

# Airline Noise Performance Table – Q3 2022

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDO performance	Rank (CDO)	TK performance	Rank (TK)
1	<b>EasyJet</b>	37,033	<b>0.00173</b>	6	<b>90.64%</b>	5	<b>99.69%</b>	21
2	<b>British Airways</b>	7,314	<b>0.00247</b>	21	<b>87.20%</b>	11	<b>99.55%</b>	24
3	<b>TUI Airways</b>	5,214	<b>0.00232</b>	19	<b>84.60%</b>	15	<b>99.73%</b>	19
4	Vueling	4,490	<b>0.00191</b>	9	<b>86.98%</b>	12	<b>99.73%</b>	20
5	Norwegian	3,021	<b>0.00364</b>	27	<b>91.05%</b>	4	<b>99.81%</b>	18
6	WizzAir Hungary	1,869	<b>0.00170</b>	5	<b>67.81%</b>	25	<b>99.22%</b>	26
7	Ryanair	1,838	<b>0.00261</b>	24	<b>98.69%</b>	1	<b>100.00%</b>	1
8	<b>WizzAir UK</b>	1,494	<b>0.00156</b>	3	<b>87.99%</b>	9	<b>99.64%</b>	22
9	Aurigny	1,042	<b>0.00229</b>	18	<b>96.72%</b>	2	<b>99.61%</b>	23
10	Turkish Airlines	944	<b>0.00238</b>	20	<b>86.78%</b>	13	<b>100.00%</b>	1
11	Aer Lingus	912	<b>0.00215</b>	14	<b>87.94%</b>	10	<b>99.32%</b>	25
12	TAP Portugal	644	<b>0.00216</b>	15	<b>81.06%</b>	17	<b>100.00%</b>	1
13	Air Transat	574	<b>0.00205</b>	12	<b>88.85%</b>	7	<b>100.00%</b>	1
14	WestJet	559	<b>0.00191</b>	10	<b>75.99%</b>	20	<b>99.11%</b>	27
15	Eastern Airways	418	<b>0.00189</b>	8	<b>70.67%</b>	22	<b>100.00%</b>	1
16	Air Baltic	418	<b>0.00139</b>	2	<b>77.99%</b>	19	<b>100.00%</b>	1
17	Emirates	384	<b>0.00226</b>	16	<b>80.21%</b>	18	<b>100.00%</b>	1
18	Air Europa	368	<b>0.00358</b>	26	<b>70.65%</b>	23	<b>100.00%</b>	1
19	Corendon Airlines	318	<b>0.00260</b>	23	<b>69.62%</b>	24	<b>100.00%</b>	1
20	JetBlue	296	<b>0.00108</b>	1	<b>75.00%</b>	21	<b>100.00%</b>	1
21	Sun Express	290	<b>0.00249</b>	22	<b>58.62%</b>	27	<b>100.00%</b>	1
22	Iberia Airlines	222	<b>0.00229</b>	17	<b>84.68%</b>	14	<b>100.00%</b>	1
23	Enter Air	216	<b>0.00517</b>	28	<b>65.74%</b>	26	<b>100.00%</b>	1
24	Royal Air Maroc	184	<b>0.00320</b>	25	<b>83.52%</b>	16	<b>100.00%</b>	1
25	Qatar	184	<b>0.00198</b>	11	<b>88.04%</b>	8	<b>100.00%</b>	1
26	Icelandair	182	<b>0.00187</b>	7	<b>92.31%</b>	3	<b>100.00%</b>	1
27	Air Malta	170	<b>0.00156</b>	4	<b>89.41%</b>	6	<b>97.59%</b>	28
28	Freebird Airlines	146	<b>0.00212</b>	13	<b>54.79%</b>	28	<b>100.00%</b>	1

\* Route 4 Track-Keeping performance is excluded from noise performance table.

# Airline Noise Performance Table – Methodology Statement

This page describes the methodology used to calculate the three metrics that form the Airline Noise Performance Table (ANPT) and explains some of the key terms.

In order to drive continuous improvement and to help showcase airline performance in relation to noise, an Airline Noise Performance Table has been developed. In collaboration with airlines, Gatwick Airport Limited identified strategic and operational metrics which are being monitored and reported against.

QC/seat is the strategic metric in the performance table, whilst both Continuous Descent Operations (CDO) and Track-Keeping (TK) are operational metrics. Airlines with more than ten movements per week during Q3 2022 are included in the ranking. Carriers with a base at Gatwick are highlighted in bold.

Airlines with CDO or track keeping performance in the red or amber range will be considered as priority for engagement and we will work with them to improve their operational performance.

## Noise Quota Count (QC) per Seat

This metric assesses the average Quota Count (QC) per seat per flight. Individual aircraft have a defined QC value for arrival and departure, which is dependent on noise performance of the aircraft. The QC value is determined by the Effective Perceived Noise Level (EPNdB) stated on its noise certificate and may be affected by the type of engines used, certified Maximum Take-Off Weight (MTOW) and any applicable noise modifications (e.g. landing gear plugs for B787). QC/seat is a strategic metric as it can only improve in the longer term when airlines change their fleet mix, introduce newer aircraft types, or modify existing aircraft to reduce their noise impact.

Airlines operating modern and quieter aircraft will have a lower QC/seat score. For example, a typical A320 has a QC value of 0.25 for arrival and 0.5 for departure and a typical number of seats would be around 180, although this may vary between airlines. Therefore, an A320 would normally have an average QC/seat score  $= (0.25 + 0.5) / (180 * 2) = \mathbf{0.00208}$ , as each rotation of the aircraft requires one arrival and one departure.

For comparison, an A320 NEO would typically have an arrival and departure QC equal to 0.125, which reflects the fact that it is much quieter than its predecessors within A320 family, but the number of seats is roughly the same. An A320 NEO's QC/seat score would therefore be  $= (0.125 + 0.125) / (180 * 2) = \mathbf{0.00069}$ .

## Continuous Descent Operations (CDO) Performance

CDO performance is the first operational metric in the ANPT and relates to the vertical profiles flown during arrival. CDO performance is equal to the proportion of arrivals that meet the criteria for CDO, i.e., no level segment longer than 2.5 nautical miles below the altitude of 7,000ft. Continuous descent approaches reduce the noise impact because they require lower engine thrust and the aircraft stays higher for longer.

RAG definition: **Green**  $\geq 85\%$  **70%  $\leq$  Amber  $< 85\%$**  **Red  $< 70\%$**

## Track Keeping (TK) Performance

Track keeping performance is the second operational metric in the ANPT and applies to the lateral departure track. All departures are required to stay within the Noise Preferential Routes (NPRs) defined by the Department for Transport to avoid more densely populated areas. Track keeping performance is equal to the proportion of departures that stay within the NPRs until they reach an altitude of 3,000ft or 4,000ft depending on the route. Note that the Route 4 NPR has been excluded from the ANPT statistics for the time being due to the more challenging flyability and its inclusion would unfairly penalise airlines with higher proportion of Route 4 departures.

RAG definition: **Green**  $\geq 95\%$  **90%  $\leq$  Amber  $< 95\%$**  **Red  $< 90\%$**

