above airfield level (aal). Gatwick is 202ft asl.

**Holding stack:** Area where aircraft circle at a minimum 7,000ft awaiting approach instructions during busy periods.
Glossary of terms (continued)

**Instrument Landing System (ILS):** Precision approach aid consisting of a number of elements, principally a localiser radio beam and glide path aerials. Guides aircraft through final approach to touchdown.

**Leq – Equivalent Continuous Sound Level:** The notional sound pressure level which, if maintained constant over a given time, delivers the same amount of acoustic energy at some point as the time-varying sound pressure level would deliver at the same point and over the same period of time.

** Movements limits:** The number of movements permitted during the night period, differing between seasons.

**NATS** is the main air navigation service provider in the United Kingdom. It provides en-route air traffic control services to flights within the UK Flight Information Regions and the Shanwick Oceanic Control Area, and provides air traffic control services to 15 UK airports and Gibraltar Airport.

**Night period:** The period from 23:00 to 07:00.

**Night quota:** The period is the period from 23:30 to 06:00.

**NM:** Nautical mile.

**Noise and Track Monitoring Advisory Group (NaTMAG)** is chaired by GAL with membership drawn from DfT, NATS, GATCOM, the airline industry, local Environmental Health Officers and GAL’s acoustic consultants. It oversees the administration of the environmental monitoring systems used by the FPT and discusses local issues concerning aircraft noise and track keeping.

**Noise monitors (fixed):** Sited at either end of the runway to measure the noise of departing aircraft. The readings from these are the only ones that can determine a noise infringement.

**Noise monitors (mobile):** Sited in various locations around Gatwick to aid studies into the local noise climate.

**Noise limits:** Levels fixed by the Department for Transport which should not be exceeded by departing aircraft.

**Noise infringements:** If the above level is exceeded, the airline concerned receives a financial surcharge.

**Noise Preferential Route (NPR):** A 3-kilometre wide corridor in which departing aircraft must remain at an altitude of 3,000 or 4,000ft. These are used to provide set routes aircraft must follow and so provide some certainty as to which areas will be flown by departing aircraft.

**NRP:** Night Restrictions Period

**NTK:** Noise and Track Keeping System – see ANOMS on page 20

**Restrictions:** Formulated by the Department for Transport relating to types of aircraft that can fly at night and placing limits on movements. Strictly monitored by Gatwick Airport Limited.

**Reverse thrust:** Braking procedure used by older landing aircraft. Noisy, so use is discouraged at night.

**Quota count – QC:** Points ranging from 0.25 to 16, allocated to aircraft types. The quieter the type, the lower the quota count. Aircraft with a rating of QC4, 8 or 16 may not be scheduled to take off or land during the night quota period. QC8 and 16 types may not be scheduled to take off or land in the night period.

**Seasons:** There are two seasons – winter and summer. Determined by use of GMT / BST.

**Start of roll:** Point where a departing aircraft releases its parking brakes to commence take-off roll.

**Standard Instrument Departure (SID):** This is a published flight procedure followed by aircraft on an Instrument Flight Rules flight plan immediately after take-off from an airport. The first section of a SID is an NPR.

**Vectoring:** Air Traffic Control procedure turning a departing aircraft off an NPR onto a more direct heading to its destination.
Contact us

If you have any comments on this report or would like to know more about the work of the Flight Performance Team please contact:

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