# Gatwick Airport Limited
# Airspace Office
# 2026 Quarter 1 Report

This report covers the period 1st January – 31st March 2026

LONDON GATWICK

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# Executive Summary

In Q1 2026, a total of 52,164 movements were recorded, representing a 3.78% reduction compared to Q1 2025. Usage of Chapter 14 aircraft increased by 3.09%, with 99.97% of all aircraft classified as Chapter 4 or above. There were no noise infringements recorded in Q1.

Track keeping conformance improved slightly, relative to Q1 2025, rising by 0.15% to 94.66% - the highest since Q1 2023. The runway usage split in Q1 2026 was 67% westerly and 33% easterly, which differs significantly from Q1 2025, when an unusually high proportion of easterly operations was observed (52%). Despite the higher number of westerly operations in Q1 this year compared with the same period last year, the flyability issue on Route 4 (the most frequently used departure route) did not have a negative impact on performance. This is because Route 4 conformance improved this quarter to 78.55%, compared with 69.83% in Q1 2025.

Continuous Descent Operations (CDO) performance for the 24-hour period improved by 0.29% relative to last year, reaching 91.60% this quarter – continuing to meet the KPI target of 90%. CDO performance during the core night period, however, did drop below 90%. That said, the figure of 88.54% is higher than in Q1 2025, when only 87.32% of night-time approaches qualified as CDO compliant.

Noise complaint volumes increased in comparison to Q1 2025, up by 34.06% - a figure that will be closely monitored as the year progresses. Encouragingly, the number of individual complainants did fall by 12.50%. The westerly arrivals swathe remains the most common complaint category, accounting for 61.29% of all complaints received. Enquiry response performance remains high with 99.50% of enquiries being responded to within 8 days.

The Q1 Airline Noise Performance Table (ANPT) includes 35 airlines, with almost half the airlines, eligible for comparison, showing improvement in CDO performance compared to the previous year. Emirates achieved the most significant improvement (12.9%). Currently, 63% of airlines are rated green for CDO performance, while just 11% are rated red under the RAG system.

# Executive Summary (cont'd)

During Q1, the Airspace Office onboarded six airlines that have commenced, or will commence, operations at Gatwick in 2026. These airlines were Jet2 (expanding its existing operation into the summer season), Condor, Air France, Eurowings, AirAsia X, and Animawings. The onboarding meetings introduced airline representatives to our noise abatement procedures, with particular emphasis on Continuous Descent Operations (CDO) and departure track keeping. They also marked the start of a collaborative working relationship between the airport and each airline to support noise reduction. The Airspace Office will continue its airline engagement programme throughout 2026, maintaining open communication to drive continuous improvement.

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 look at our upgraded "InsightFull" pages which now provide more specific 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.

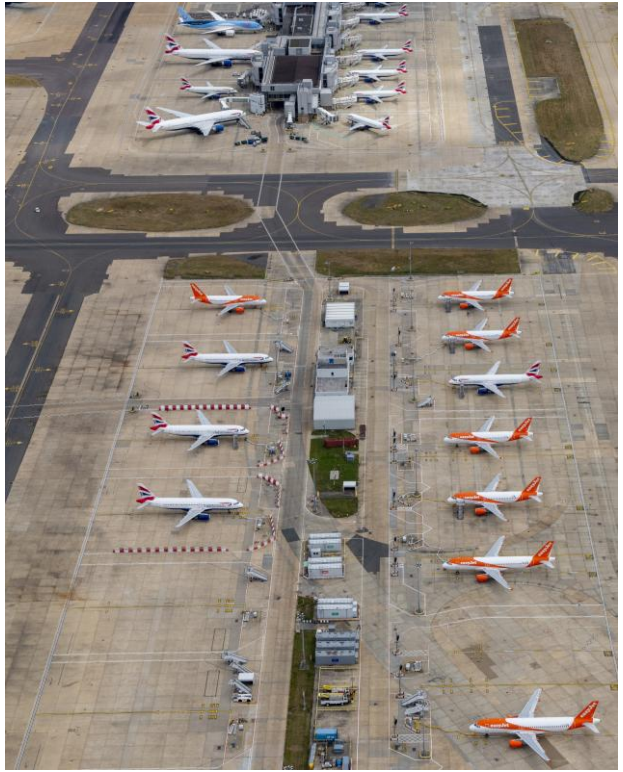
**Airspace Office**
London Gatwick

# 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). The 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 adherence to the noise abatement measures, the airline noise performance table, a report on night flying during the period, and analysis of noise complaints received.

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



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# Performance Summary – Key Performance Indicators

This section details how the airport is performing in terms of its Key Performance Indicators (KPIs) and how traffic numbers have changed 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 2026 | Q1 2026 vs Q1 2025 |
|---|---|---|
| Total Aircraft Movements | 52164 | -3.78% |
| Percentage of Chapter 14 aircraft | 67.55% | 3.09% |
| Percentage of Chapter 4 aircraft & above | 99.93% | -0.07% |
| Percentage of Chapter 3 & Below Aircraft | 0.03% | 0.03% |
| Continuous Descent Operations (CDO) performance | 91.60% | 0.29% |
| Track Keeping Conformance | 94.66% | 0.15% |
| Total Noise Infringements | 0 | 0.00% |
| Noise Complaints Received | 1842 | 34.06% |
| Individual complainants | 63 | -12.50% |
| Enquiry response performance target is 95% within 8 days | 99.50% | -0.30% |

*Figure 1: Summary of KPIs*

# Performance Summary – Airline Noise Performance Table

| Rank by ATMs | Airline name | Total movements | QC/Seat | Rank (QC) | CDA performance | Rank (CDA) | Previous Year CDA achievement | CDA achievement YoY% | TK conformance | Rank (TK) |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **easyJet** | 20,632 | 0.00183 | 10 | 96.13% | 4 | 95.32% | 0.9% | 99.87% | 24 |
| 2 | **BA EuroFlyer** | 5,500 | 0.00191 | 14 | 90.94% | 14 | 92.57% | -1.8% | 99.79% | 25 |
| 3 | Vueling | 3,378 | 0.00195 | 17 | 87.51% | 19 | 85.77% | 2.0% | 99.76% | 27 |
| 4 | easyJet Europe | 2,532 | 0.00193 | 15 | 91.07% | 13 | | Data not available | 99.91% | 22 |
| 5 | **TUI Airways** | 2,346 | 0.00244 | 23 | 93.08% | 9 | 94.36% | -1.4% | 99.69% | 29 |
| 6 | Ryanair | 2,232 | 0.00267 | 26 | 98.48% | 1 | 98.41% | 0.1% | 100.00% | 1 |
| 7 | Norwegian | 2,082 | 0.0028 | 27 | 89.34% | 17 | 89.36% | 0.0% | 99.71% | 28 |
| 8 | **British Airways** | 1,958 | 0.00325 | 31 | 87.16% | 20 | 89.36% | -2.5% | 99.87% | 23 |
| 9 | **WizzAir UK** | 1,556 | 0.00162 | 8 | 95.25% | 5 | 95.80% | -0.6% | 99.78% | 26 |
| 10 | Aurigny | 1,008 | 0.00186 | 13 | 90.66% | 15 | 92.98% | -2.5% | 100.00% | 1 |
| 11 | easyJet Switzerland | 764 | 0.00195 | 16 | 92.93% | 11 | | Data not available | 100.00% | 1 |
| 12 | TAP Portugal | 544 | 0.00221 | 20 | 77.57% | 30 | 82.89% | -6.4% | 100.00% | 1 |
| 13 | Turkish Airlines | 524 | 0.00182 | 9 | 89.31% | 18 | 92.45% | -3.4% | 98.89% | 32 |
| 14 | Emirates | 488 | 0.00285 | 28 | 86.12% | 22 | 76.30% | 12.9% | 100.00% | 1 |
| 15 | **Norse Atlantic Airways** | 462 | 0.00229 | 22 | 93.51% | 8 | 97.77% | -4.4% | 97.79% | 33 |
| 16 | WizzAir Hungary | 408 | 0.00185 | 12 | 89.71% | 16 | 82.02% | 9.4% | 100.00% | 1 |
| 17 | Air Europa | 360 | 0.00145 | 6 | 92.78% | 12 | 93.37% | -0.6% | 99.44% | 30 |
| 18 | Iberia Airlines | 358 | 0.00205 | 19 | 78.21% | 28 | 82.19% | -4.8% | 100.00% | 1 |
| 19 | China Eastern Airlines | 354 | 0.00395 | 34 | 63.84% | 33 | 62.39% | 2.3% | 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 97.3% of all movements which operated at London Gatwick during Q1 2026.

Previous year CDO achievement is shown from the same quarter in 2025. If an airline did not appear on the Q1 2025 table, 'data not available' is shown.

* Route 4 track keeping performance is excluded from the Airline Noise Performance Table.

*Figure 2a: Q1 2026 Airline Noise Performance Table*

# Performance Summary – Airline Noise Performance Table

| Rank by ATMs | Airline name | Total movements | QC/Seat | Rank (QC) | CDA performance | Rank (CDA) | Previous Year CDA achievement | CDA achievement YoY% | TK conformance | Rank (TK) |
|---|---|---|---|---|---|---|---|---|---|---|
| 20 | Jet 2 | 339 | 0.00331 | 33 | 86.47% | 21 | 80.18% | 7.9% | 99.31% | 31 |
| 21 | Swiss International Airlines | 302 | 0.00141 | 5 | 76.82% | 31 | 74.47% | 3.2% | 100.00% | 1 |
| 22 | Air Baltic | 282 | 0.00131 | 3 | 82.27% | 26 | 90.00% | -8.6% | 100.00% | 1 |
| 23 | Air Peace | 254 | 0.00589 | 35 | 97.64% | 3 | 91.01% | 7.3% | 100.00% | 1 |
| 24 | Isles of Scilly Skybus | 216 | 0.00298 | 30 | 50.00% | 35 | | Data not available | 97.17% | 35 |
| 25 | Air China | 210 | 0.00183 | 11 | 98.10% | 2 | 92.86% | 5.6% | 100.00% | 1 |
| 26 | Titan Airways | 193 | 0.00293 | 29 | 94.90% | 6 | 92.38% | 2.7% | 100.00% | 1 |
| 27 | Singapore Airlines | 182 | 0.00198 | 18 | 82.42% | 25 | 75.76% | 8.8% | 100.00% | 1 |
| 28 | Royal Air Maroc | 178 | 0.00327 | 32 | 79.78% | 27 | 83.54% | -4.5% | 100.00% | 1 |
| 29 | Sky Express | 172 | 0.00084 | 1 | 68.60% | 32 | 66.29% | 3.5% | 100.00% | 1 |
| 30 | Icelandair | 170 | 0.00154 | 7 | 92.94% | 10 | 94.19% | -1.3% | 97.37% | 34 |
| 31 | Air Transat | 162 | 0.00265 | 25 | 82.72% | 23 | 91.89% | -10.0% | 100.00% | 1 |
| 32 | Qatar | 162 | 0.00223 | 21 | 82.72% | 23 | 81.40% | 1.6% | 100.00% | 1 |
| 33 | KM Malta Airlines | 160 | 0.00113 | 2 | 93.75% | 7 | 92.22% | 1.7% | 100.00% | 1 |
| 34 | Air India | 151 | 0.00248 | 24 | 77.63% | 29 | 80.73% | -3.8% | 100.00% | 1 |
| 35 | SunExpress | 136 | 0.00136 | 4 | 60.29% | 34 | 62.50% | -3.5% | 100.00% | 1 |

*Figure 2b: Q1 2026 Airline Noise Performance Table*

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

This table includes 97.3% of all movements which operated at London Gatwick during Q1 2026.

Previous year CDO achievement is shown from the same quarter in 2025. If an airline did not appear on the Q1 2025 table, 'data not available' is shown.

* Route 4 track keeping performance is excluded from the 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

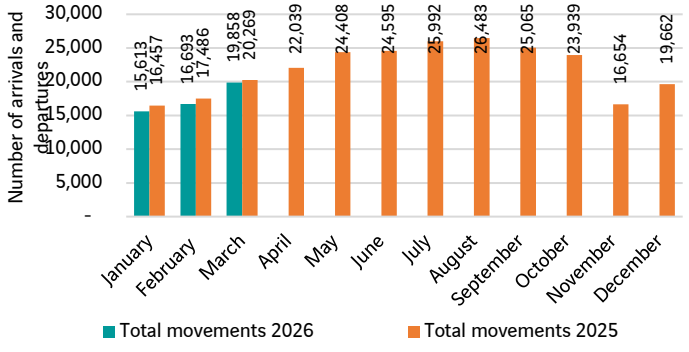


*Figure 3: Number of arrivals and departures for this year and last*

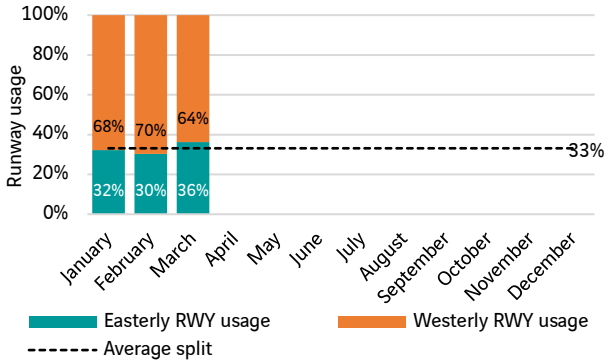


*Figure 4: Comparison of easterly and westerly runway usage*

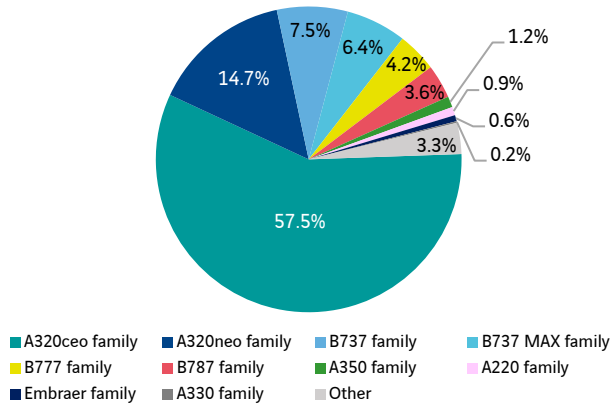


*Figure 5: Aircraft fleet mix in Q1 2026*

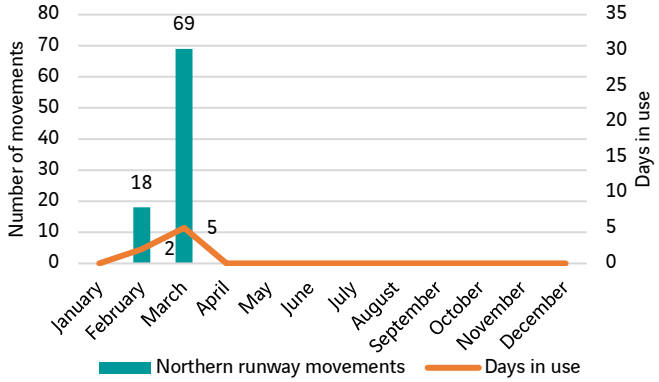


*Figure 6: Northern Runway usage*

The first quarter of 2026 recorded a 3.78% reduction in traffic compared with the same period in 2025, equating to an average of 683 fewer movements per month.

Westerly operations were dominant throughout the quarter, with an overall 67/33 operational split.

In Q1 2026, A320ceo aircraft accounted for 57.5% of movements, representing an increase from both Q1 2025 (54.3%) and the 2025 annual average (56.6%). Over the same period, use of the B737 family declined by 1.2%, offset by an equivalent 1.2% increase in the deployment of the more efficient B737 MAX aircraft.

The Northern Runway was not used during January. However, limited use resumed later in the quarter, with two days (18 movements) in February and five days (69 movements) in March. This upward trend reflects the transition from the winter season towards the commencement of summer operations.

# Arrivals Statistics – Continuous Descent Operations

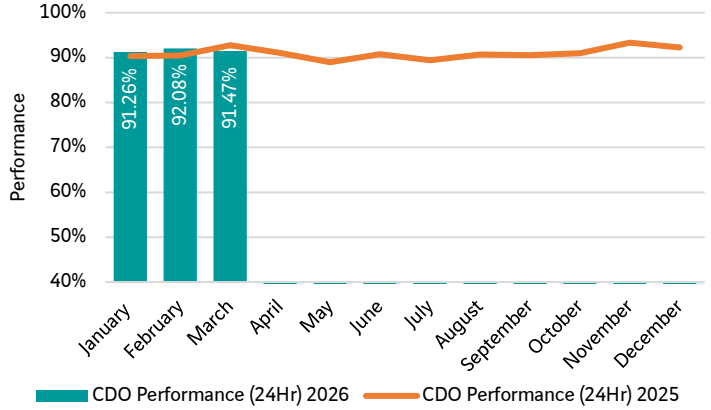


*Figure 7: CDO performance (24 hours)*

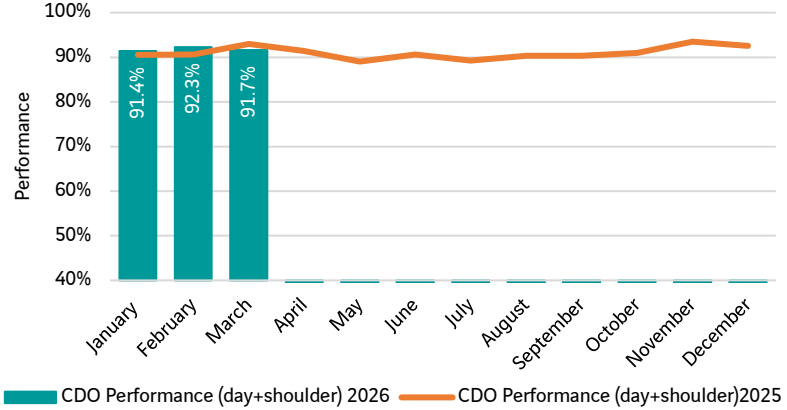


*Figure 8: CDO performance (Day & Shoulder periods)*

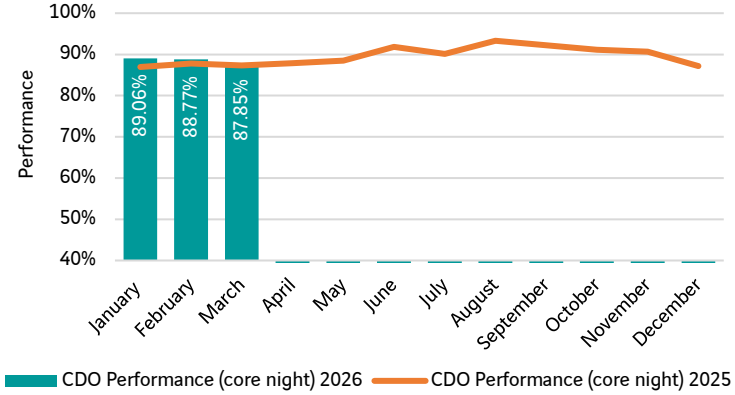


*Figure 9: CDO performance (Core Night period)*

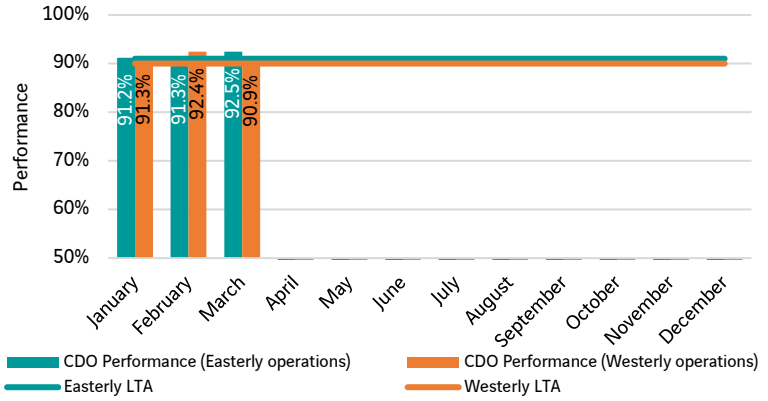


*Figure 10: CDO performance per runway*

Continuous Descent Operations (CDO) performance across the full 24-hour period exceeded 90% in each month of the quarter, reaching a year-to-date peak of 92.08% in February.

Performance during the day and shoulder period also remained strong throughout the quarter. However, CDO performance during the core night period fell slightly below 90% in each of the three months.

CDO performance for both easterly and westerly operations was broadly in line with long-term averages.

# 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.

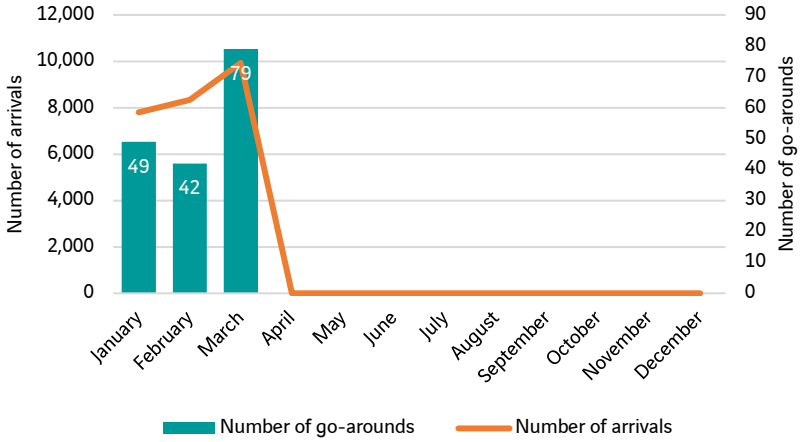


*Figure 11: Number of arrivals and go-arounds*

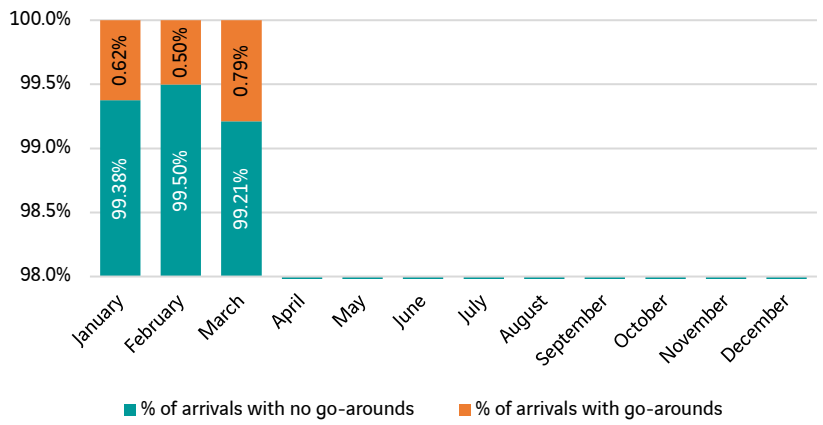


*Figure 12: Ratio of go-arounds*

# 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 13a, were Runway Occupied, Unstable Approach and Operational Reasons (Airport). Runway occupancy can be caused by a range of conditions, so the root causes are further broken down in Figure 13b. Figure 14 shows the ratio of the main reasons for go-arounds each month.

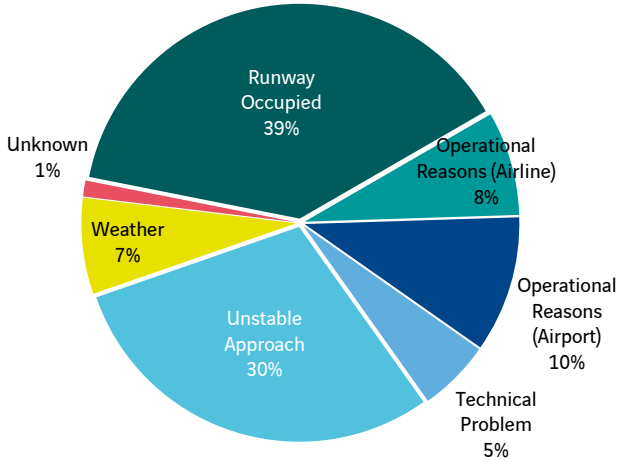


*Figure 13a: Main causes for go-arounds in Q1 2026*

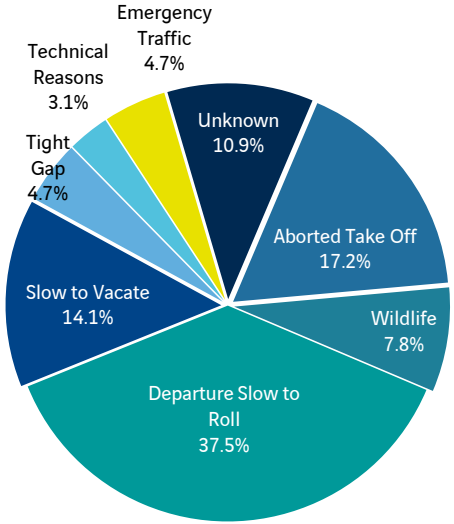


*Figure 13b: Runway Occupancy causes in Q1 2026*

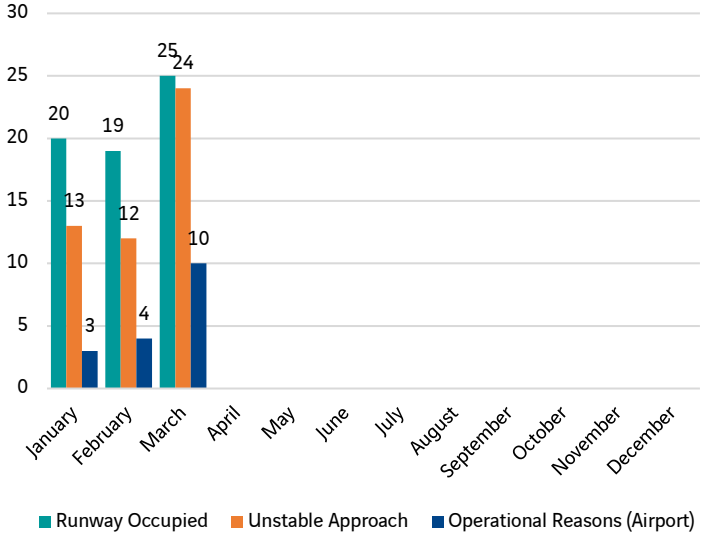


*Figure 14: Ratio of main reasons for go-arounds per month*

# Arrivals Statistics – Joining Point

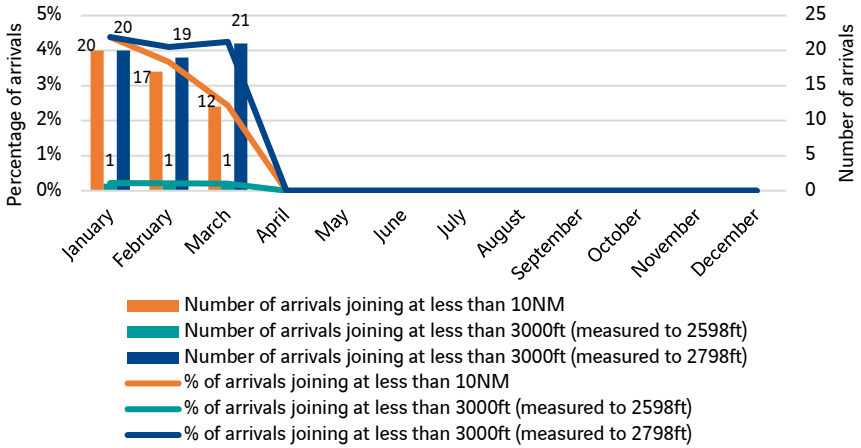


*Figure 15: Night-time joining point violations*[2]

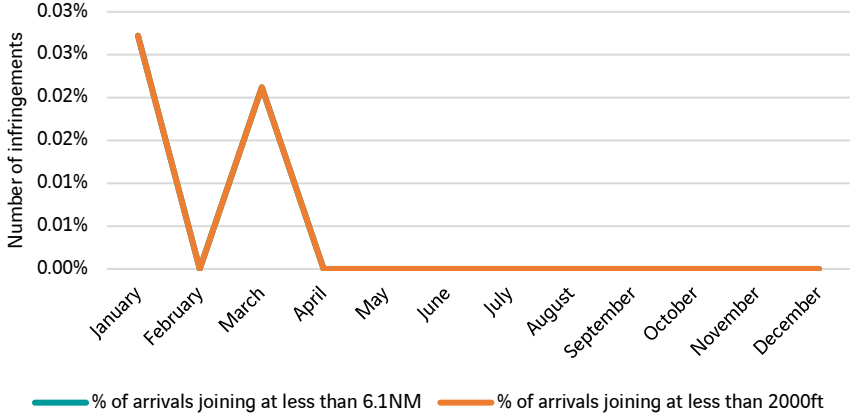


*Figure 16: Day time joining point violations*

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 started high for this time of year but dropped progressively as the quarter went on. The number of aircraft joining at less than 3,000ft (measured to 2,798ft) sat at around ~20 for all three months, again higher than is usually seen early in the year. The percentage of aircraft joining at less 3,000ft (measured to 2,798ft) remained fairly stable.

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. Helicopters and calibration flights are excluded from this requirement. In January, a 6.1NM violation occurred that was attributed to strong tailwinds. This increased the aircraft's speed, leading ATC to revise their approach instructions. Another occurred in March where the pilot requested a 5-nautical-mile final visual approach due to convective weather. 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

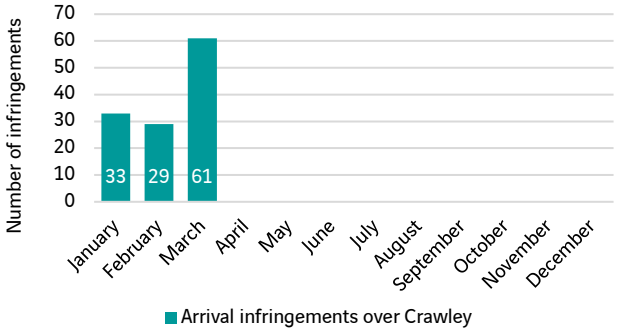


*Figure 17: Arrival infringements over Crawley*

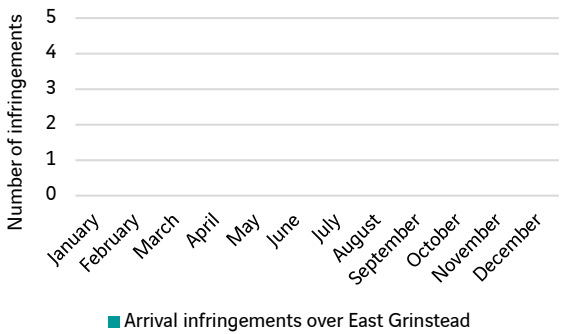


*Figure 18: Arrival infringements over East Grinstead*

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 in Q1 2026 were caused by go-arounds or discontinued approaches. The trend in infringements follows the trend in go-around numbers.

There were two infringements over Horsham in both January and March, all four of which occurred as a result of go-arounds.

The were no arrival infringements over East Grinstead, Horley or Lingfield in Q1.

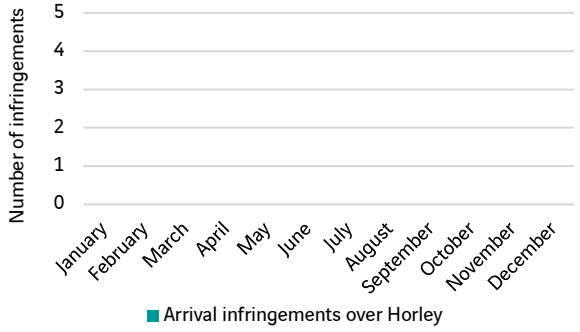


*Figure 19: Arrival infringements over Horley*

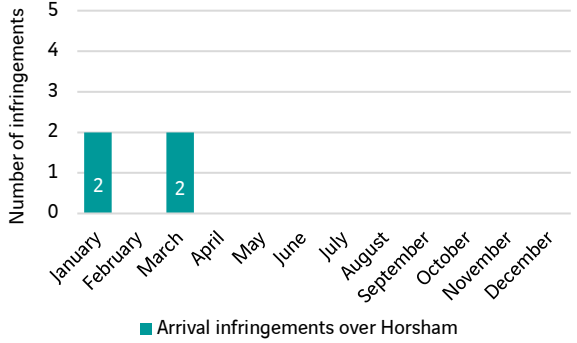


*Figure 20: Arrival infringements over Horsham*

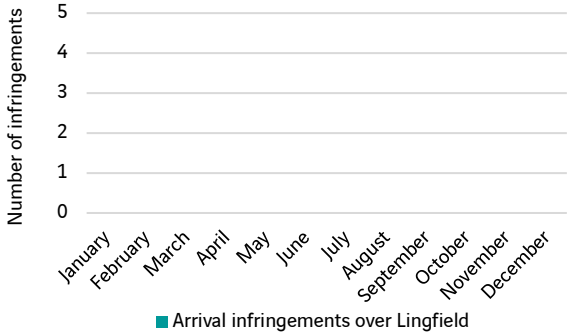


*Figure 21: Arrival infringements over Lingfield*

# Departure Statistics – Track Keeping

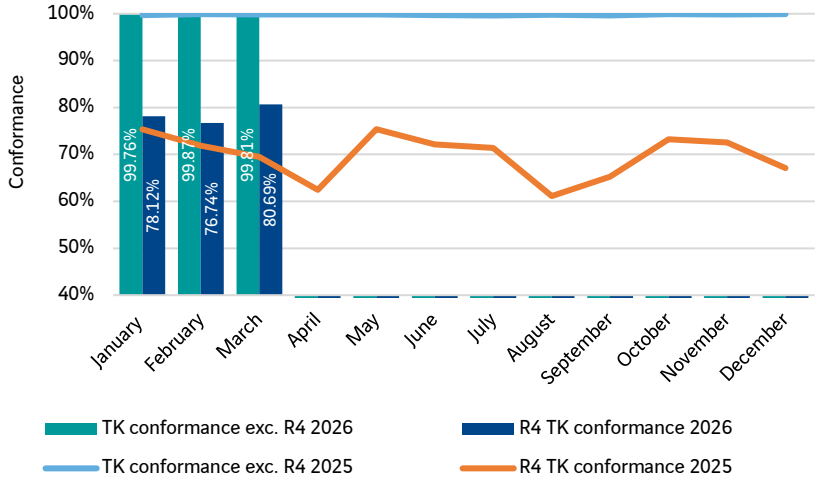


*Figure 22: TK conformance (24 hours)*

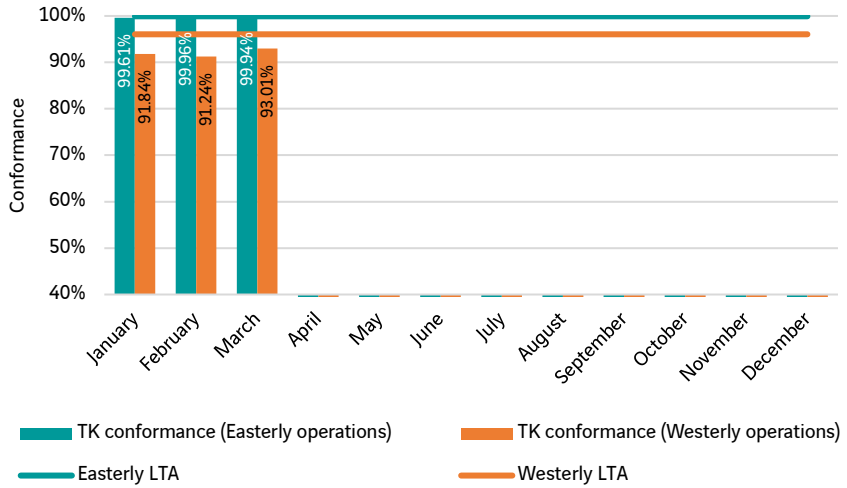


*Figure 23: TK conformance per runway*

Track keeping conformance on Route 4 was relatively strong throughout Q1, reaching 80.69% in March. Despite some improvement, the Airspace Office continues to engage with airlines which have poor conformance on this departure route.

Track keeping conformance on all other routes was at 99.7% or above, with the majority of deviations occurring as a result of weather avoidance for safety reasons.

Due to the known flyability issue on Route 4 (there is an airspace change process underway to rectify this) westerly departure conformance remains below the Long-Term Average (LTA). Conversely, easterly departure conformance was close to 100% for all three months in Q1.

# Departure Statistics – Track Keeping

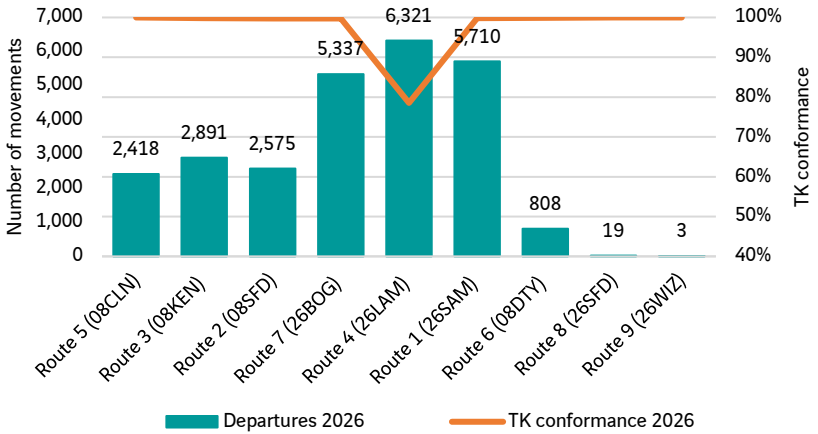


*Figure 24: Track keeping and route usage*

*Figure 25: Noise Preferential Routes (NPR) for departures*

Figure 24 highlights departure route utilisation during Q1 2026. For westerly departures, Routes 26LAM (Route 4), 26SAM (Route 1) and 26BOG (Route 7) were the most used, whilst Routes 08KEN (Route 3), 08SFD (Route 2) and 08CLN (Route 5) were the most common for easterly departures. Looking at conformance across the nine routes, Route 4 stands out amongst the others with a conformance rate of 78.55% due to the known flyability issue on this route. It is worth noting that Route 9 is used only rarely during periods of adverse weather as a tactical offload route.

Figure 25 shows a map of all nine Noise Preferential Routes. 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 flightpath towards their onward destination.

| 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 so far in 2026.

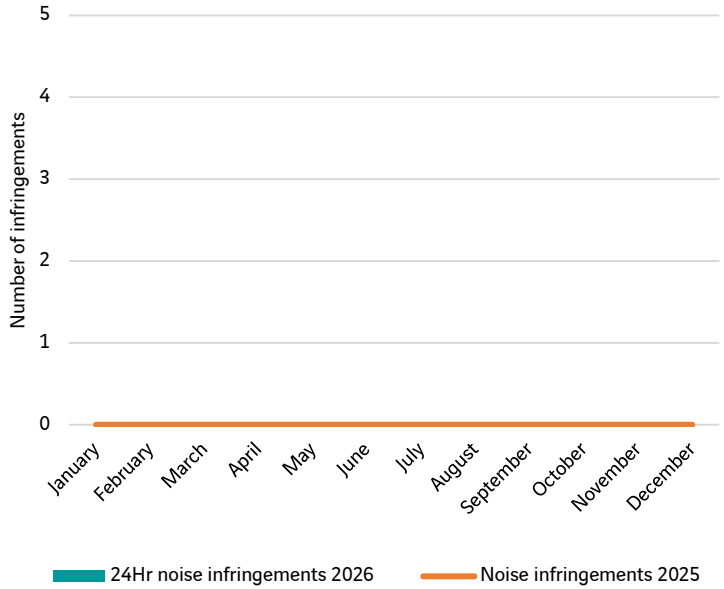


*Figure 26: H25 noise infringements*[6]

# Departure Statistics – Noise, Climb and Overflight

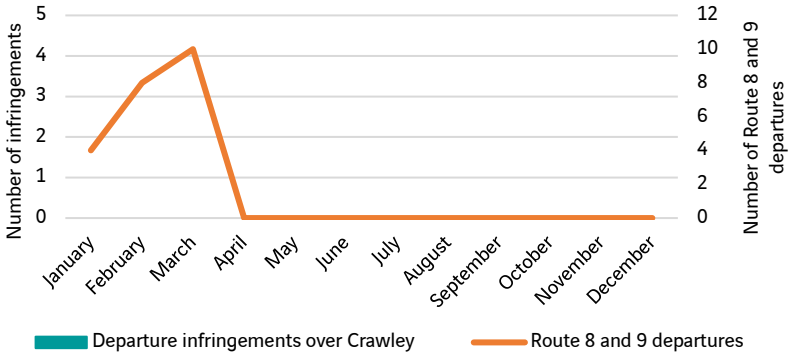


*Figure 27: Departure overflight infringements over Crawley*[4]

There were no departure infringements over Crawley in Q1 2026. There were no infringements of the 1,000ft altitude rule during this period either.

The proportion of Route 4 departures overflying Horley dropped as the quarter progressed – from 0.82% in January down to 0.41% in March. The number of departure infringements also declined in accordance with this trend.

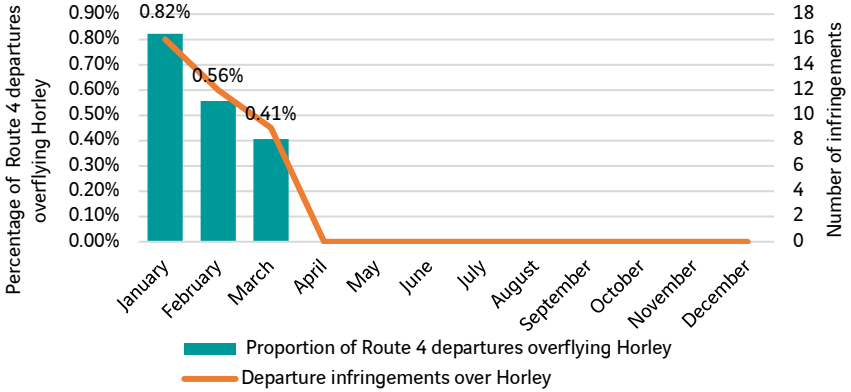


*Figure 28: Departure overflight infringement over Horley*[4]

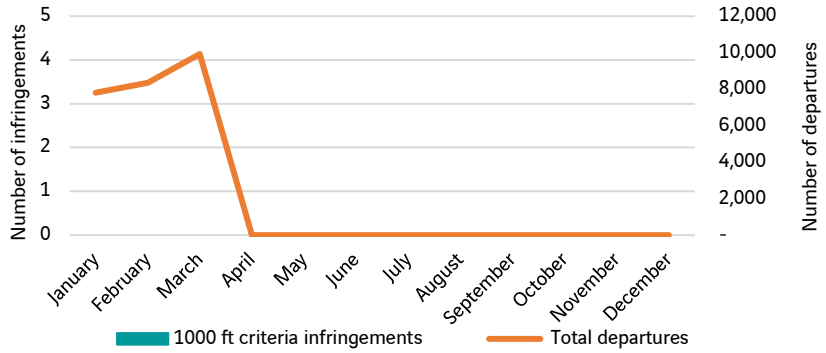


*Figure 29: Number of aircraft not meeting the required climb performance*[5]

# Night Operations – Winter Season

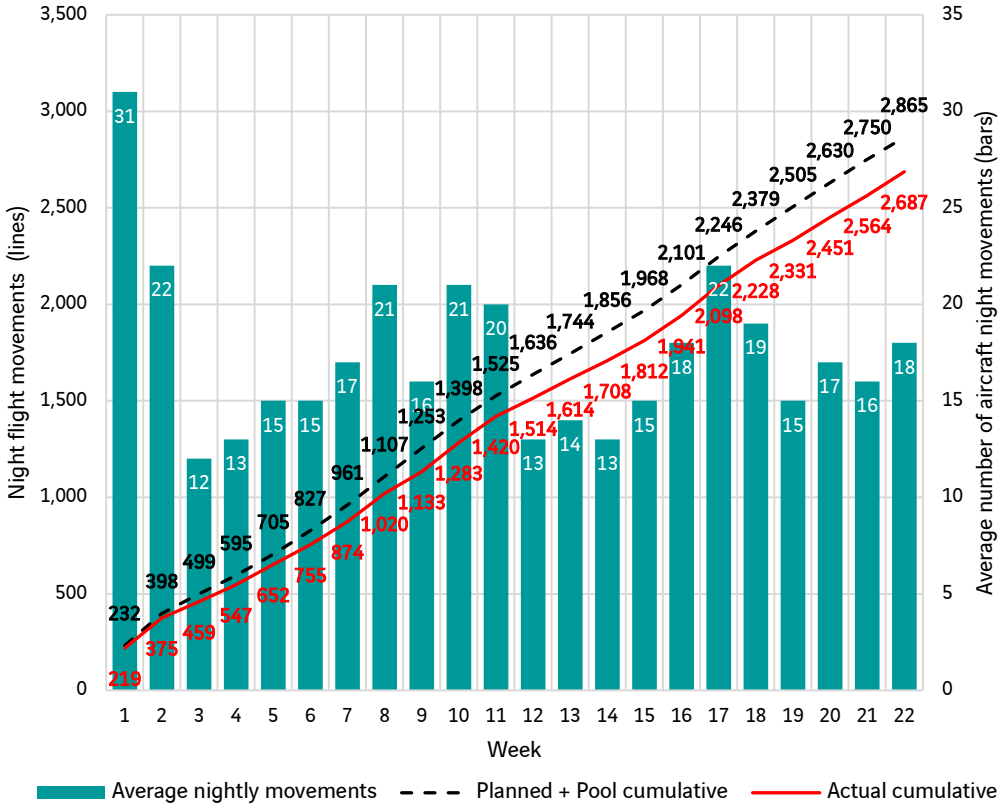


*Figure 32: Night flight movements in Winter 2025/26*

The Winter 2025/26 season ended on 29 March at 0100 local time. Figure 32 illustrates both the planned and actual usage of night flight movements up to the end of the season. 2,687 movements were recorded against an allocation of 3,250, equating to an 82.7% utilisation rate (excluding dispensations). 151 pool movements were utilised from 186, giving an 81.2% usage rate.

Figure 33 presents a breakdown of flights that either avoided operating during the night quota period (avoided) or utilised quota outside of planned allocations (non-dispensed). Only three dispensations were granted over the Winter 2025/26 – all of which were government dispensations to facilitate repatriation flights linked to the conflict in the Middle East.

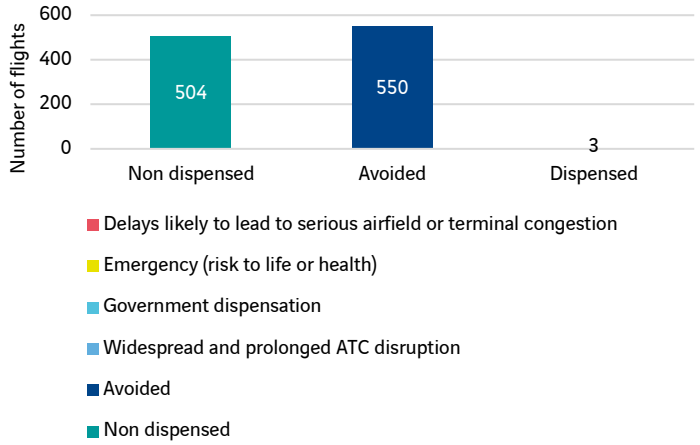


*Figure 33: Number of non-dispensed, avoided and dispensed flights*

# Noise Monitoring

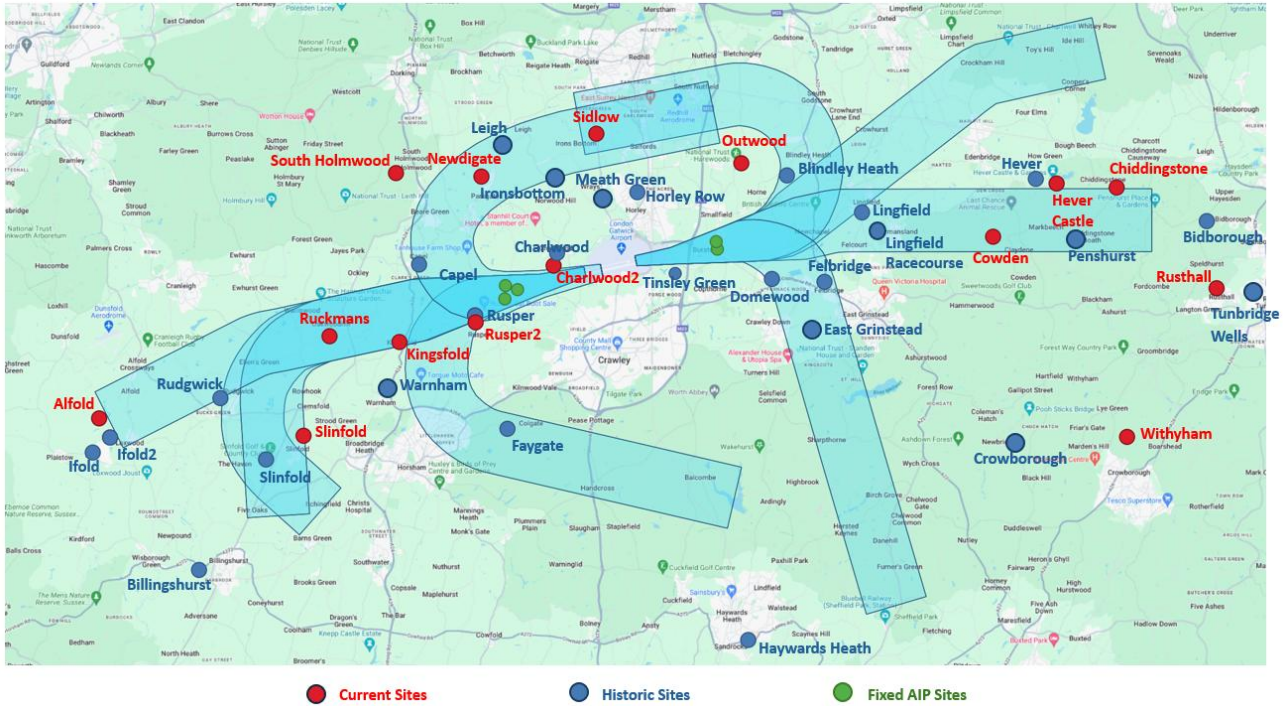


*Figure 34: Location of current and historical noise monitors and NPRs*

London Gatwick has a local noise monitoring system that consists of a number of 'monitoring stations'. Each station includes a microphone, recording device and transmitter to relay the data remotely.

The monitor records noise events from both aircraft and background sources, which could include road traffic or even the wind in the trees. The active monitoring of noise allows us to track aircraft noise levels, evaluate trends and make comparisons between noise environments.

Noise monitoring is useful as it gives a better understanding of the levels of aircraft noise and how it may affect communities surrounding the airport. It is especially important during trial periods where new routes or procedures may be under review.

The Gatwick Noise Monitoring Group (GNMG) is responsible for proposing the location of noise monitors and follows established processes.

# Complaints

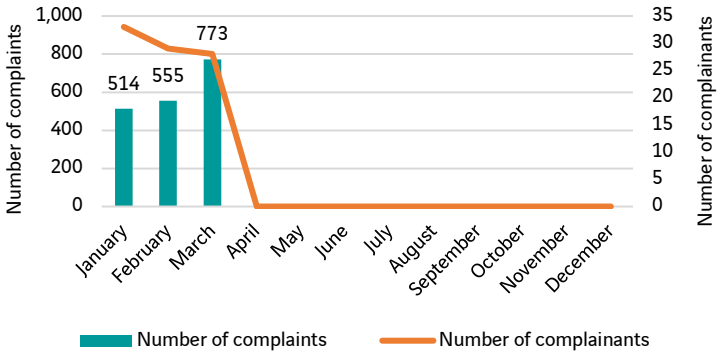


*Figure 35: Number of complaints and complainants*

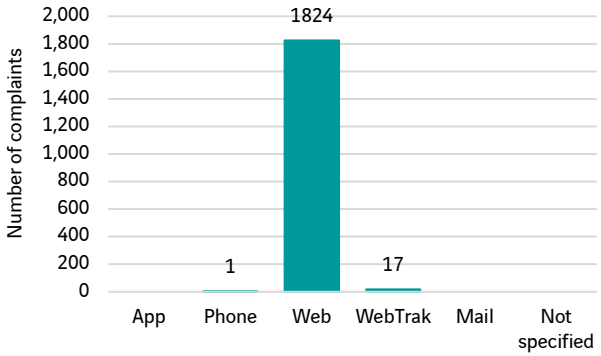


*Figure 36: Complaints submission methods (whole year)*

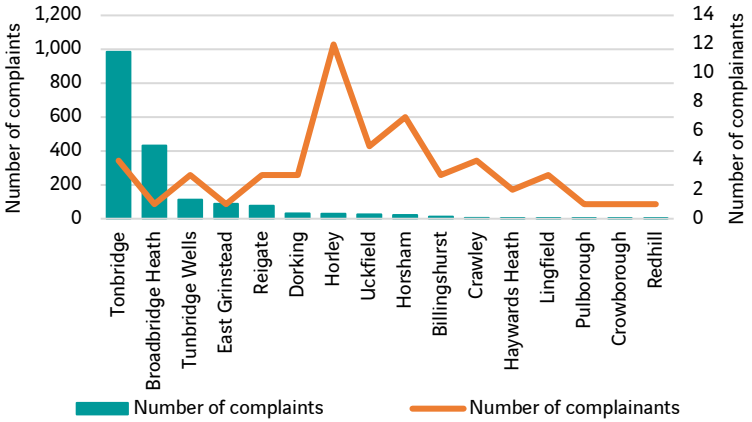


*Figure 37: Areas with most complaints*

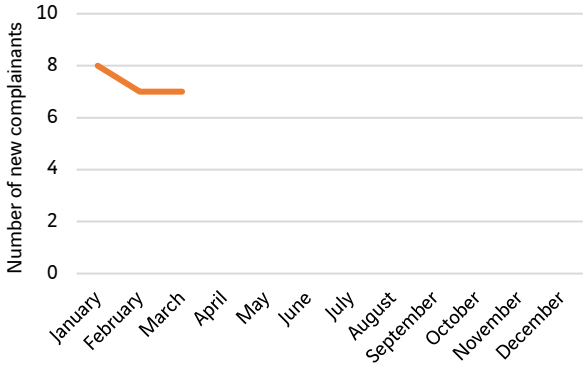


*Figure 38: New complainants*

Complaint volumes have increased in line with the rise in traffic observed so far this year. However, total complaints for the quarter (1,842) is significantly higher than was observed in Q1 2025 (1,374). This increase is not consistent with traffic levels though, as Q1 2026 recorded fewer movements than Q1 2025.

The number of individual complainants was highest in January before declining in February and March, showing a trend that contrasts with the overall increase in complaint numbers.

Almost all of the complaints made during the quarter were submitted via the online webform.

Figure 37 shows the regions generating the highest numbers of complaints, with the top three being Tonbridge, Broadbridge Heath (Horsham), and Tunbridge Wells. Notably, as was also the case throughout 2025, all complaints from Broadbridge Heath were submitted by a single individual.

Figure 38 shows that the number of new complainants remained broadly stable during the first three months of the year, with eight in January and seven in both February and March. This pattern is similar to Q1 last year.

# Complaint Categories

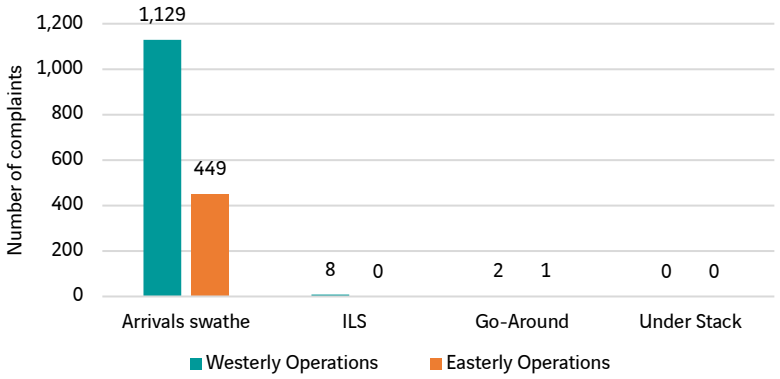


*Figure 39: Complaint categories during arrival operations*

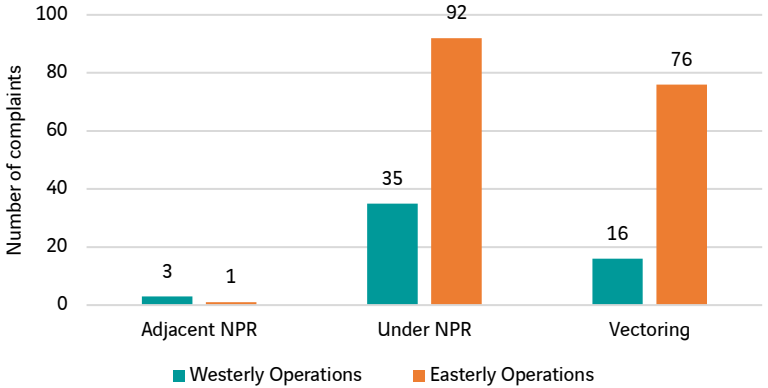


*Figure 40: Complaint categories during departure operations*

The majority of arrival-related complaints were associated with the westerly arrivals swathe, accounting for over 70% of such complaints during the quarter.

For departures, complaints were predominantly linked to easterly operations, particularly within the 'Vectoring' and 'Under NPR' categories. Overall, easterly operations accounted for 75% of all departure-related complaints in the quarter.

Nearly three quarters of all other complaints (those not related to arrivals or departures) were attributable to ground noise concerns, where the complainant is not directly overflown.

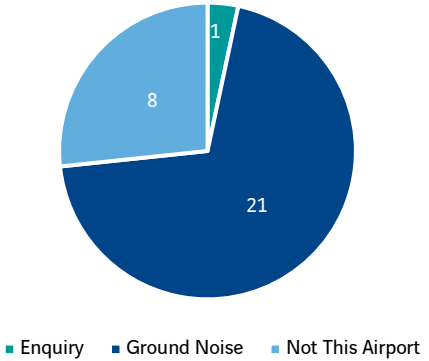


*Figure 41: Other complaint categories*

# Complainant Maps

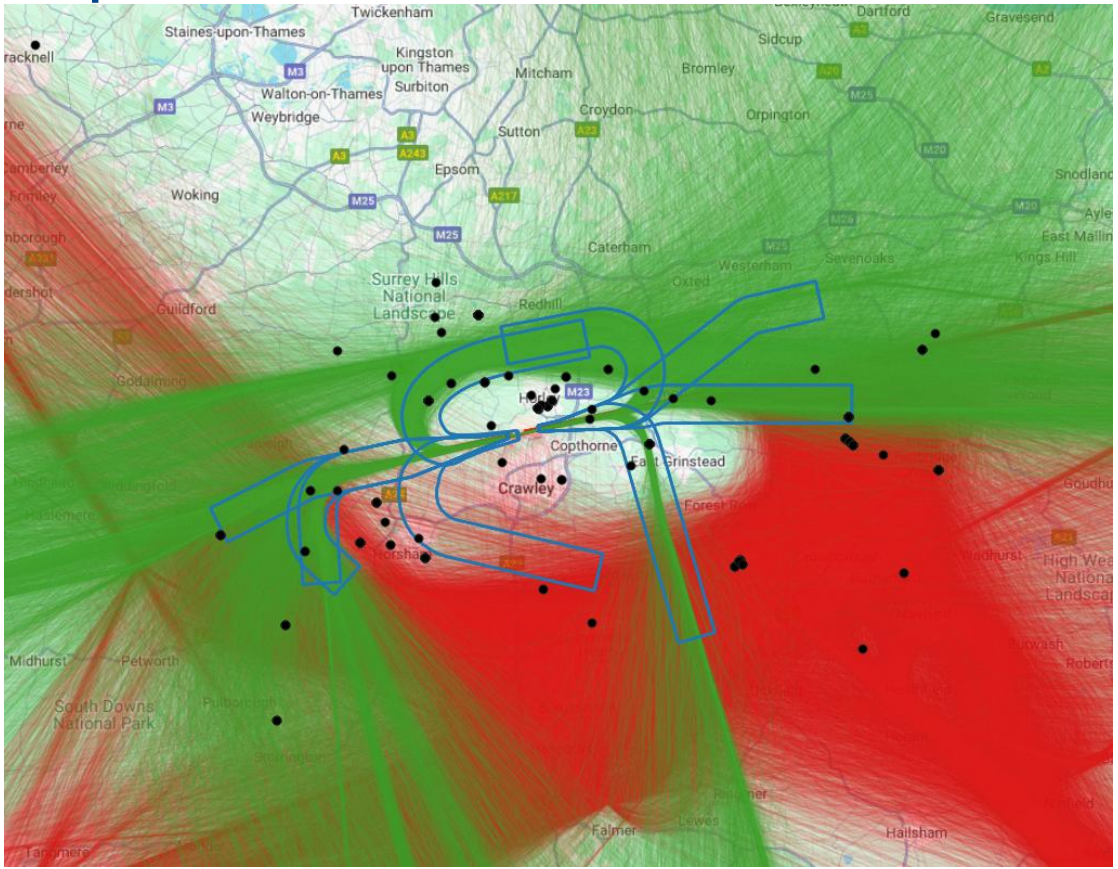


Figure 42a shows the distribution of individual complainants as well as the tracks of all movements this quarter.

*Figure 42a: Q1 2026 individual complainants with arrivals (red) and departure (green) tracks and Noise Preferential Routes*

# Complainant Maps

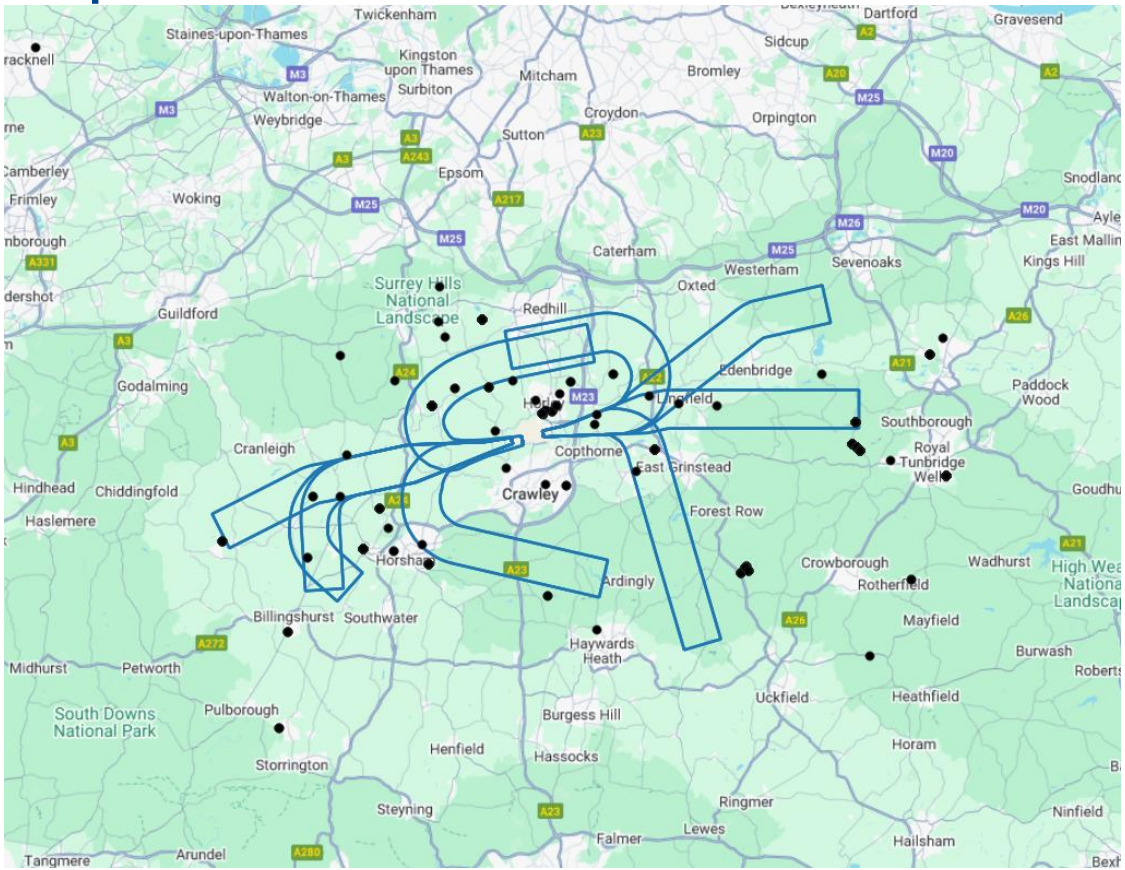


Figure 42b shows the distribution of individual complainants.

*Figure 42b: Q1 2026 individual complainants and Noise Preferential Routes*

# Ground Noise

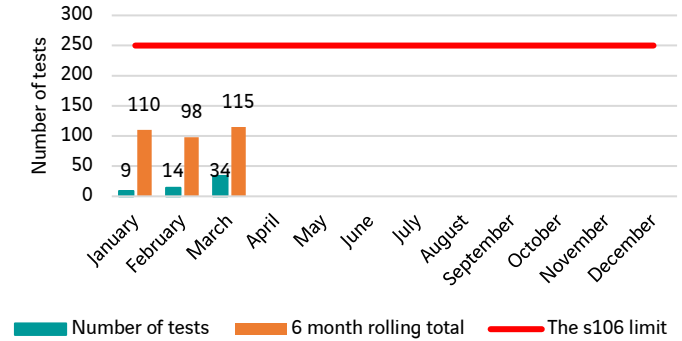


*Figure 43: Engine runs*

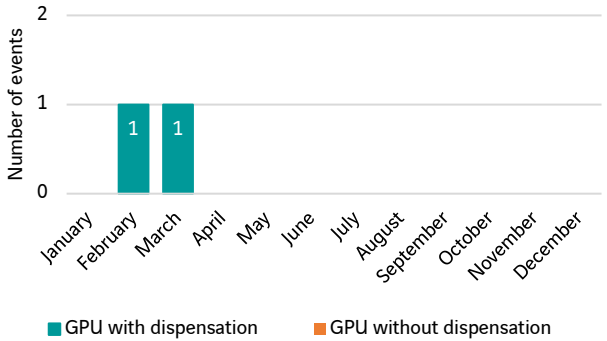


*Figure 44: GPU usage*

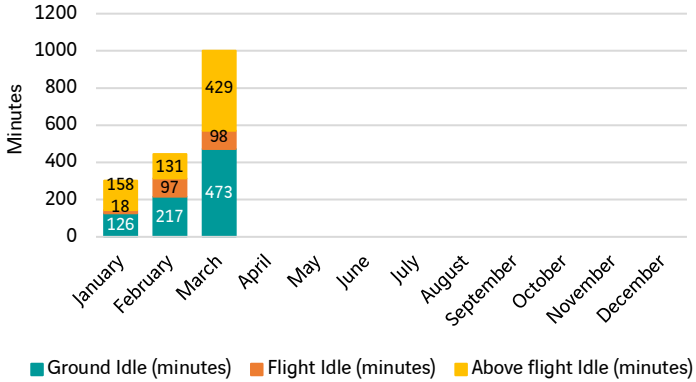


*Figure 45: Cumulative minutes of engine tests*

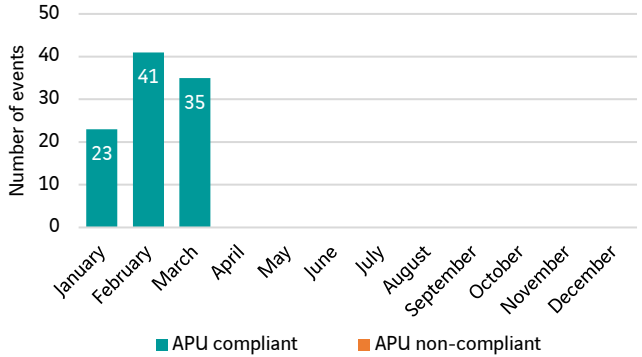


*Figure 46: APU usage*

Figure 43 shows that the number of engine tests conducted during Q1 was higher than typically observed for this time of year. This was compounded by elevated testing levels towards the end of 2025, which has increased the six-month rolling totals. Nevertheless, the number of engine tests undertaken remains comfortably within the Section 106 agreement limit of 250 tests over a six-month period.

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

Engine test durations broadly reflected the monthly distribution of tests, with the highest total duration recorded in March.

No instances of non-compliant Auxiliary Power Unit (APU) usage were reported during Q1.

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

# Annex A – Additional Statistics

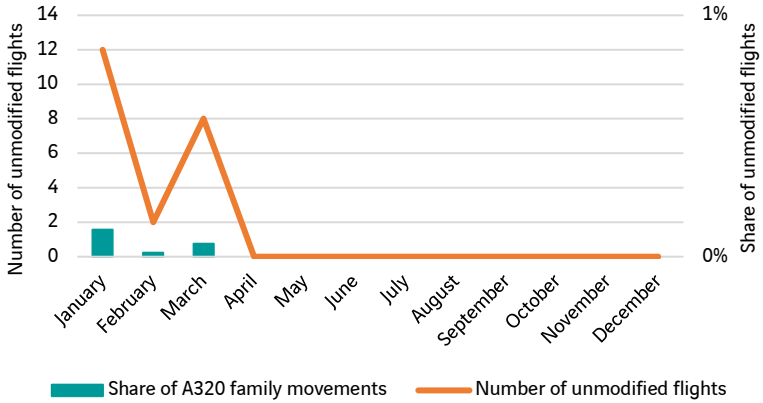


*Figure A-1: Number and share of flights by unmodified A320 family aircraft*

The number of flights operated by unmodified Airbus A320 family aircraft (those without the Fuel Over-Pressure Protector (FOPP) modification) in Q1 2026 was higher at the start of the year, with 12 movements recorded in January. This fell to just two in February before increasing again to eight in March. Similar month-to-month fluctuations were observed over the same period last year. During these months, unmodified A320s accounted for 0.1% (or less) 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.

# Annex A – Additional Statistics

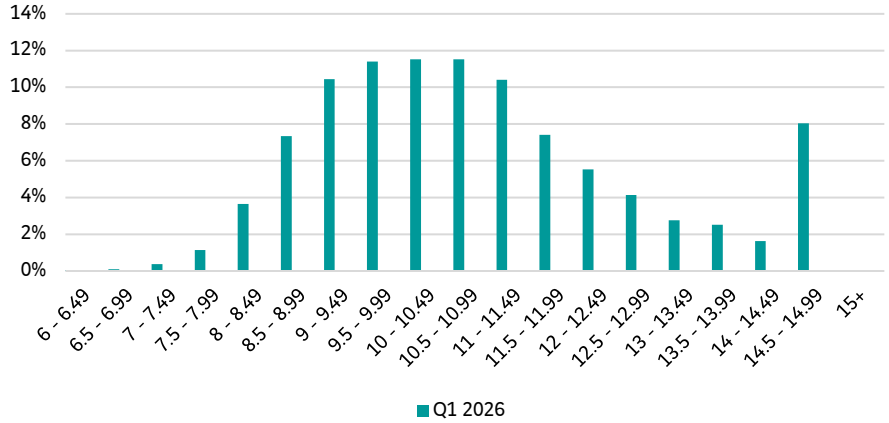


*Figure A-2: Traffic Joining ILS per quarter – Runway 26 Only*

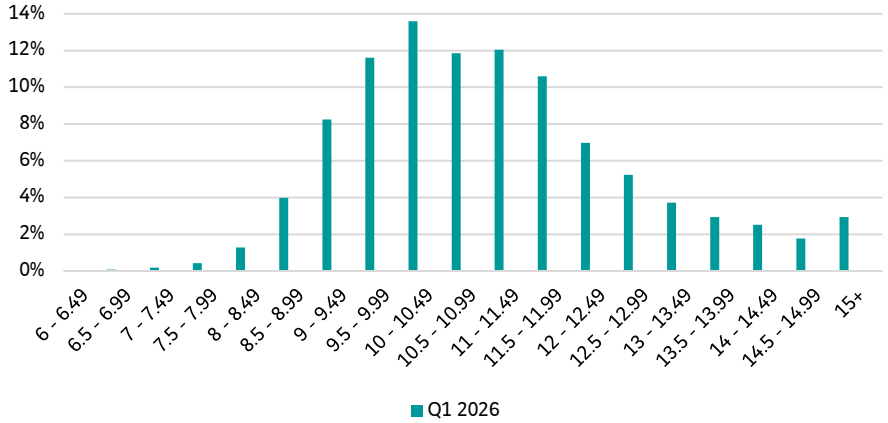


*Figure A-3: Traffic Joining ILS per quarter – Runway 08 Only*

During the first quarter of 2026, the vast majority of arrivals adhered to specific approach patterns for Runways 26 and 08. For Runway 26, 88.65% of arrivals joined the approach between 8 to 14 nautical miles (NM) from the runway threshold. An additional 9.69% of arrivals joined at distances greater than 14NM. Just 1.65% of arrivals joined at less than 8NM.

For Runway 08, 92.08% of arrivals joined the approach between 8 to 14NM. An additional 7.22% of arrivals joined at distances greater than 14NM. Just 0.70% of arrivals joined at less than 8NM.

*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

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.*

# Annex B – Noise Abatement Procedures

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 Lmax 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 Lmax by night (from 2300 (2200) to 0700 (0600) hours) and that it will not cause more than 87 dBA Lmax 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 l

*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.

### NATS

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.

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 – 20-year KPI table

| | 12 Month Performance | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parameter** | **2025** | **2024** | **2023** | **2022** | **2021** | **2020** | **2019** | **2018** | **2017** | **2016** | **2015** | **2014** | **2013** | **2012** | **2011** | **2010** | **2009** | **2008** | **2007** | **2006** |
| Track Keeping Conformance (% on track) | 92.28% | 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) | 90.87% | 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) | 90.92% | 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) | 90.38% | 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.) | 0 | 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) | 0 | 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 | 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 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 2 | 2 | 2 |
| Individual Complainants | 357 | 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 | 9,509 | 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 | 99.30% | 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 | 31 | 18 | 19 | 5 | 3 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 3 | 4 | 2 | 1 | 8 | | |
| Number of Fixed and Mobile Noise Monitors | 20 | 22 | 22 | 22 | 22 | 23 | 23 | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 10 | 11 | 11 | 11 | 10 | 10 |
| Northern Runway Movements | 2,924 | 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 (%) | 61/39 | 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 | 0.58% | 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% | 99% | 98% | 99% | 99% | 99% | 99.70% | 99% | 99% | 99% | 96% | 98% | | | | |
| Percentage of Chapter 14 Aircraft % | 67% | 65% | 63% | 62% | 58% | 66% | 62% | 56% | 55% | | | | | | | | | | | |
| Unmodified A320 Family Aircraft (% total ATM's) | 0.09% | 0.12% | 0.08% | 0.74% | 0.32% | 0.61% | 0.73% | 1.5% | 0.4% | | | | | | | | | | | |
| Total Aircraft Movements | 263,049 | 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 | 42,770,066 | 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[1] | |
|---|---|---|---|---|---|---|---|---|
| | Number of Engine Tests | 6-month rolling average | 6-month totals | Ground Idle | Flight Idle | Above Flight Idle | NT | ST |
| Jan-26 | 9 | 18 | 110 | 126 | 18 | 158 | 100.00% | 99.93% |
| Feb-26 | 14 | 16 | 98 | 217 | 97 | 131 | 99.98% | 99.95% |
| Mar-26 | 34 | 19 | 115 | 473 | 98 | 429 | 99.88% | 99.90% |
| Apr-26 | | | | | | | | |
| May-26 | | | | | | | | |
| Jun-26 | | | | | | | | |
| Jul-26 | | | | | | | | |
| Aug-26 | | | | | | | | |
| Sep-26 | | | | | | | | |
| Oct-26 | | | | | | | | |
| Nov-26 | | | | | | | | |
| Dec-26 | | | | | | | | |

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

# Annex F – Ground Noise Tables

| | APUs | | | | | | | GPUs[3] | |
|---|---|---|---|---|---|---|---|---|---|
| | Number of aircraft running APUs which were compliant | Number of aircraft running APUs which were not compliant[1] | Number of aircraft parked but not running APUs | 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-26 | 23 | 0 | 221 | 244 | 3 | 66 | 0 | 0 | 0 |
| Feb-26 | 41 | 0 | 143 | 184 | 3 | 66 | 0 | 1 | 0 |
| Mar-26 | 35 | 0 | 97 | 132 | 3 | 80 | 1 | 1 | 0 |
| Apr-26 | | | | | | | | | |
| May-26 | | | | | | | | | |
| Jun-26 | | | | | | | | | |
| Jul-26 | | | | | | | | | |
| Aug-26 | | | | | | | | | |
| Sep-26 | | | | | | | | | |
| Oct-26 | | | | | | | | | |
| Nov-26 | | | | | | | | | |
| Dec-26 | | | | | | | | | |

[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.

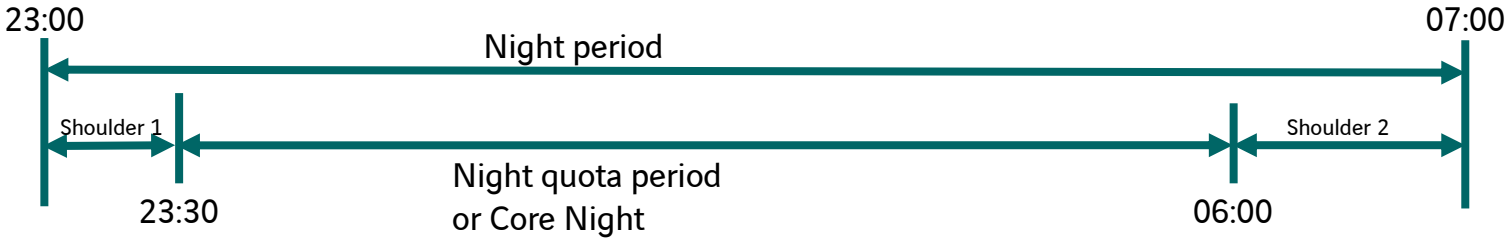


*Figure G-1: Definition of time periods referred to in this report*

# 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.

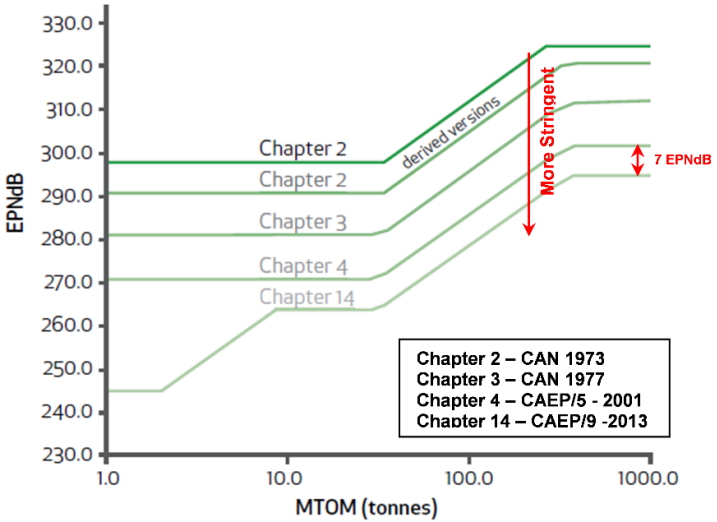


*Figure G-2: The progression of the ICAO Noise Standards for aeroplanes (Source: ICAO)*

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

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