



Gatwick Airport Limited Airspace Office 2025 Quarter 2 Report

This report covers the period 1st April – 30th June 2025



LONDON GATWICK

POWERED BY  **VINCI** AIRPORTS  **GLOBAL**
INFRASTRUCTURE
PARTNERS

Executive Summary

During Q2 2025, a total of 71,042 aircraft movements were recorded, representing a slight decrease of 0.16% compared to the same quarter in 2024. This occurred despite the school holidays and Easter falling in April this year, as opposed to March in the previous year.

The proportion of Chapter 14 aircraft increased by 0.24% relative to Q2 2024, with 99.9% of aircraft classified as Chapter 4 or above.

Track keeping conformance improved significantly, reaching 93.88% - an increase of 3.7% compared to the same period in 2024 in part due to the extended period of easterly operations at the beginning of this quarter.

Continuous Descent Operations (CDO) performance over the 24-hour period also improved, rising by 0.67% to 90.26% compared to Q2 2024. CDO performance remained at or above 89% during the day and shoulder periods throughout the quarter, with the highest rate recorded in April at 91.4%. Night-time CDO performance also improved compared to Q1 2025, peaking at 91.85% in June - the highest figure recorded so far this year.

London Gatwick will continue to collaborate with its airline partners through the airline engagement programme to support further improvements in CDO performance. To support this, a new feature has been added to the Airline Noise Performance Table for Q2 2025. The table now includes each airline's CDO performance from the same quarter last year, along with a percentage change showing whether there has been an improvement or decline. This addition will help us take a more focused approach - engaging with airlines that are slow to improve and reaching out to high performers to share best practices.

In terms of complaints, a total of 2,993 were received in Q2 - significantly fewer than the same quarter last year (-31.77%). With 162 individual complainants, this represents a slight rise (5.19%) compared to Q2 2024. Enquiry response remained very high throughout Q2 2025, with 99.1% of enquiries being responded to within 8 days.

Executive Summary (cont.)

The Airspace Office engaged with four airlines in Q2: Kenya Airways, Sun Express, Volotea, and Emirates. The Airspace Office will continue their engagement programme through the rest of 2025, encouraging open communication with airlines to drive continuous improvement. Out of 37 airlines on the Q2 2025 Airline Noise Performance Table, less than 13.5% are 'in the red' for CDO performance.

Through the innovative projects that form our Noise Management Board programme of work, London Gatwick is committed to mitigating the impact of operations on local communities.

Furthermore, we will continue to do our utmost to keep our communities informed of operations at the airport, including providing detailed responses to complaints in line with our Complaints Handling Policy.

If you would like to know more about aircraft operations and noise, make a complaint about aircraft noise, or learn about the airspace around London Gatwick, we would invite you to visit our [website](#). We would also encourage you to visit our upgraded "InsightFull" pages which now provide more precise overflight information tailored to your location. We have added more material explaining aircraft noise, how we measure it and how it has changed over time.

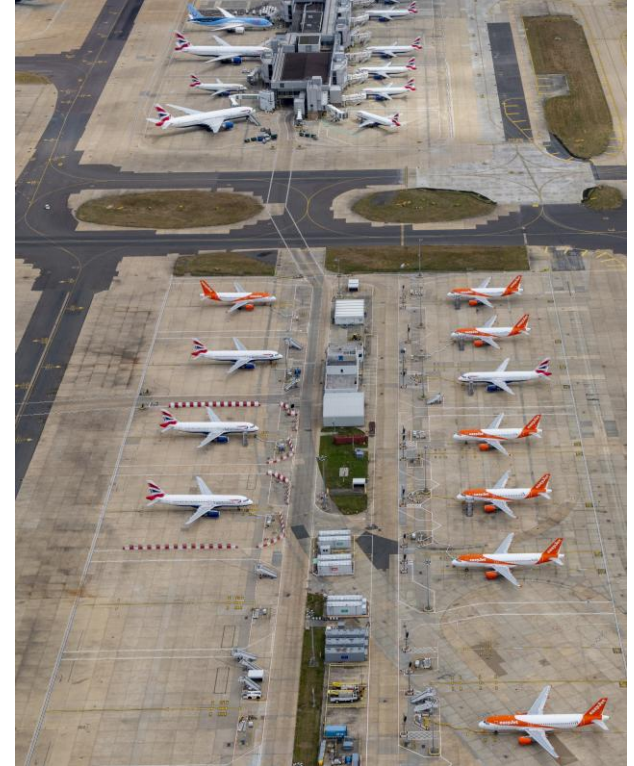
Airspace Office
London Gatwick

About This Report

This report is produced by the London Gatwick Airspace Office. The team is responsible for recording, investigating and responding to aircraft noise enquiries as well as monitoring airline conformance to noise mitigation measures as detailed in the UK Aeronautical Information Publication (AIP). This team also actively engages with airlines to help improve their adherence to the airport's noise mitigation measures and in addition manages the night-time flying restrictions at London Gatwick.

This report contains detailed data on aircraft activity at the airport including the adherence to the noise abatement measures detailed in the UK AIP, an airline noise performance table, a report on night flying during the period, and an analysis of noise complaints received during the period.

Footnotes which provide an insight into the regulatory basis of the reported figures are explained in Annex B.



Contents

- Performance Summary
 - Key Performance Indicators
 - Airline Noise Performance Table
 - Airport and Runway Statistics
- Arrival Performance
 - Continuous Descent Operations Performance
 - Go-Arounds
 - ILS Joining Point Statistics
- Departure Performance
 - Track Keeping Statistics
 - Noise and Departure Infringements
- Night Quota Count and Dispensations
- Noise Monitoring Activities
- Complaints
- Ground Noise
- Annexes
 - Additional Statistics
 - Referenced Noise Abatement Procedures
 - ILS Joining Point Background
 - Roles & Responsibilities
 - Ground Noise Tables
 - Glossary

Performance Summary

Key Performance Indicators

This section details how the airport is performing in conjunction with its Key Performance Indicators (KPIs), the change in traffic numbers over the course of the year and provides information of the types of aircraft and airlines which operate at the airport. The KPIs are in line with the noise mitigation measures set out in the UK Aeronautical Information Publication (AIP). The “chapters” refer to the [noise standards](#) set out by the International Civil Aviation Organisation (ICAO).

A 19-year KPI table can be found in [Annex E](#) where comparisons to previous years can be made.

KPIs	Q1 2025	Q1 2025 vs Q1 2024		Q2 2025	Q2 2025 vs Q2 2024	
Total Aircraft Movements	54,212	↑	1.29%	71,042	↓	-0.16%
Percentage of Chapter 14 aircraft	64.46%	↑	2.18%	66.66%	↑	0.24%
Percentage of Chapter 4 aircraft & above	99.97%	↑	0.11%	99.93%	↑	0.03%
Percentage of Chapter 3 & Below Aircraft	0.00%	↓	-0.03%	0.02%	↑	0.01%
Continuous Descent Operations (CDO) performance	91.31%	↑	2.07%	90.26%	↑	0.67%
Track Keeping Conformance	94.51%	↑	3.23%	93.88%	↑	3.70%
Total Noise Infringements	0		0	0		0
Noise Complaints Received	1374	↓	-39.10%	2993	↓	-31.77%
Individual complainants	72	↓	-11.11%	162	↑	5.19%
Enquiry response performance target is 95% within 8 days	99.80%	↑	0.30%	99.10%	↑	0.48%

Airline Noise Performance Table

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDO performance	Rank (CDO)	Previous Year CDO achievement	CDO achievement YoY%	TK conformance	Rank (TK)
1	easyJet	29,341	0.00179	11	95.06%	7	95.67%	-0.6%	99.90%	25
2	BA EuroFlyer	7,217	0.00191	17	90.18%	13	90.27%	-0.1%	99.74%	28
3	Vueling	4,780	0.00188	16	86.49%	19	85.59%	1.0%	99.75%	27
4	easyJet Europe	3,955	0.00192	19	91.30%	12	-	Data not available	99.72%	30
5	TUI Airways	3,809	0.00237	24	92.42%	10	90.95%	1.6%	99.67%	31
6	Norwegian	2,826	0.00318	31	86.48%	20	89.58%	-3.5%	100.00%	1
7	British Airways	2,079	0.00331	33	86.77%	18	89.59%	-3.2%	99.11%	33
8	WizzAir UK	2,012	0.00185	15	94.14%	9	92.90%	1.3%	99.86%	26
9	Ryanair	1,850	0.00267	27	98.05%	1	97.28%	0.8%	100.00%	1
10	Wizz Air Malta	1,077	0.00163	7	82.93%	22	79.20%	4.7%	99.72%	29
11	Aurigny	1,049	0.00185	14	89.31%	15	73.41%	21.7%	100.00%	1
12	easyJet Switzerland	736	0.00178	10	94.29%	8	-	Data not available	99.46%	32
13	WizzAir Hungary	690	0.00175	9	81.45%	23	74.21%	9.8%	100.00%	1
14	Turkish Airlines	688	0.00278	28	92.15%	11	83.33%	10.6%	100.00%	1
15	TAP Portugal	656	0.00214	22	80.18%	24	74.70%	7.4%	100.00%	1
16	Norse Atlantic Airways	652	0.00218	23	97.55%	4	97.20%	0.4%	99.05%	34
17	Emirates	546	0.00259	26	73.26%	30	74.45%	-1.6%	98.79%	36
18	SunExpress	530	0.00284	29	54.34%	37	58.12%	-6.5%	100.00%	1

Airlines are ranked by the number of movements in the current quarter. The ranking within each metric is presented.

This table includes 97.5% of all movements which operated at London Gatwick throughout Q2 2025.

Previous Year CDO Achievement is shown from the same quarter in 2024. If an airline did not appear on the Q2 2024 table, 'data not available' is shown.

* Route 4 Track-Keeping performance is excluded from the Airline Noise Performance Table.

Figure 2a: Q2 2025 Airline Noise Performance Table

Airline Noise Performance Table

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDO performance	Rank (CDO)	Previous Year CDO achievement	CDO achievement YoY%	TK conformance	Rank (TK)
19	Air Baltic	390	0.00129	5	84.10%	21	80.93%	3.9%	100.00%	1
20	Air Europa	366	0.00342	34	89.62%	14	81.87%	9.5%	100.00%	1
21	Qatar	364	0.00182	13	87.91%	17	82.42%	6.7%	100.00%	1
22	Iberia Airlines	362	0.00201	21	79.56%	25	72.63%	9.6%	100.00%	1
23	China Eastern Airlines	360	0.00484	36	61.67%	35	14.42%	327.6%	100.00%	1
24	Eastern Airways	337	0.00179	12	89.29%	16	86.83%	2.8%	100.00%	1
25	Air China	302	0.00192	18	96.03%	5	57.14%	68.1%	100.00%	1
26	Air Transat	296	0.00313	30	75.68%	28	85.96%	-12.0%	100.00%	1
27	Air India	264	0.00247	25	71.97%	31	77.42%	-7.0%	100.00%	1
28	Icelandair	252	0.00164	8	95.24%	6	93.26%	2.1%	98.48%	37
29	Air Peace	182	0.00582	37	97.80%	2	79.22%	23.5%	98.90%	35
30	KM Malta Airlines	182	0.00112	2	97.80%	2	86.96%	12.5%	100.00%	1
31	Singapore Airlines	182	0.00198	20	78.02%	26	-	Data not available	100.00%	1
32	Royal Air Maroc	178	0.00319	32	68.54%	34	78.41%	-12.6%	100.00%	1
33	Sky Express	178	0.00104	1	71.91%	32	60.87%	18.1%	100.00%	1
34	Swiss International Airlines	176	0.00119	3	69.32%	33	50.57%	37.1%	100.00%	1
35	Air Mauritius	150	0.00158	6	77.33%	27	34.12%	126.7%	100.00%	1
36	Saudia	138	0.00121	4	59.42%	36	-	Data not available	100.00%	1
37	Enter Air	137	0.00379	35	73.91%	29	75.36%	-1.9%	100.00%	1

* Route 4 Track-Keeping performance is excluded from the Airline Noise Performance Table.

Figure 2b: Q2 2025 Airline 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 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 = $(0.25 + 0.5) / (180 * 2) = 0.00208$, 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 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 $= (0.125 + 0.125) / (180 * 2) = 0.00069$.

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. The airport-wide CDO performance is also presented separately in this report.

RAG definition: **Green** ≥ 85% **70% ≤ 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 a higher proportion of Route 4 departures. Track keeping performance at airport level is also presented separately in this report.

RAG definition: **Green** ≥ 95% **90% ≤ Amber** < 95% **Red** < 90%

Airport and Runway Statistics

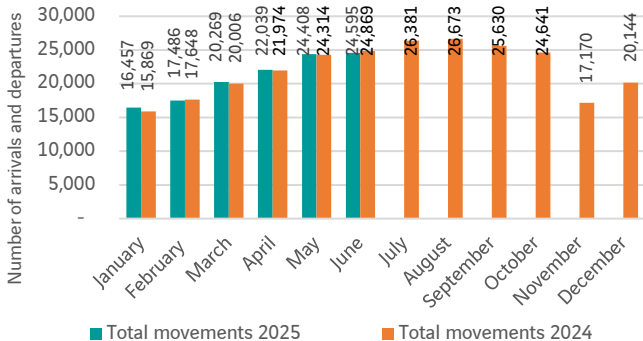


Figure 3: Number of arrivals and departures for this year and last

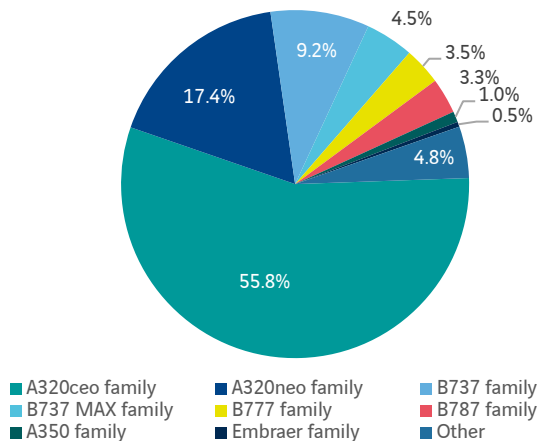


Figure 5: Aircraft fleet mix in 2025

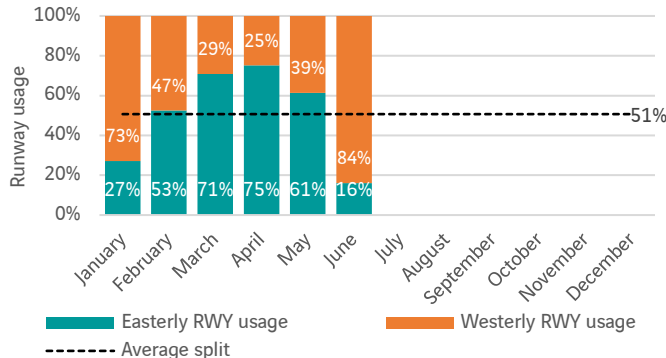


Figure 4: Comparison of easterly and westerly runway usage

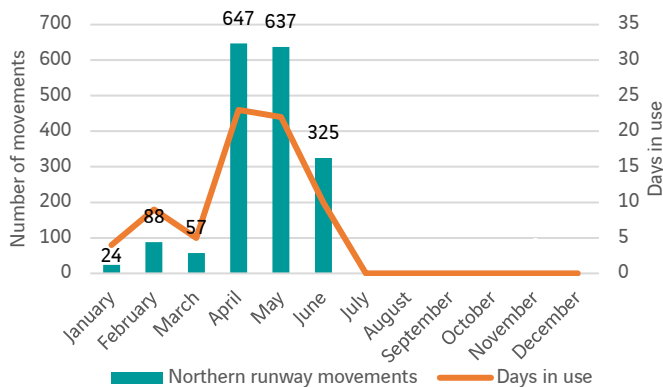


Figure 6: Northern runway usage

Monthly aircraft movements increased in both April and May when compared to the same months in the previous year. In contrast, June experienced a slight decline in movements relative to June 2024.

Building on the trend observed in February and March, April and May recorded an unusually high proportion of easterly operations. However, in June, westerly operations returned to expected levels, accounting for 84% of departures.

The A320ceo family remained the most prevalent aircraft type operating at London Gatwick, representing 55.8% of all movements. This was followed by the A320neo at 17.4% and the Boeing 737 at 9.18%.

Usage of the Northern Runway increased significantly in Q2, particularly in April and May. This was due to the main runway being closed for maintenance, coincident with the rise in night movements seen during the summer. However, this was not the case in June, with utilisation falling to approximately half of the earlier peak.

Arrivals Statistics – Continuous Descent Operations

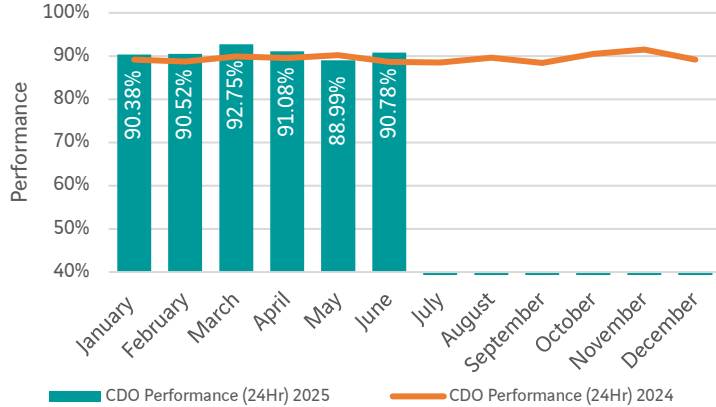


Figure 7: CDO performance (24 hours)

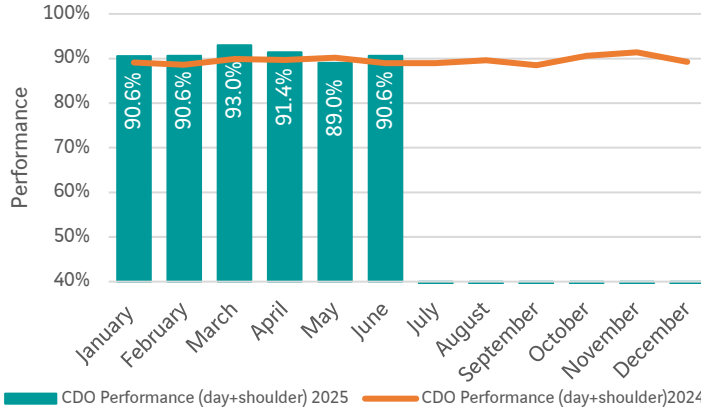


Figure 8: CDO performance (Day & Shoulder periods)

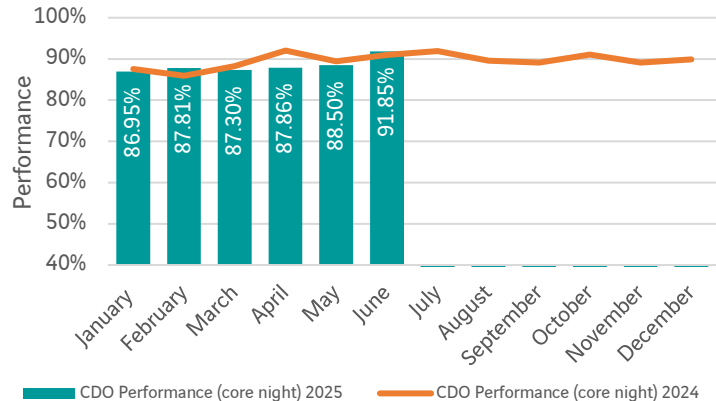


Figure 9: CDO performance (Core Night Period)

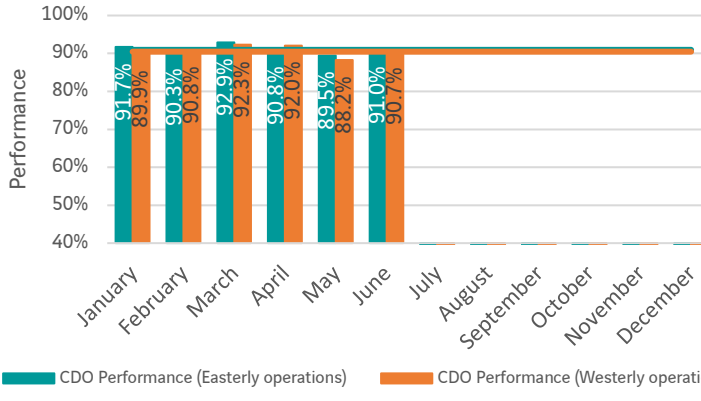


Figure 10: CDO performance per runway

Continuous Descent Operations (CDO) performance across the 24-hour period, including both daytime and shoulder periods, consistently remained within the 89–92% range, inline with the 90% KPI.

During the core night period, CDO performance was slightly lower compared to the daytime and shoulder periods in both April and May. This was primarily attributed to low visibility experienced on several nights and early mornings during these months. In contrast, June saw an improvement, with CDO performance rising to 91.85% - the highest level recorded so far this year.

As illustrated in Figure 10, CDO performance was broadly comparable for both easterly and westerly operations. However, it is noteworthy that performance in both directions fell below their respective long-term averages (LTAs) during May.

Arrivals Statistics – Go-Arounds

A go-around is a safety procedure performed when an arriving aircraft on final approach aborts landing and climbs away by applying take-off power. It is a standard procedure that can be requested by ATC or initiated by a flight crew, in the event of an aircraft being unable to safely land. The procedure is published so that ATC and pilots can anticipate where the aircraft will fly following the decision to go-around.

The standard Missed Approach Procedure at London Gatwick requires a straight ahead climb to 3,000ft. On passing 2,000ft or 1NM DME (Distance Measuring Equipment), whichever is later, aircraft will turn south heading 180°. This may or may not result in aircraft overflying the town of Crawley or outlying areas. The number and reasons for go-arounds are routinely discussed at FLOPSC meetings, as they are performed to avoid potentially unsafe situations and maintain a safe separation between aircraft.

If a flight performs multiple go-arounds before landing, only one is recorded in the NTK (Noise and Track Keeping) system.

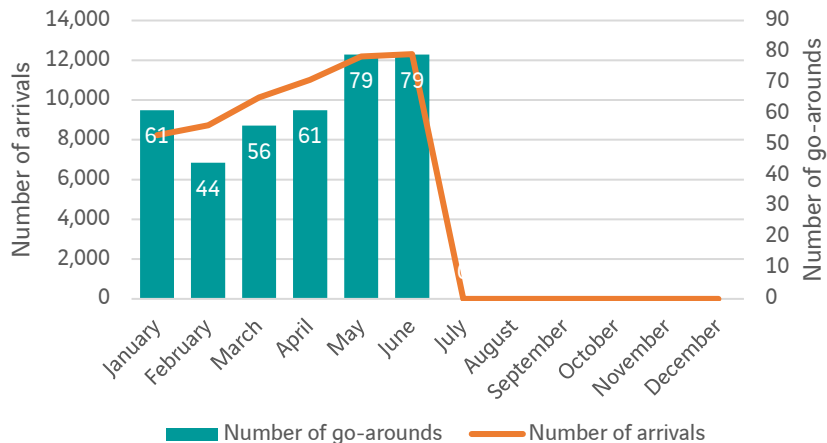


Figure 11: Number of arrivals and go-arounds

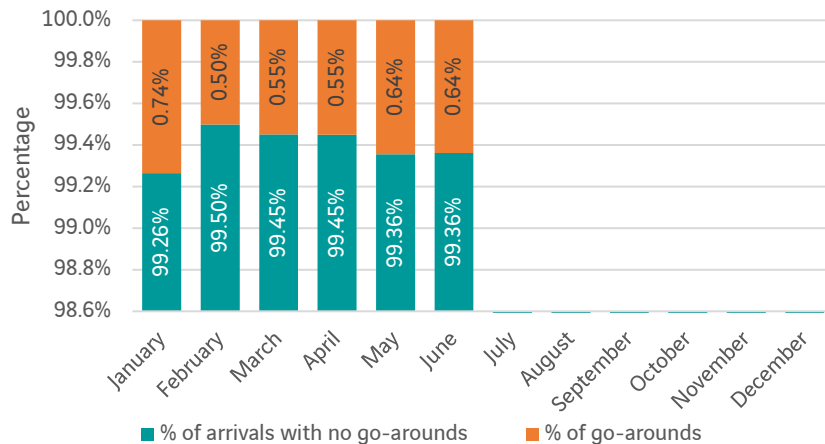
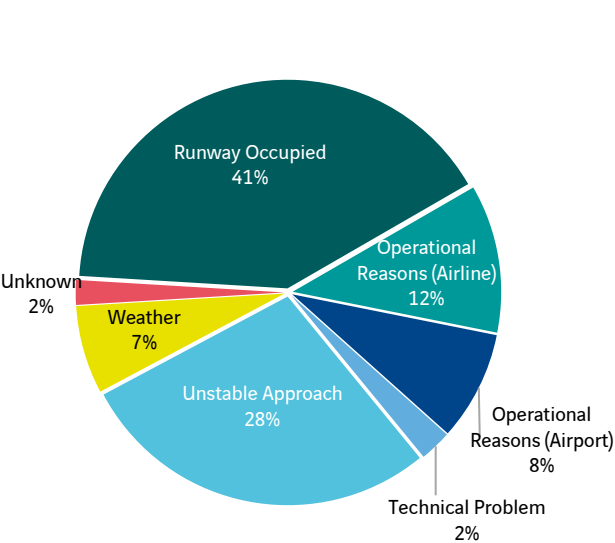


Figure 12: Ratio of go-arounds

Arrivals Statistics – Go-Arounds

The causes of go-arounds are recorded by controllers in the ATC tower and provide an insight into the operational situations causing them to happen. The top three reasons this quarter, shown in Figure 13 (left), are Runway Occupied, Unstable Approach and Operational Reasons (Airline). Runway occupancy can be caused by a range of conditions, so the root causes are further broken down in Figure 13 (right).

GO-AROUND MAIN CAUSES



RUNWAY OCCUPANCY CAUSES

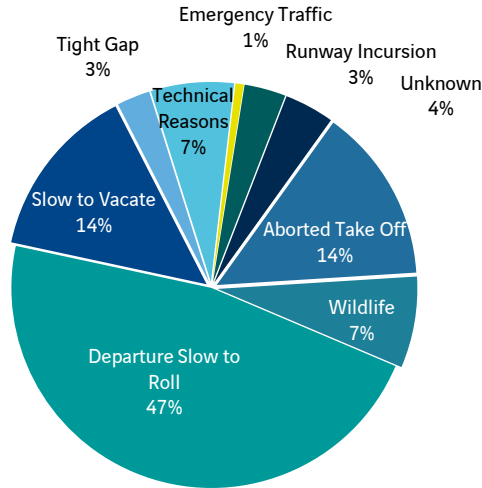


Figure 13: Reasons for go-arounds in 2025

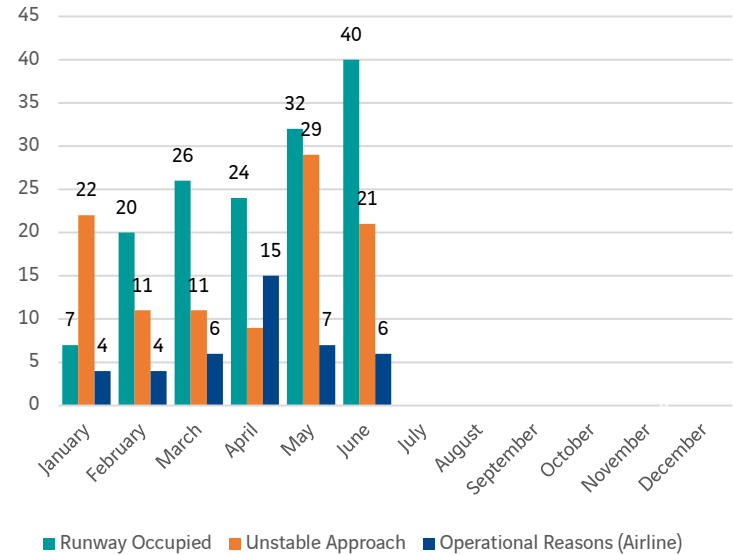


Figure 14: Ratio of main reasons for go-arounds per month

Arrivals Statistics – Joining Point

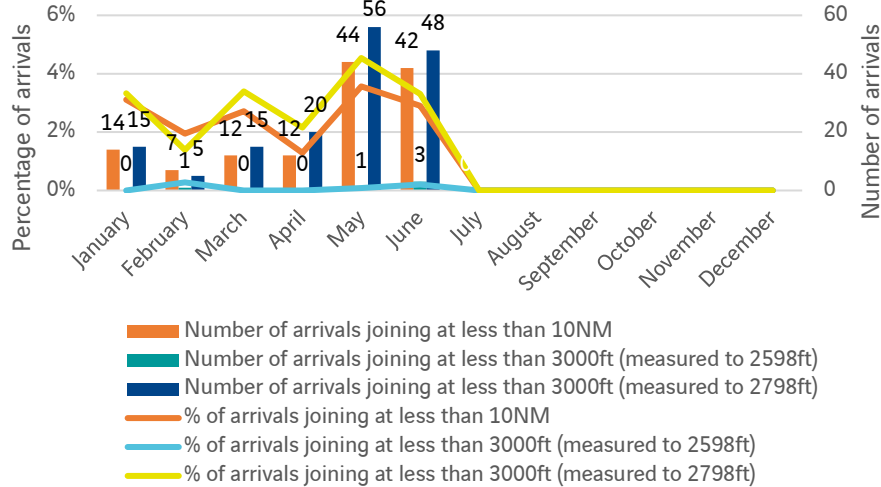


Figure 15: Night-time joining point violations²

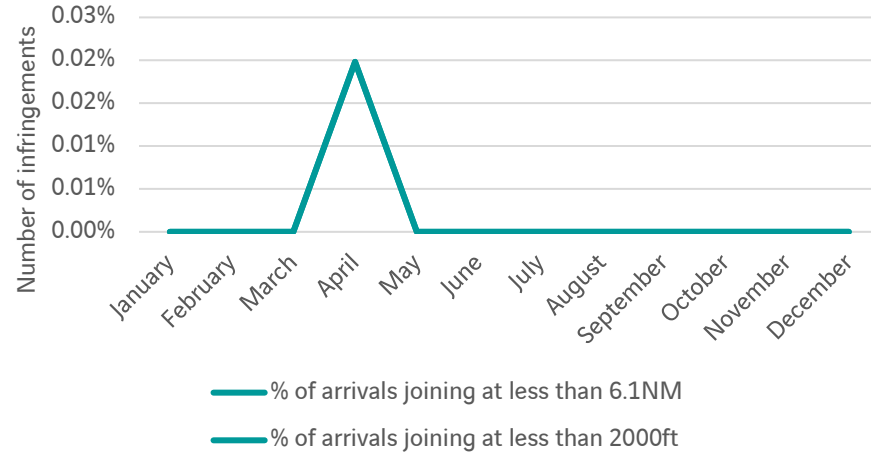


Figure 16: Day time joining point violations

As per the [AIP](#), aircraft shall not join the ILS at less than 10NM from touchdown or below 3,000ft at night. The number of aircraft joining at less than 10NM and 3,000ft (measured to 2,798ft) was lower in April when compared with the other two months of this quarter, which has been mainly contributed by bad weather and increasing number of night movements into the peak of the summer season. Any unusual joining below both 10NM and 6.1NM are followed up to NATs and the airline involved.

DfT noise abatement procedures stipulate that during the day, arrivals shall not descend below 2,000ft before intercepting the ILS glidepath; this equates to 6.1NM from touchdown. We continually monitor this for conformance, and any infringements that occur are passed onto the airline and NATS for feedback, and to raise awareness to help reduce the risk of future infringements. Helicopters and calibration flights are excluded from this requirement. In Q2 2025, two 6.1NM violations occurred. The first was due to the aircraft having a temporary issue with its localiser which meant that it overshot the ILS glidepath. The second was a result of a late turn onto final approach clearance from ATC. For detail on the monitoring of the arrivals swathe see [Annex C](#).

Joining point distance is measured from the approximate touchdown point abeam the Precision Approach Path Indicator (PAPI) lights.

Joining point altitude is assessed through the Noise & Track Keeping system, see [Annex B Note 2](#).

Arrivals Statistics – Overflight

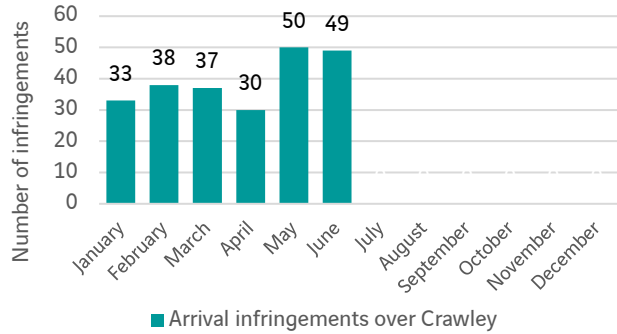


Figure 17: Arrival infringements over Crawley

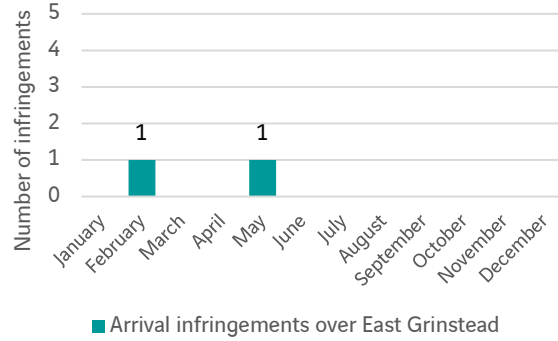


Figure 18: Arrival infringements over East Grinstead

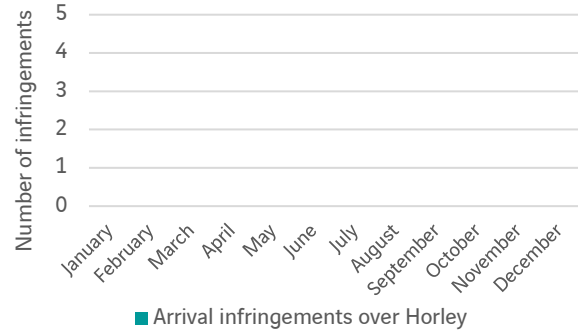


Figure 19: Arrival infringements over Horley

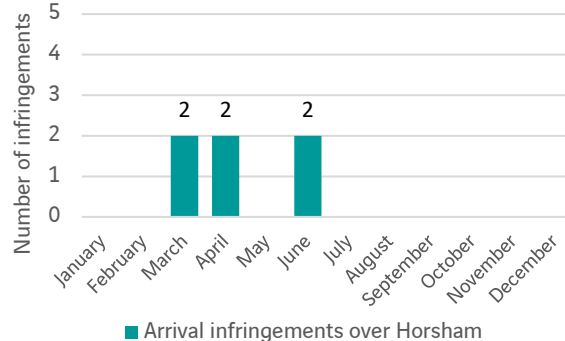


Figure 20: Arrival infringements over Horsham

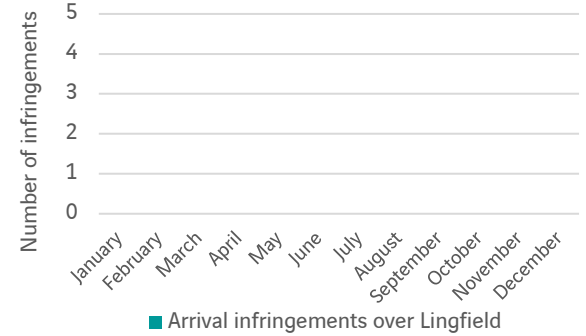


Figure 21: Arrival infringements over Lingfield

The London Gatwick [AIP](#) sets out that arriving aircraft shall not fly over the congested areas of Crawley, East Grinstead, Horley or Horsham below the altitude of 3,000ft QNH or Lingfield below 2,000ft QNH.

Infringements over Crawley and Horsham in Q2 2025 were caused by go-arounds or discontinued approaches. The infringement over East Grinstead was caused by a go-around.

No arrival infringements occurred over Horley or Lingfield in Q2 2025.

Departure Statistics – Track Keeping

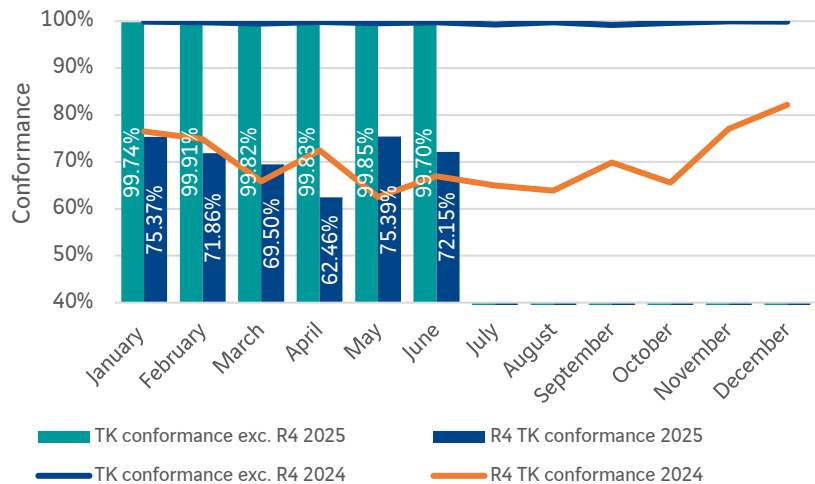


Figure 22: TK conformance (24 hours)

Route 4 track keeping conformance followed a different trend this quarter compared to Q2 2024. In the previous year, conformance improved in April before declining in May. In contrast, during the current year, conformance decreased in April to 62.4% but subsequently increased in May to 75.39% - the highest rate recorded for this route so far in 2025.

Track keeping conformance for all other routes has remained consistently high, at 99.7% or above. The majority of deviations from Noise Preferential Routes (NPRs) were attributed to weather avoidance.

Since 1 April 2023, westerly departure conformance has consistently remained below the Long-Term Average (LTA). To improve accuracy in conformance monitoring, the NPR for Route 4 has been updated within the Noise and Track Keeping system to reflect the conventional Standard Instrument Departure (SID) routings as defined by the Department for Transport (DfT). This update affects only the method of assessing conformance within the system and has not resulted in any changes to the actual flight paths over the ground.

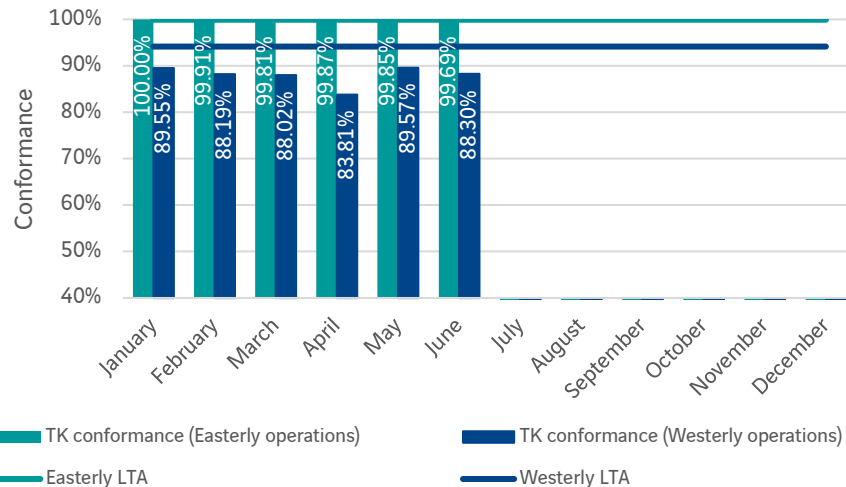


Figure 23: TK conformance per runway

Departure Statistics – Track Keeping in 2025

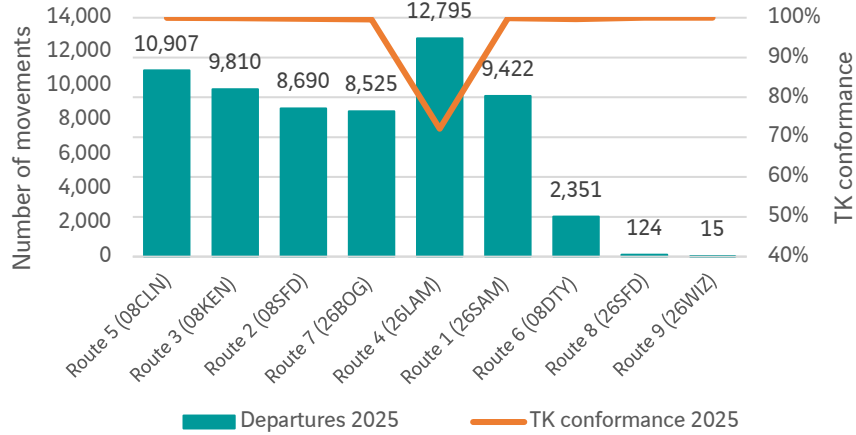


Figure 24: Track keeping and route usage

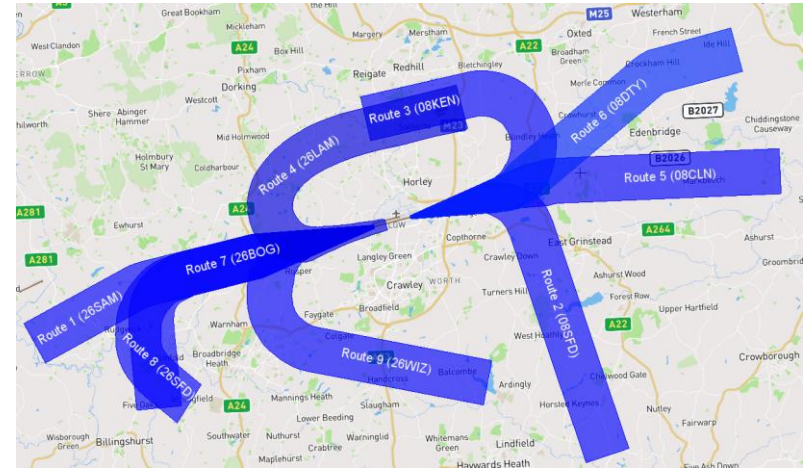


Figure 25: Noise Preferential Routes for departures

Figure 24 highlights the most frequently utilised departure routes during this quarter. For westerly departures, Routes 26LAM (Route 4) and 26SAM (Route 1) were the most used, while Routes 08CLN (Route 5) and 08KEN (Route 3) were the most common for easterly departures. Track keeping conformance across Q2 2025 remained above 99.59% for most routes, with the exception of Route 4, which recorded a conformance rate of 72%.

Figure 25 shows a map of all nine Noise Preferential Routes for departures in use at London Gatwick. The table to the right lists the altitudes up to which aircraft are required to stay within the conformance monitoring swathe of the respective Noise Preferential Route. Once above the minimum vectoring altitude, ATC may provide pilots with vectors to facilitate a more direct path towards their destination.

Although Figure 24 shows relatively low usage of 26WIZ / Route 9, especially compared to other departure routes, it is important to note this route option still exists as a tactical offload route and increased future usage of this route would not be atypical or a change to the airport's existing operation.

Route	Minimum vectoring altitude
Route 1 (26SAM)	3,000 ft
Route 2 (08SFD)	4,000 ft
Route 3 (08KEN)	3,000 ft
Route 4 (26LAM)	4,000 ft
Route 5 (08CLN)	3,000 ft
Route 6 (08DTY)	3,000 ft
Route 7 (26BOG)	4,000 ft
Route 8 (26SFD)	3,000 ft
Route 9 (26WIZ)	4,000 ft

Departure Statistics – Noise, Climb and Overflight

There have been no departure noise infringements during Q2 2025.

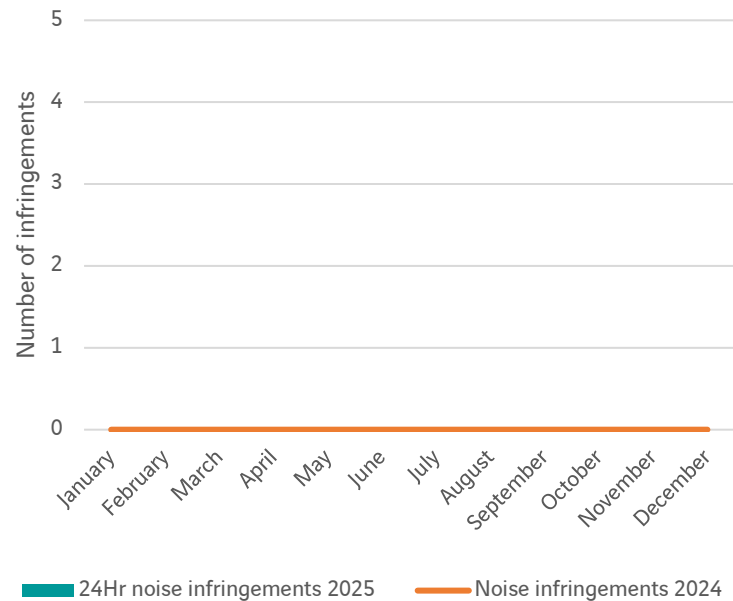


Figure 26: H25 noise infringements⁶

Departure Statistics – Noise, Climb and Overflight

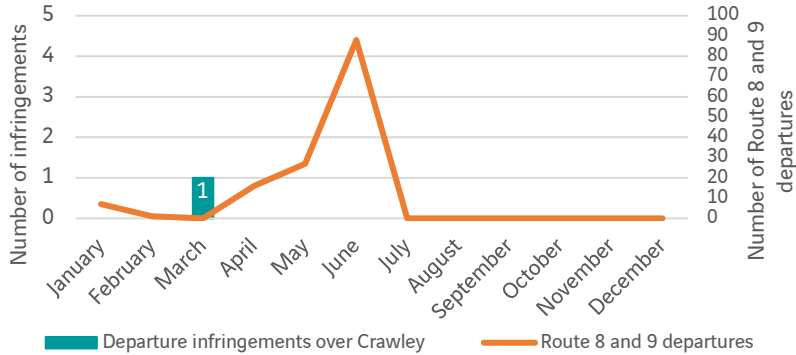


Figure 27: Departure overflight infringements over Crawley⁴

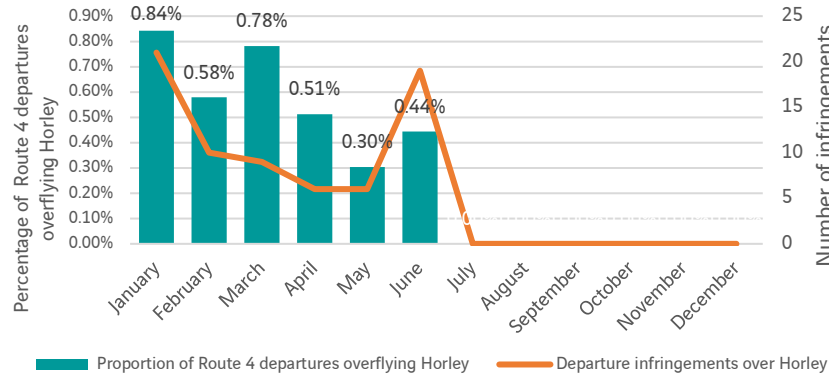


Figure 28: Departure overflight infringement over Horley⁴

Referring to Figure 28, there has been a rise in Route 4 departures over the course of Q2 - reaching 4,273 in June. Horley overflights have remained fairly low (6, 6, and 19 in April, May, and June, respectively), and so the relative proportion of Route 4 departures resulting in an infringement has reduced.

There were no departure infringements over Crawley in Q2 2025, nor any 1,000ft departure infringements.

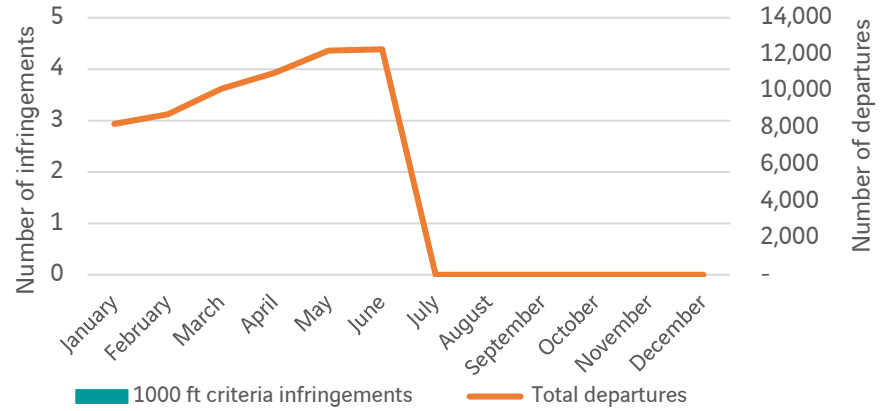


Figure 29: Number of aircraft not meeting the required climb performance⁵

Night Operations – Summer Season

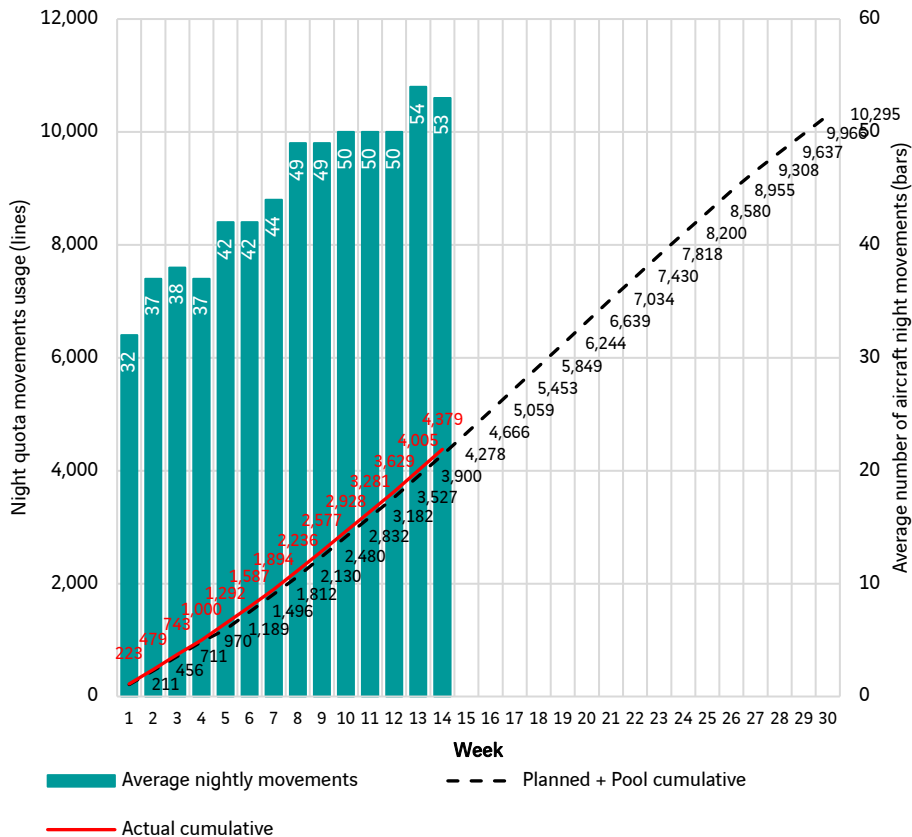


Figure 30: Night flight movements in Summer

The summer 2025 season commenced on 31 March at 01:00 local time. Figure 30 illustrates both the planned and actual usage of night flight movements and quota limits for the duration of the season.

Figure 31 presents a breakdown of flights that either avoided operating during the night quota period (avoided) or utilised quota outside of planned allocations (non-dispensd). To date, 224 dispensations have been granted by GAL for the current season. The majority of these were issued in response to Air Traffic Control (ATC) staffing constraints in France and adverse weather conditions affecting both European and London airspace. Additional causes included a radar system failure in Milan.

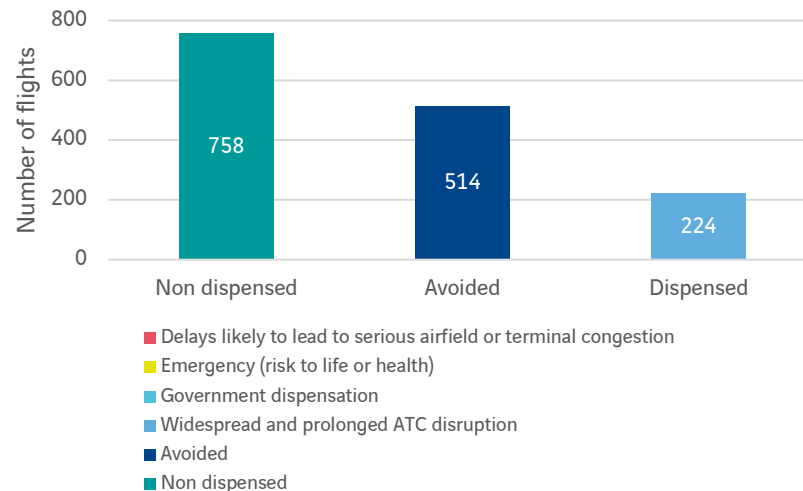


Figure 31: Number of non-dispensd, avoided and dispensd flights

Complaints

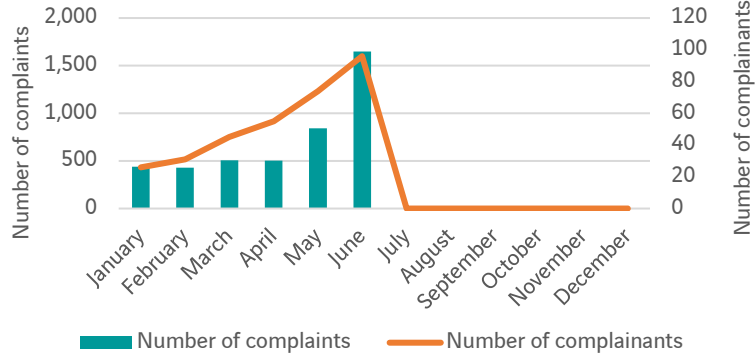


Figure 33: Number of complaints and complainants

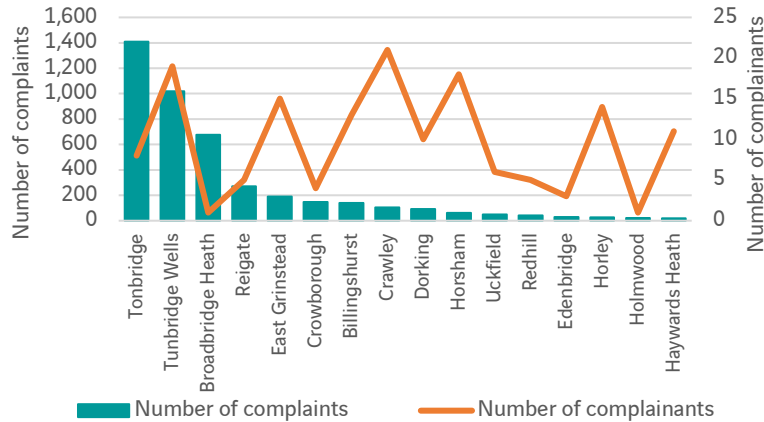


Figure 35: Areas with most complaints

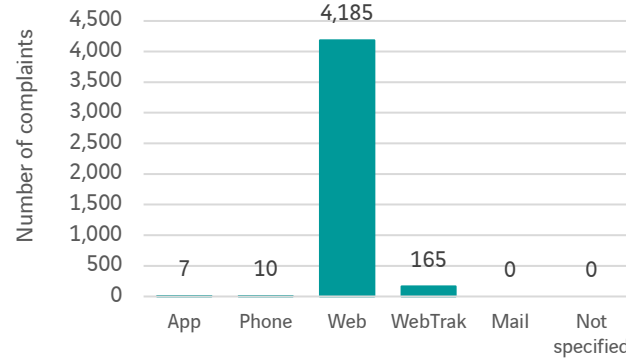


Figure 34: Complaints submission methods (whole year)

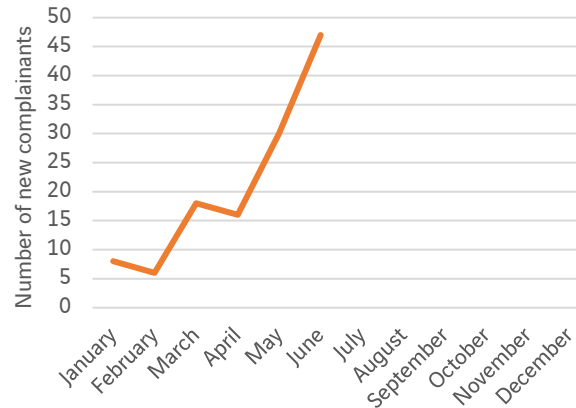


Figure 36: New complainants

The volume of complaints remained consistent in both March and April. However, a significant increase was observed in May and June, culminating in 1,650 complaints in June alone. This rise can be largely attributed to increased traffic levels as the summer season commenced and a return to westerly operations. Consistent with trends observed in Q1, the number of individual complainants continued to grow month-on-month.

The majority of complaints during this period were submitted via the online webform, followed by submissions through WebTrak.

Figure 35 highlights the regions with the highest number of complaints. The top three regions were Tonbridge, Tunbridge Wells, and Broadbridge Heath (Horsham). It is noteworthy that all complaints from Broadbridge Heath originated from a single individual. While all Tonbridge complaints in Q1 2025 were submitted by one person, this quarter saw a broader base of eight individual complainants from the region.

As illustrated in Figure 36, the number of new complainants declined slightly from March to April, before increasing sharply in May and June, reaching 47 new complainants in the latter month.

Complaint Categories

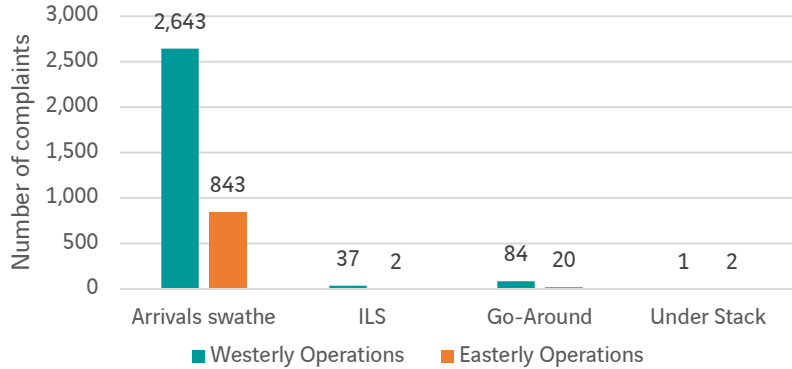


Figure 37: Complaint categories during arrival operations

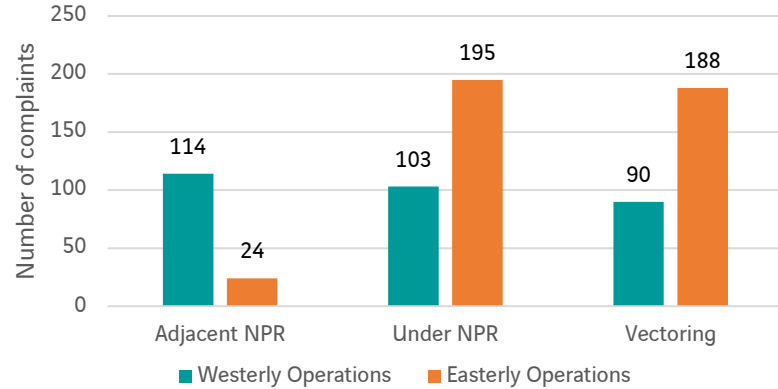


Figure 38: Complaint categories during departure operations

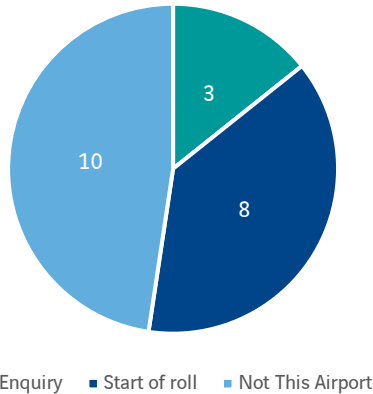


Figure 39

Westerly arrivals accounted for 75.8% of all complaints related to arrival operations, despite westerly movements representing only 49.3% of total operations during the quarter.

In contrast, complaints regarding easterly operations made up 57% of all departure-related complaints. Of these, 47.9% were submitted by individuals residing beneath a designated Noise Preferential Route (NPR).

Figure 39 presents a breakdown of other complaint categories. Of these, 38% related to the "start of roll," encompassing concerns about engine or take-off noise from the runway. This category also includes submissions from individuals living in close proximity to the airport, even if not directly overflown.

Where complaints pertain to aircraft identified as operating to or from another nearby airport, they are redirected to the appropriate airport authority for response.

Complaints

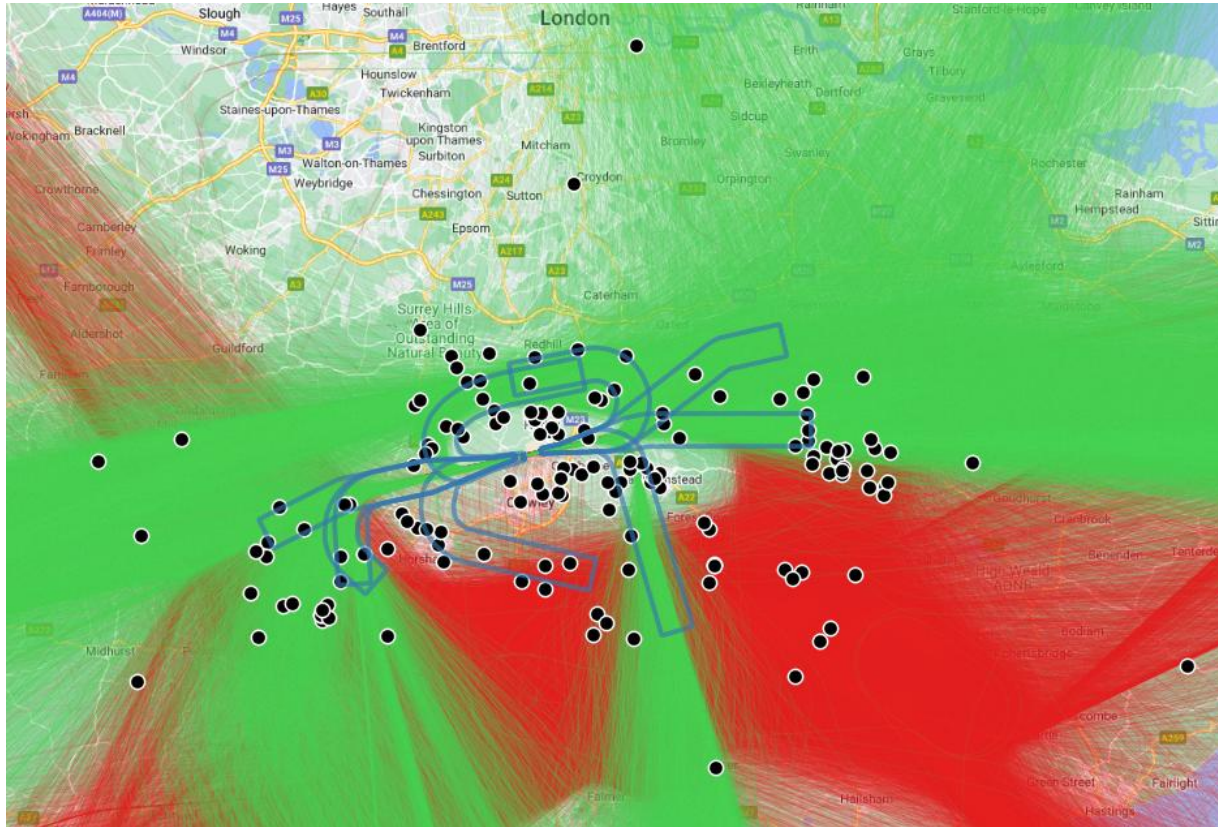


Figure 40a shows the distribution of individual complainants as well as the tracks of all movements in Q2 2025.

Figure 40a: Q2 2025 individual complainants with arrivals (red) and departure (green) tracks, and NPRs

Complaints

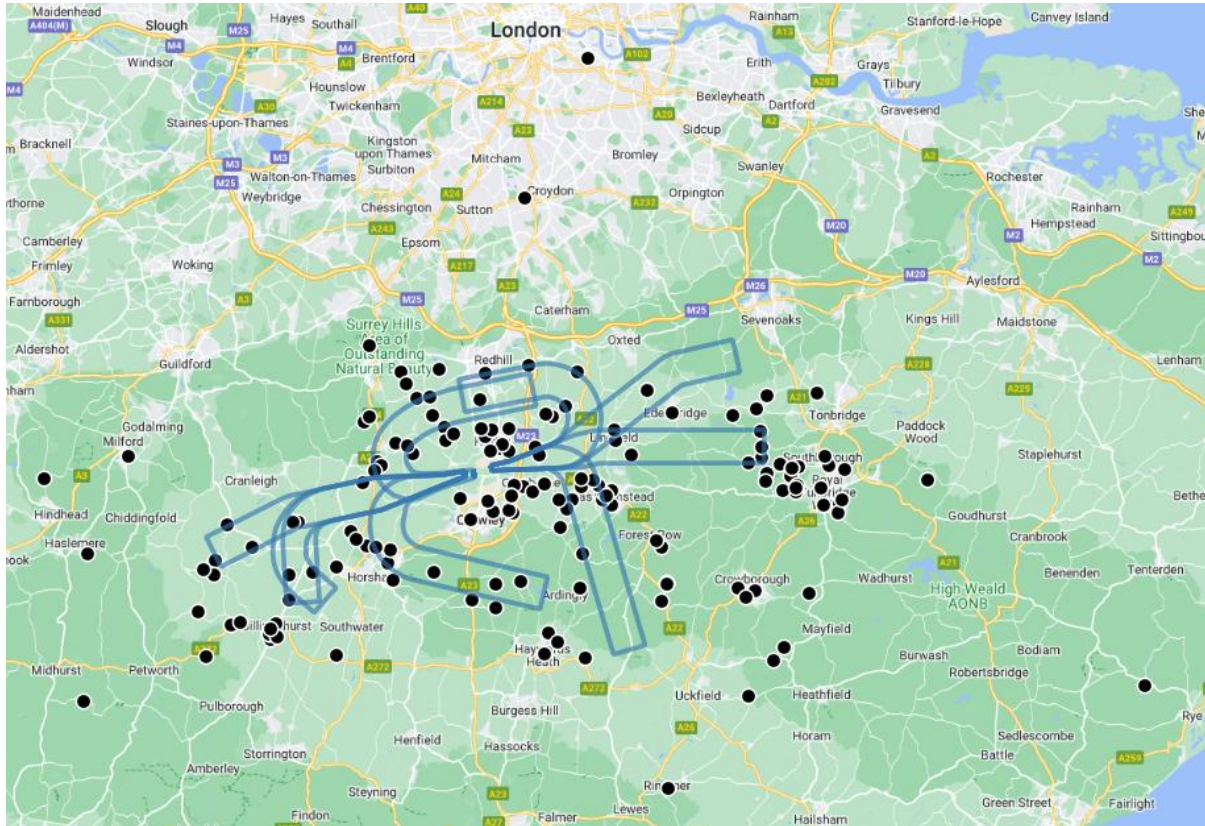


Figure 40b: Q2 2025 individual complainants and Noise Preferential Routes

Figure 40b shows the distribution of individual complainants.

Ground Noise

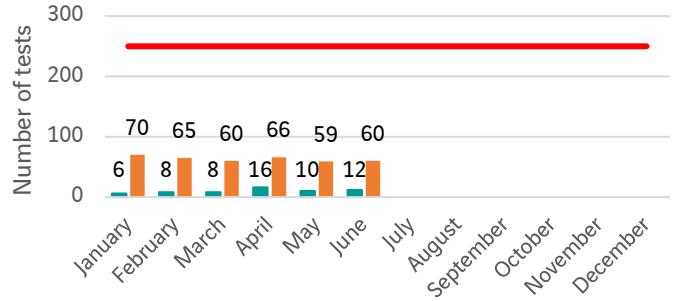


Figure 41: Engine runs

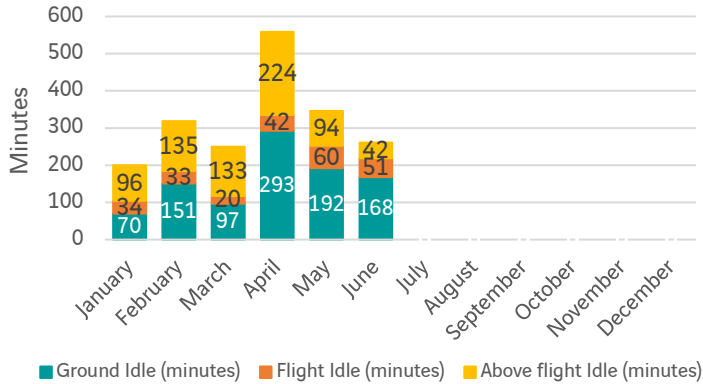


Figure 43: Cumulative minutes of engine tests

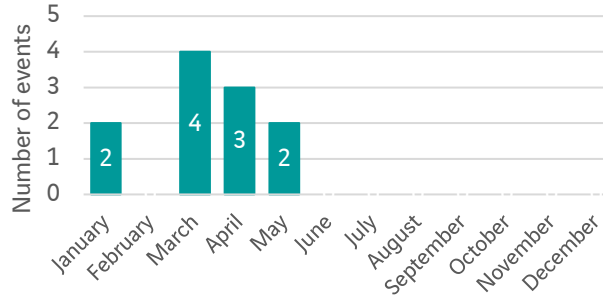


Figure 42: GPU usage

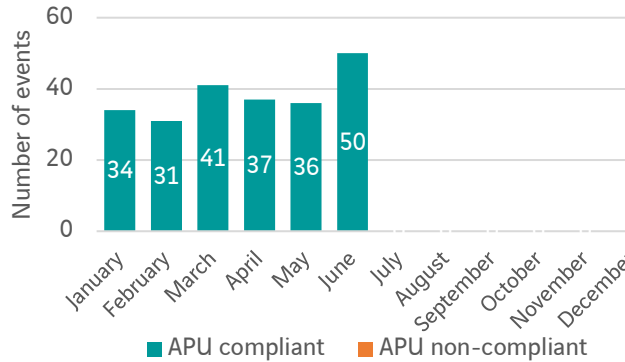


Figure 44: APU usage

Figure 41 demonstrates that the number of engine tests conducted during the quarter remained within the Section 106 agreement limit of 250 tests over a six-month period. The number of individual tests increased in April to 16, before declining slightly in May and June, with 10 and 12 tests respectively.

All instances of Ground Power Unit (GPU) usage during the period were granted appropriate dispensations.

Engine test durations increased from March to April but generally decreased over the remainder of the quarter.

No incidents of non-compliant Auxiliary Power Unit (APU) usage were reported during this reporting period.

For further details on ground noise, please refer to Annex F.

Annex A – Additional Statistics

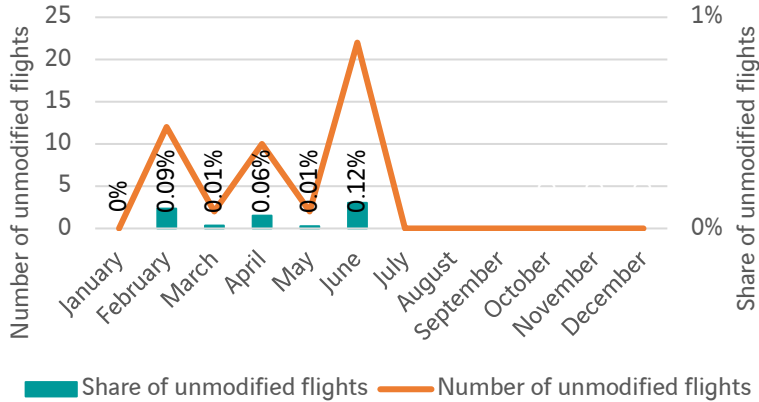


Figure A-1: Number and share of flights by unmodified A320 family aircraft

The number of flights operated by unmodified Airbus A320 family aircraft – those without the Fuel Over-Pressure Protector (FOPP) modification – remained low throughout Q2 2025. In May, only two such flights were recorded, while in April and June, unmodified aircraft accounted for less than 0.2% of total A320 family movements.

GAL has been applying an additional noise charge to unmodified A320 aircraft since the 1 January 2018. The number of these flights has been reduced by 95% since then and represents less than 0.1% of all A320 family traffic in Q2 2025.

Annex A – Additional Statistics

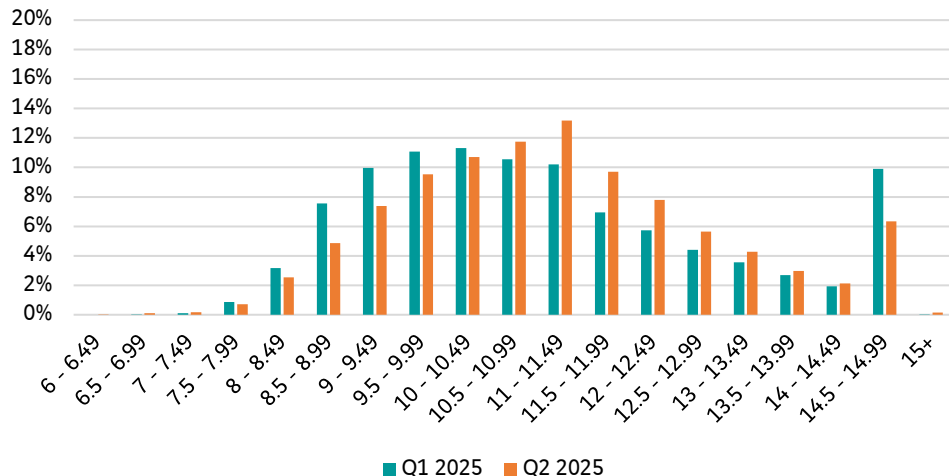


Figure A-2: Traffic Joining ILS per quarter – Runway 26 Only

During the second quarter of 2025, a significant majority of aircraft arrivals adhered to specific approach patterns for Runways 26 and 08. For Runway 26, 90.37% of arrivals joined the approach between 8 to 14 nautical miles (NM) from the runway threshold. An additional 8.63% of arrivals joined at distances greater than 14 NM. Only 1% of arrivals joined at less than 8 NM.

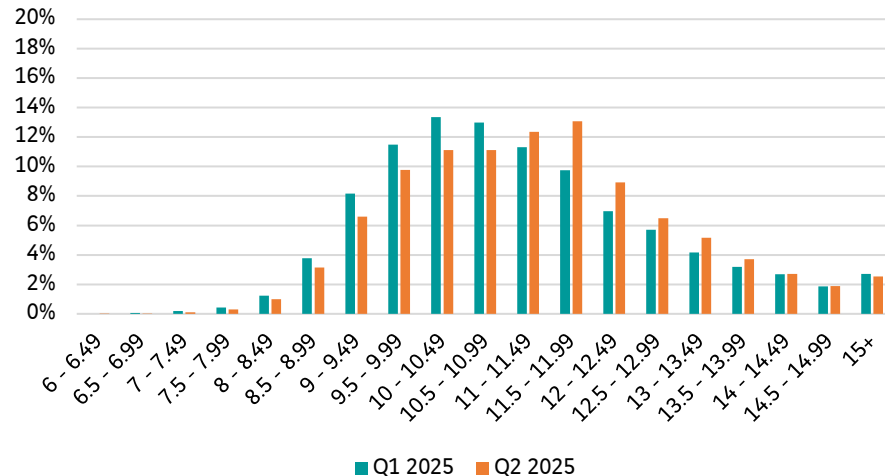


Figure A-3: Traffic Joining ILS per quarter – Runway 08 Only

For Runway 08, 92.44% of aircraft joined the approach between 8 to 14 NM. Due to more congested airspace to the west of the airport, fewer aircraft joined at distances greater than 14 NM, accounting for 7.13% of arrivals. A minimal 0.43% of arrivals joined at less than 8 NM.

This is monitored as a result of Recommendation Imm-10 of the 2016 Independent Arrivals Review (IAR). Please refer to Annex C for the full background and rationale for continuous monitoring.

Annex B

Noise Abatement Procedures referred to by figures in this report

1 AIP, EGKK AD 2.21 NOISE ABATEMENT PROCEDURES, Sub-paragraph 10

Where the aircraft is approaching the aerodrome to land it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.

2 AIP, EGKK AD 2.21 NOISE ABATEMENT PROCEDURES, Sub-paragraph 14

Aircraft which land at Gatwick Airport - London between the hours of 2330 (2230) and 0600 (0500), whether or not making use of the ILS localiser and irrespective of weight or type of approach, shall not join the centre-line: below 3,000 FT or closer than 10 NM from touchdown.

Note on altitude tolerances:

3,000ft (Gatwick QNH) – 202ft (airfield elevation) = 2,798ft

2,798 ft – 200ft ATC radar tolerance = 2,598ft

These values are used to assess conformance within the Airport's Noise & Track Keeping System.

3 AIP, EGKK AD 2.21 NOISE ABATEMENT PROCEDURES, Sub-paragraph 11

Before landing at the aerodrome the aircraft shall maintain as high an altitude as practicable and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000 FT (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000 FT (Gatwick QNH).

4 AIP, EGKK AD 2.21 NOISE ABATEMENT PROCEDURES, Sub-paragraph 9

After taking off the aircraft shall avoid flying over the congested areas of Horley and Crawley.

5 AIP, EGKK AD 2.21 NOISE ABATEMENT PROCEDURES, Sub-paragraph 1

After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1,000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.

6 AIP, EGKK AD 2.21 NOISE ABATEMENT PROCEDURES, Section 3 and section 4

Any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA L_{max} by day (from 0700 (0600) to 2300 (2200) hours) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2).

Any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA L_{max} by night (from 2300 (2200) to 0700 (0600) hours) and that it will not cause more than 87 dBA L_{max} during the night quota period (from 2330 (2230) to 0600 (0500) hours) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2).

7 Agreement in relation to Gatwick Airport Under Section 106 of the Town and Country Planning Act 1990 and other powers

Full version: <https://www.gatwickairport.com/business-community/about-gatwick/company-information/engagement-and-governance/s106/>

8 AIP, EGKK AD 2.20 LOCAL AERODROME REGULATIONS, 1 AIRPORT REGULATIONS, Sub-paragraph I

Fixed Electrical Ground Power must be used when available and serviceable. Use of aircraft Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Instructions and Directives. Regular audits take place to ensure compliance with the regulations.

Annex C

ILS Joining Point – Background and Rationale for Monitoring

Background

Joining point data is monitored as a result of Recommendation Imm-10 of the 2016 Independent Arrivals Review (IAR). The recommendation proposed to alter a safety feature - the ILS minimum joining point - applied by air traffic controllers to help pilots ensure a fully stabilised final approach to the runway. The objective was to safely increase geographical dispersal of arrivals to more closely emulate the operations prior to a change in 2013 when the ILS minimum joining point had been increased from 7NM to 10NM. Specifically, the recommendation proposed extending the arrival swathe by reducing the ILS minimum joining point from 10NM to 8NM from touchdown. Hence the arrival swathe would extend from a minimum of 8NM to 14NM, with aircraft joining on a straight in approach when traffic permits.

Following the publication of the Action Plan, GAL working closely with NATS, progressed the implementation of the recommendation into an operational evaluation supported by detailed analysis. The evaluation commenced on the 15 August 2016. GAL and NATS have closely monitored use of the ILS since the implementation of the evaluation. In early January 2017, in anticipation of the need to conduct a thorough assessment of the results from the evaluation period and in order to avoid a temporary reversion to the pre-August 2016 minimum joining point, GAL made a request to the CAA for a 3-month extension of the use of the reduced ILS minimum joining point.

Over the entire evaluation period the joining points between 8NM to 10NM was used by, on average, almost 20% of arrivals. As the evaluation progressed,

the number of aircraft making use of joining points between 8NM and 10NM increased, reaching a peak of 31% in January 2017. The increased use of these joining points closer to touch down had increased the geographical dispersal of the arrivals swathe. With the agreement of the CAA and NATS at Noise Management Board (NMB) 5 it was decided that the 8NM minimum ILS joining point would be transitioned to a permanent procedure on the 15 May 2017.

Rationale for continuous monitoring

Following the adoption of the change as a permanent procedure, reporting continued to the NMB on a regular basis to provide transparency of the traffic dispersal achieved. The reporting and monitoring function was subsequently transferred to NaTMAG, as reporting became part of routine operational monitoring. In Q4 2020, ILS joining point distance statistics were absorbed into the new Airspace Office Quarterly and Annual reporting.

Communities continue to express concerns regarding flights that join the ILS inside 8NM during the day due to their noise impact. When the proportion of such flights becomes noticeably higher than the long-term average, the Airspace Office informs NATS (providing supporting data) and refers this to the Flight Operations Performance and Safety Committee (FLOPSC) for further investigation. Whilst it is understood that vectoring practice by air traffic controllers has noise impacts, the rationale for taking action through FLOPSC - instead of NaTMAG - is that the 8NM ILS minimum joining point is a safety procedure, rather than a noise abatement procedure, relating to the stabilised approach of aircraft to the runway. FLOPSC is the competent safety body.

Annex D

Roles and Responsibilities

Gatwick Airport Limited

GAL is the licensed operator of London Gatwick. It is not directly responsible for aircraft operations but is responsible for the control of ground noise at the airport and the implementation and monitoring of DfT policy.

Airspace Office

Gatwick's Airspace Office is responsible for recording, investigating and responding to aircraft noise enquiries as well as to monitor and report airline conformance to noise mitigation measures as detailed in the UK AIP. The Airspace Office can also, if requested, provide information regarding flight paths and arrival routes, for example to prospective homebuyers. The Airspace Office also manages the airport Noise and Track Keeping system 'ANOMS' and a number of fixed and mobile noise monitors within the local area. They are regularly relocated, the data analysed, and the findings reported.

Air Traffic Control

NATS is the main Air Navigation Service Provider in the United Kingdom and provides guidance to flights in the vicinity of London Gatwick. NATS' en-route business is regulated and operated under licence from the Civil Aviation Authority (CAA). The terms of the licence require NATS to be capable of meeting on a continuous basis any reasonable level of overall demand. They are charged with permitting access to airspace on the part of all users, whilst making the most efficient overall use of airspace.

The London Gatwick Air Traffic Control is operated by NATS, who oversee the runway and ground operations.

NATS

NATS is responsible for aerodrome air traffic control at London Gatwick from when the aircraft leaves its stand to when it reaches 4,000ft in the air. NATS also manages air traffic engineering services, emergency and alerting services, and meteorological services.

Department for Transport

The DfT is responsible for the formulation of noise abatement policy, the location of Noise Preferential Routes (NPRs) for departing aircraft and night flight regulations.

Civil Aviation Authority

As the UK's independent specialist aviation regulator, the CAA has responsibility for regulating airspace over the UK. This includes the new and established air traffic routes and areas which commercial aircraft use to fly into and out of airports, and the airspace used by military and General Aviation flights.

An organisation proposing a change to the design of UK airspace must follow the CAA's airspace change process. The CAA has a duty to consider a range of factors set out by government in deciding whether or not to approve the change. One set of factors is the environmental objectives set for the CAA by the Secretary of State – including consideration of noise impacts.

Annex E

19-year KPI table

Parameter	12 Month Performance																		
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Track Keeping Conformance (% on track)	90.47%	91.17%	97.36%	98.20%	98.49%	98.42%	98.08%	98.06%	98.56%	99.71%	99.28%	98.04%	97.63%	97.42%	96.98%	96.82%	98.45%	98.62%	98.17%
24hr CDO (% achievement)	89.53%	88.83%	88.61%	90.89%	89.59%	89.58%	90.74%	90.48%	88.58%	89.75%	92.61%	91.36%	88.56%	90.49%	89.73%	87.92%	83.53%	81.00%	80.79%
Day/Shoulder CDO (% achievement)	89.48%	89.04%	89.19%	90.94%	89.79%	89.70%	90.80%	90.56%	88.18%	89.21%	92.43%	91.13%	88.72%	90.19%	89.31%	87.69%	82.98%	80.25%	79.9%
Core Night CDO (% achievement)	90.09%	87.11%	83.83%	90.07%	85.74%	88.27%	90.03%	89.60%	92.90%	95.32%	95.25%	94.04%	85.27%	93.96%	93.94%	91.75%	89.65%	89.04%	89.6%
1,000ft Infringements (No.)	2	1	0	0	0	0	0	0	0	0	0	0	2	3	6	22	11	26	11
1,000ft Infringements (No. below 900ft)	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	14	6
Departure Noise Infringements (Day)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13	10
Departure Noise Infringements (Night/Shoulder)	0	0	0	0	0	0	0	2	1	0	0	0	0	4	0	1	2	2	2
Individual Complainants	327	544	664	254	313	698	836	997	2,324	1,746	3,366	533	414	343	411	473	432	672	587
Total Noise Complaints Received	11,884	10,794	16,431	5,068	6,628	25,593	24,447	24,658	17,715	15,189	21,712	2,296	1,952	2,673	5,033	2,254	6,281	5,288	4,791
Enquiry Response Performance Target is 95% Within 8 Days	99.76%	97.70%	99.10%	99.98%	99.49%	77.63%	99.98%	99.89%	46.55%	93.89%	73.39%	99.24%	98.42%	95.65%	99.25%	84.10%	97.50%	94.90%	97.20%
Ground Noise Complaints Received	18	19	5	3	10	0	0	0	0	2	0	5	3	4	2	1	8		
Number of Fixed and Mobile Noise Monitors	22	22	22	22	23	23	12	11	11	12	12	12	10	10	11	11	11	10	10
Northern Runway Movements	2,771	6,919	9,616	532	1,042	2,842	3,534	3,722	2,567	2,498	1,496	4,473	14,836	2,444	1,012	904	1,008	1,286	1,458
West/East Runway Split (%)	72/28	70/30	66/34	68/32	83/17	68/32	62/38	78/22	67/33	70/30	67/33	63/37	71/29	67/33	64/36	70/30	70/30	67/33	68/32
% of Arrivals Performing Go-Arounds	0.66%	0.52%	0.55%	0.30%	0.49%	0.58%	0.49%	0.43%	0.46%	0.39%	0.39%	0.38%	0.42%	0.31%	0.30%	0.36%	0.27%	0.33%	0.31%
Percentage of Chapter 4 (or equivalent) Aircraft (%)	99%	99%	99%	99%	99%	98%	99%	99%	99%	99.70%	99%	99%	99%	96%	98%				
Percentage of Chapter 14 Aircraft (%)	65%	63%	62%	58%	66%	62%	56%	55%											
Unmodified A320 Family Aircraft (% total ATM's)	0.12%	0.08%	0.74%	0.32%	0.61%	0.73%	1.5%	0.4%											
Total Aircraft Movements	265,319	256,831	217,524	55,225	79,310	284,736	283,926	286,271	280,089	267,777	259,974	250,527	246,792	251,019	240,462	251,714	263,716	266,540	263,371
Total Passengers	43,247,000	40,895,000	32,838,015	6,254,549	10,166,916	46,573,796	46,075,410	45,561,700	43,130,800	40,267,938	38,127,700	35,447,009	34,222,461	33,660,146	31,353,547	32,370,000	34,100,000	35,200,000	34,384,000

Annex F

Ground Noise Tables

	Engine Tests						FEGP Availability	
	Number of Engine Tests	6-month rolling average	6-month totals	Ground Idle	Flight Idle	Above Flight Idle	NT	ST
Jan-25	6	12	70	70	34	96	99.83%	99.50%
Feb-25	8	11	65	151	33	135	99.88%	99.84%
Mar-25	8	10	60	97	20	133	99.87%	99.87%
Apr-25	16	11	66	293	42	224	99.97%	99.98%
May-25	10	10	59	192	60	94	99.94%	99.97%
Jun-25	12	10	60	168	51	42	99.97%	99.98%
Jul-25								
Aug-25								
Sep-25								
Oct-25								
Nov-25								
Dec-25								

¹ FEGP – Fixed Electrical Ground Power (power supplied to aircraft from the electrical grid).

Annex F

Ground Noise Tables

	APU's						GPU's		
	Number of aircraft running APU's which were compliant	Non-compliances ¹ Number of aircraft running APU's which were not compliant	Number of aircraft parked but not running APU's	Total number of aircraft on the airfield	Number of APU checks undertaken (Target 3)	Operations Duty Team audits ²	Operations Duty Team non-compliances	Used With Dispensation	Used Without Dispensation
Jan-25	34	0	153	187	3	63	0	2	0
Feb-25	31	0	156	187	3	59	0	0	0
Mar-25	41	0	130	171	3	71	0	4	0
Apr-25	37	0	121	158	3	68	1	3	0
May-25	36	0	105	141	3	74	0	2	0
Jun-25	50	0	92	142	3	65	1	0	0
Jul-25									
Aug-25									
Sep-25									
Oct-25									
Nov-25									
Dec-25									

¹ The operation of aircraft Auxiliary Power Units (APU) is restricted and their operation permitted only in certain circumstances.

² This includes monitoring of aircraft auxiliary power unit usage.

³ The operation of Ground Power Units (GPU) is only permitted in certain circumstances.

Glossary of Terms (1)

AAL	Above Aerodrome Level	The height of an aircraft above the elevation of the referenced aerodrome, usually the one from which they departed or which they are approaching.
AIP	Aeronautical Information Publication	Essential air navigation information published by NATS on behalf of the CAA, detailing regulations applicable to the operation of aircraft, e.g. at specific aerodromes.
ANPT	Airline Noise Performance Table	A programme that ranks airlines flying into and from Gatwick Airport in relation to their overall noise performance.
APU	Auxiliary Power Unit	A small combustion engine on an aircraft that provides energy for functions like lighting or heating/cooling when the main engines are switched off.
ATC	Air Traffic Control	An entity responsible for a safe and expedite air traffic flow. To this end they monitor aircraft and issue instructions to the flight crew, either from the airport control tower or from a radar centre.
ATM	Air Traffic Movement	An aircraft operation on the airport's runway, i.e. either a departure or an arrival.
CAA	Civil Aviation Authority	The UK independent civil aviation regulator.
CDO	Continuous Descent Operations	An optimised descent profile utilised to reduce noise impact and fuel consumption by avoiding prolonged periods of level flight below 7,000ft. 'For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 Nautical Miles (NM) occurs below 7,000ft QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50ft over a track distance of 2nm or more, as recorded in the airport Noise and Track Keeping system.'
DfT	Department for Transport	The government department providing policy & guidance for air traffic through their work with airlines, airports, the Civil Aviation Authority and NATS.

Glossary of Terms (2)

DME	Distance Measuring Equipment	A fixed radio beacon which provides information to aircraft about their distance from its position. "1 DME" denotes 1 nautical mile from the selected ground station measured as a slant range.
EGKK	(ICAO-code for London Gatwick airport)	These four-letter airport codes are used in the AIP and other aeronautical documents. This code is unique to Gatwick airport.
EPNdB	Effective Perceived Noise in decibels	A noise metric aimed to measure the relative noisiness of an individual aircraft flying by. It is relevant for the quota count classification can be calculated from the certified noise levels.
FLOPSC	Flight Operations Performance & Safety Committee	An engagement committee at Gatwick Airport ensuring the development of best practice by airline operators using Gatwick. It is made up of representatives of Gatwick Airport, the DfT, ATC service providers and airlines operating at the airport.
GACT	Gatwick Airport Community Trust	An independent charity which awards grants annually to local community schemes which benefit parts of East and West Sussex, Surrey and Kent.
GAL	Gatwick Airport Limited	-
GNMG	Gatwick Noise Monitoring Group	The GNMG consists of Environmental Health Officers and associated noise professionals. It evaluates and discusses the data from all noise monitors surrounding Gatwick Airport.
GPU	Ground Power Unit	An either fixed or mobile unit (usually a diesel powered generator) which can supply electrical power to the electrical system of an aircraft while on the ground.
IAR	Independent Arrivals Review	Gatwick commissioned an independent review of air traffic around the airport in. The final report has been published in 2016. More information can be found on our website .
ILS	Instrument Landing System	Is a precision runway approach aid based on two radio beams which together provide pilots with both vertical and horizontal guidance during an approach to land.
IRVR	Instrumented Runway Visual Range	An IRVR system automatically measures the approximate distance over which an aircraft pilot can see the runway surface markings and lights.

Glossary of Terms (3)

KPI	Key Performance Indicator	A set of metrics or values by which performance is measured and monitored.
LTA	Long Term Average	Values of a metric averaged over a relatively long period – typically one year.
MTOW	Maximum Take-Off Weight	The certified maximum total weight of an aircraft during take-off.
NaTMAG	Noise and Track Monitoring Advisory Group	NaTMAG brings together representatives from the DfT, NATS, airlines, Gatwick Airport and local authorities. The group discusses a wide range of noise and track-keeping issues.
NATS	(Formerly) National Air Traffic Service	NATS is the main Air Navigation Service Provider in the United Kingdom.
NMB	Noise Management Board	The Noise Management Board (NMB) is a unique body, bringing together representatives from all stakeholders in the management and mitigation of aircraft noise.
NPR	Noise Preferential Route	Departure flight paths that avoid densely populated areas and therefore reduce the noise.
PAPI	Precision Approach Path Indicator	PAPI lights provide a visual indication of the aircraft's position in relation to the glide path. The system consists of four lights placed next to the runway abeam the touch down zone.
QC	Quota Count	The QC is the noise quota assigned to an aircraft and is calculated on the basis of the EPNdB of that aircraft on take-off or landing. The QC is used for night flight restrictions at Gatwick, for which there is a set quota limit each season in addition to the movement limit.
QNH	Q-code (no acronym)	When its barometric pressure is set to QNH an altimeter reads the altitude above mean sea level.
RAG	Red-Amber-Green	A tier system used to rate and categorise performance.
S106	Section 106	Refers to Section 106 the Town and Country Planning Act 1990.
TK	Track Keeping	A departure is defined as on-track if it does not deviate from the used NPR conformance monitoring swathe before reaching the applicable minimum altitude.

Glossary of Terms – Night Flight Restrictions

For the purposes of the night flight restrictions, the hours of the day have been categorised into four periods. These are also used for some noise abatement procedures such as CDO (see page 10).

The periods are called Day, Shoulder 1, Night and Shoulder 2. However, the night flight restrictions differentiate between the night period (Night + Shoulder 1 + Shoulder 2) and the night quota period (Night only). The latter is referred to as Core Night in the context of CDO.

The graphic below depicts the different periods and their boundaries. The Day period runs from 07:00:00 to 22:59:59. All times are local times.

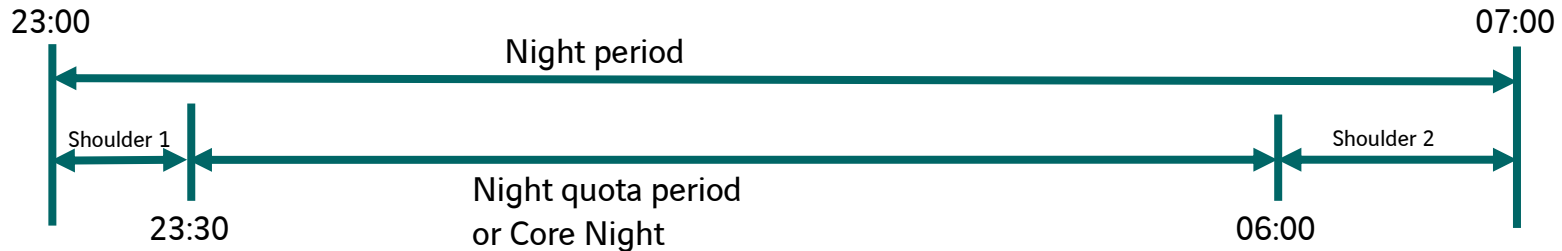


Figure G-1: Definition of time periods referred to in this report

Glossary of Terms – Chapter Noise Standards

Aircraft noise (“noise at source”) has been controlled since the 1970s by the setting of noise limits for aircraft in the form of Standards and Recommended Practices contained in Annex 16 to the Convention on International Civil Aviation.

The latest amendment to Annex 16, Volume 1 adopted the Chapter 14 noise standard for aeroplanes in 2014, which involved an increased threshold of 7 EPNdB (cumulative) on the then latest standard, Chapter 4.

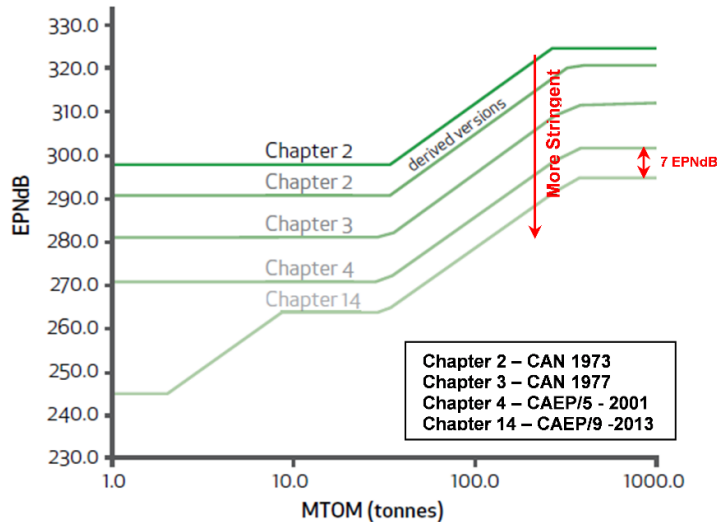


Figure G-2: The progression of the ICAO Noise Standards for aeroplanes (Source: ICAO)

A list of typical aircraft types commonly certified under each chapter standard is included below:

Chapter 14 Minus: A320neo family, B737MAX, A350, B787, A380, A220

Chapter 14 Base: A319ceo, B777

Chapter 14 High: A320ceo, A330

Chapter 4: B737-800

Chapter 3 and below: A321ceo, FOPP-unmodified A320ceo



LONDON GATWICK

POWERED BY   GLOBAL INFRASTRUCTURE PARTNERS