London Gatwick Airspace Office 2025 Annual Report

This report covers the period 1 January – 31 December 2025

LONDON GATWICK

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Executive Summary

This comprehensive report provides essential insights into noise levels, track keeping, and airfield performance, offering a detailed overview of London Gatwick's operational landscape throughout 2025.

Air traffic movements grew by 1.3% during the first quarter compared to 2024; however, the following three quarters saw a slight decline. Overall, there were 263,049 movements in 2025, a 0.9% decrease compared to 2024. Track keeping conformance improved by 2%, and all three Continuous Descent Operations (CDO) metrics showed an increase, with the largest being a 1.6% improvement during the day and shoulder periods.

In 2025, 57 airlines operated from London Gatwick to 227 destinations, carrying 42.8 million passengers. On-Time Departures (OTD) increased to 70%, up from 59% in 2024. The airport maintained a declared peak capacity of 55 runway movements per hour, reaffirming London Gatwick as the most efficient single-runway airport in the world. The Airbus A320 family remained the most common aircraft type, accounting for 73% of all operations, while the use of newer generation aircraft such as the A350 and B737 MAX also increased

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The Airspace Office continued its airline engagement programme throughout 2025, meeting with 20 airlines. These discussions encouraged open dialogue between the Airspace Office and airlines, enabling the sharing of best practices and focusing on improving performance against noise metrics such as track keeping conformance and CDO. Notable successes from this engagement can be seen in the Airline Noise Performance Table (ANPT), including the three Wizz Air, Air Operator Certificate (AOC) holders, two of which achieved green ratings for CDO performance, and the third came close to the 85% threshold, achieving a 9.5% improvement. Another significant outcome was Emirates' Route 4 conformance, which improved from 19% in Q2 to 100% in Q4.

A year-on-year comparison for CDO was introduced to the ANPT in 2025, making trend identification easier. Of the airlines included in the annual table, 25 showed positive improvement in CDO performance, with six airlines moving up to the next RAG banding.

In 2025, 9,509 noise complaints were received from 357 complainants. While complaints decreased by 20%, the number of individual complainants increased by 9% compared to the previous year. Of these, 80% were from residents under the arrivals swathe, and 70% were submitted during westerly operations.

Executive Summary (cont'd)

A total of 10,178 flights were operated within core night hours during the 2025 summer season. 1,283 flights were recorded in the first 10 weeks of the 2025/2026 winter season. Both remained within the seasonal limits set by the Department for Transport.

During the first half of the year, Gatwick experienced an extended period of easterly operations, resulting in a west/east split of 61%/39%, slightly below the long-term average of 68%/32%. Despite this, Route 4 departure conformance remained between 62% and 75% throughout the year which was used for 41% of westerly departures. In the first half of 2026, a public consultation commenced with the aim of reintroducing satellite-based (RNAV) Standard Instrument Departures (SIDs) to Route 4, which is expected to increase conformance.

The Airspace Office continued to carefully monitor all aircraft activity, complete the relevant noise abatement compliance reporting, record and monitor noise levels through our network of Noise Monitoring Terminals, provide responses to noise complaints and requests for information, and monitor and report compliance with the night flying restrictions applicable to the airport. In addition, the airport continued to implement its Section 106 obligations and selected actions from our Noise Action Plan, as well as support the delivery of the Noise Management Board workplan.

In addition to the routine reports and updates provided to the Noise and Track Monitoring Advisory Group (NaTMAG), and the Noise Management Board (NMB), we recently introduced a dynamic Airspace and Noise Performance Dashboard on our website. These dynamic reports not only showcase the Aircraft Noise Performance Table (ANPT) featured in our standard reporting but also include dedicated dashboards for track keeping and Continuous Descent Operations. Users can delve into detailed data related to individual airline performance. This valuable resource enables members of the public to gain deeper insights into the aircraft activity at London Gatwick.

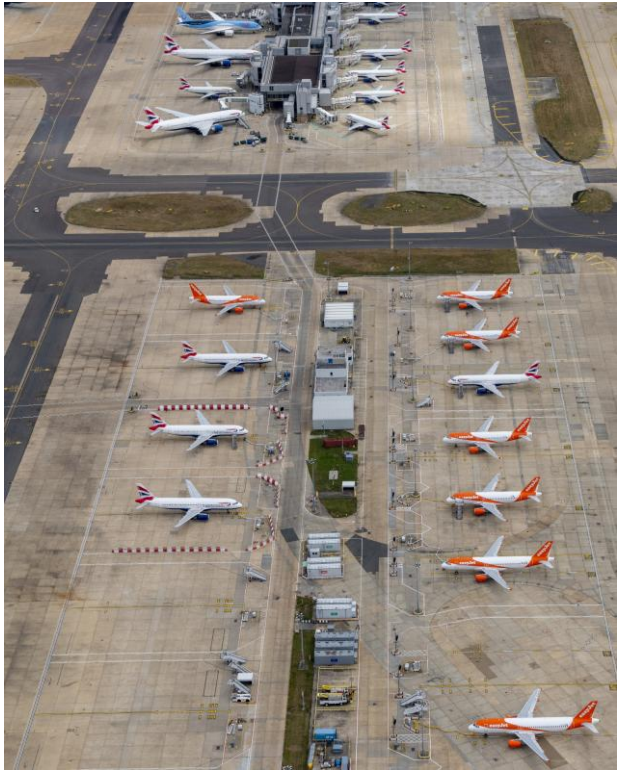
Airspace Office
London Gatwick

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
Gatwick Key Statistics 2025

- Total passengers: 42.8 million
- Aircraft movements: 263,049
- Total number of aircraft seats: 50.7 million
- Average load factor: 84.5%
- Largest airline: easyJet carrying 18.9m passengers
- Long haul passengers: 16%

Performance Summary
Key Performance Indicators

This section details how the airport is performing according to a suite of 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).

KPIs	Q1 2025	Q1 2025 vs Q1 2024	Q2 2025	Q2 2025 vs Q2 2024	Q3 2025	Q3 2025 vs Q3 2024	Q4 2025	Q4 2025 vs Q4 2024
Total Aircraft Movements	54,212	1.29%	71,042	-0.16%	77,540	-1.45%	60,255	-2.74%
Percentage of Chapter 14 aircraft	64.46%	2.18%	66.66%	0.24%	67.72%	1.70%	68.44%	3.01%
Percentage of Chapter 4 aircraft & above	99.97%	0.11%	99.93%	0.03%	99.80%	-0.11%	99.92%	0.00%
Percentage of Chapter 3 & Below Aircraft	0.00%	-0.03%	0.02%	0.01%	0.02%	0.01%	0.01%	-0.01%
Continuous Descent Operations (CDO) performance	91.31%	2.07%	90.26%	0.67%	90.20%	1.18%	92.05%	1.68%
Track Keeping Conformance	94.51%	3.23%	93.88%	3.70%	89.59%	1.20%	91.83%	-0.93%
Total Noise Infringements	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Noise Complaints Received	1,374	-39.10%	2,993	-31.77%	3,085	-18.49%	2,057	8.32%
Individual complainants	72	-11.11%	162	5.19%	203	18.02%	87	16.00%
Enquiry response performance target is 95% within 8 days	99.80%	0.30%	99.10%	0.48%	99.20%	3.77%	99.51%	0.41%

Figure 1: Summary of KPIs by Quarter

Performance Summary

Key Performance Indicators – Five-year view

This KPI table shows the last 5 years of statistics in line with the noise mitigation measures of the UK Aeronautical Information Publication (AIP).

Parameter	12 Month Performance											
	2025	2025 vs 2024		2024	2024 vs 2023		2023	2023 vs 2022		2022	2022 vs 2021		2021
Track Keeping Conformance (% on track)	92.28%	↑	2.00%	90.47%	↓	-0.76%	91.17%	↓	-6.36%	97.36%	↓	-0.86%	98.20%
24hr CDO (% achievement)	90.87%	↑	1.49%	89.53%	↑	0.79%	88.83%	↑	0.25%	88.61%	↓	-2.51%	90.89%
Day/Shoulder CDO (% achievement)	90.92%	↑	1.61%	89.48%	↑	0.49%	89.04%	↓	-0.17%	89.19%	↓	-1.92%	90.94%
Core night CDO (% achievement)	90.38%	↑	0.32%	90.09%	↑	3.42%	87.11%	↑	3.91%	83.83%	↓	-6.93%	90.07%
1000ft Infringements (No.)	0	↓	-100.00%	2	↑	100.00%	1	↑	100.00%	0		N/A	0
Departure Noise Infringements	0		N/A	0		N/A	0		N/A	0		N/A	0
Individual Complainants	357	↑	9.17%	327	↓	-40.00%	545	↓	-17.92%	664	↑	161.42%	254
Total Noise Complaints Received	9,509	↓	-19.98%	11,884	↑	10.10%	10,794	↓	-34.31%	16,431	↑	224.21%	5,068
Enquiry Response Performance Target is 95% Within 8 Days	99.30%	↓	-0.40%	99.70%	↑	2.05%	97.70%	↓	-1.41%	99.10%	↓	-0.88%	99.98%
Percentage of Chapter 4 (or equivalent) Aircraft %	99%	→	0.00%	99%	→	0.00%	99%	→	0.00%	99%	→	0.00%	99%
Percentage of Chapter 14 Aircraft %	67%	↑	3.08%	65%	↑	3.17%	63%	↑	1.61%	62%	↑	6.90%	58%
West/East Runway Split (%)	61/39		N/A	72/28		N/A	70/30		N/A	66/34		N/A	68/32
Total Air Traffic Movements	263,049	↓	-0.86%	265,319	↑	3.30%	256,831	↑	18.07%	217,524	↑	293.89%	55,225

Figure 2: Summary of 2025 KPIs

Performance Summary

Comparison to Noise Action Plan 2016 Baseline

Parameter	+/-	12 Month Performance Averages[1] 2025	2024	2019	2016	2006
Track Keeping Conformance (% On Track)[2]	▲	92.28%	90.47%	98.42%	98.56%	98.17%[3]
24hr CDO (% Achievement)[4]	▲	90.87%	89.53%	89.58%	88.58%	80.79%
Day/Shoulder CDO (% Achievement)	▲	90.92%	89.48%	89.70%	88.18%	79.90%
Core Night CDO (% Achievement)	▲	90.38%	90.09%	88.27%	92.90%	89.60%
1,000ft Infringements (No.)	▼	0	2	0	0	11
Departure Noise Infringements (Day)	-	0	0	1	0	10
Departure Noise Infringements (Night/Shoulder)	-	0	0	0	1	2
Individual Complainants	▲	357	327	698	2,324	587
Total Noise Complaints Received[5]	▼	9,509	11,884	25,593	17,715	4,791
Enquiry Response Performance Target is 95% Within 8 Days	▼	99.30%	99.70%	77.63%	46.55%	-
West/East Runway Split (%)	-	61/39	72/28	68/32	67/33	68/32

Figure 3: Summary of 2025 and 2024 KPIs against the 2016 NAP Baseline

[1] The colour indicates the most recent 12-month performance compared to the 2016 NAP Baseline, with green showing improvement and red a decline in performance, the directional arrow indicating performance compared to the previous 12-month performance.

[2] Track keeping statistics measurement changed on the 26 May 2016 due to the Route 4 amendment, all SIDs are now included in the total figure.

[3] This figure did not include deviations from prop types or those due to weather.

[4] As a result of the Independent Review of Arrivals, it was recommended (Imm-05) that the CDO monitoring altitude be increased from 6,000ft to 7,000ft as of 1 August 2016.

[5] Complaints are recorded in line with our published Complaints Handling Policy. The revised policy, published in November 2014, advised that only one complaint per day is recorded per individual. On the 29 September 2016, there was a further revision to our Complaints Handling Policy which now allows individuals to make multiple complaints per day and these will each be recorded. It is important to note that, since January 2018, complaints which have been deleted from the NTK system are no longer counted in the complaint statistics when they had been previously. Complaints are only deleted if they contain abusive, obscene or threatening language.

Airline Noise Performance Table

In order to drive continuous improvement and to help showcase airline performance in relation to noise, London Gatwick issues a quarterly Airline Noise Performance Table (ANPT), comparing operators' performance against strategic and operational metrics. This report presents the ANPT for the whole of 2025. Carriers with an established base at London Gatwick are in **bold.**

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDO performance	Rank (CDO)	Previous Year CDA achievement	CDA achievement YoY%	TK conformance	Rank (TK)
1	**easyJet**	110,047	0.0018	11	95.52%	3	95.32%	0.2%	99.87%	19
2	**BA EuroFlyer**	25,959	0.0019	17	91.35%	13	90.07%	1.4%	99.76%	23
3	Vueling	17,766	0.0019	16	86.04%	18	85.88%	0.2%	99.79%	22
4	**TUI Airways**	13,838	0.0024	25	93.48%	9	91.25%	2.5%	99.74%	25
5	easyJet Europe	11,061	0.0019	14	92.15%	11		Data not available	99.75%	24
6	Norwegian	10,573	0.0031	31	87.95%	17	89.07%	-1.3%	99.95%	16
7	**British Airways**	8,350	0.0034	35	88.49%	16	88.43%	0.1%	99.21%	35
8	**Wizz Air UK**	8,108	0.0017	9	94.33%	6	93.37%	1.0%	99.68%	29
9	Ryanair	8,010	0.0027	29	97.68%	1	97.77%	-0.1%	99.95%	17
10	Aurigny	4,268	0.0018	12	90.90%	14	78.97%	15.1%	99.91%	18
11	Wizz Air Malta	3,882	0.0017	7	85.88%	19	79.12%	8.5%	99.74%	26
12	Wizz Air Hungary	2,613	0.0017	8	83.47%	23	76.20%	9.5%	100.00%	1
13	Turkish Airlines	2,561	0.0025	27	91.41%	12	86.52%	5.7%	100.00%	1
14	TAP Portugal	2,408	0.0022	21	78.49%	28	73.27%	7.1%	99.83%	21
15	**Norse Atlantic Airways**	2,286	0.0022	22	97.20%	2	97.90%	-0.7%	99.41%	34
16	Emirates	2,190	0.0024	24	73.24%	32	72.79%	0.6%	99.56%	31
17	easyJet Switzerland	2,108	0.0019	13	94.30%	7		Data not available	99.71%	27
18	SunExpress	1,700	0.0026	28	57.18%	37	57.16%	0.0%	100.00%	1

Airlines are ranked by number of total movements. The ranking within each metric is presented. The threshold for inclusion is an average of 10 movements per week. In the 2025 ANPT, there were an additional 2 airlines compared to the previous year.

This table includes 97.2% of all movements which operated at London Gatwick throughout 2025.

In total, the Airspace Office conducted 20 airline engagement meetings in 2025. The agenda of these meetings includes discussion of this table as part of a wider conversation on continuous operational improvement.

Previous year CDO achievement is shown. If an airline did not appear on the 2024 table, 'data not available' is shown.

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

Figure 4a: Airline Noise Performance Table

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDO performance	Rank (CDO)	Previous Year CDA achievement	CDA achievement YoY%	TK conformance	Rank (TK)
19	Air Europa	1,464	0.0031	33	90.30%	15	78.58%	14.9%	99.86%	20
20	Air Baltic	1,432	0.0013	3	82.96%	24	81.75%	1.5%	100.00%	1
21	Qatar Airways	1,274	0.0019	15	84.46%	21	82.39%	2.5%	100.00%	1
22	Iberia Express	1,264	0.002	20	78.64%	27	74.15%	6.1%	100.00%	1
23	China Eastern Airlines	1,230	0.0047	36	61.46%	36	35.34%	73.9%	99.60%	30
24	Air China	1,206	0.0019	18	94.20%	8	73.08%	28.9%	100.00%	1
25	Air Transat	1,168	0.003	30	80.14%	25	81.68%	-1.9%	100.00%	1
26	Eastern Airways	1,075	0.0022	23	84.36%	22	86.08%	-2.0%	100.00%	1
27	Icelandair	872	0.0016	6	92.89%	10	89.91%	3.3%	99.46%	32
28	Swiss International Airlines	832	0.0014	4	70.91%	34	56.35%	25.9%	99.69%	28
29	Air India	810	0.0025	26	77.04%	30	80.90%	-4.8%	100.00%	1
30	Air Peace	786	0.0058	37	95.42%	4		Data not available	98.98%	37
31	Royal Air Maroc	750	0.0032	34	75.47%	31	74.05%	1.9%	100.00%	1
32	KM Malta Airlines	728	0.0012	2	94.78%	5	90.78%	4.4%	99.14%	36
33	Sky Express	724	0.001	1	68.23%	35	62.30%	9.5%	100.00%	1
34	Singapore Airlines	682	0.002	19	77.13%	29		Data not available	100.00%	1
35	Saudia	576	0.0017	10	72.57%	33		Data not available	99.42%	33
36	Air Mauritius	570	0.0016	5	79.65%	26	39.38%	102.3%	100.00%	1
37	Jet2	540	0.0031	32	84.76%	20	87.50%	-3.1%	100.00%	1

Airlines are ranked by number of total movements. The ranking within each metric is presented. The threshold for inclusion is an average of 10 movements per week. In the 2025 ANPT, there were an additional 2 airlines compared to the previous year.

This table includes 97.2% of all movements which operated at London Gatwick throughout 2025.

In total, the Airspace Office conducted 20 airline engagement meetings in 2025. The agenda of these meetings includes discussion of this table as part of a wider conversation on continuous operational improvement.

Previous year CDO achievement is shown. If an airline did not appear on the 2024 table, 'data not available' is shown.

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

Figure 4b: 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 London Gatwick are highlighted in **bold.**

Airlines with CDO performance or track keeping conformance 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 the 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) Conformance

Track keeping conformance 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 conformance 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 conformance at airport level is also presented separately in this report.
RAG definition: **Green ≥ 95%** **90% ≤ Amber < 95%** **Red < 90%**

Airport and Runway Statistics

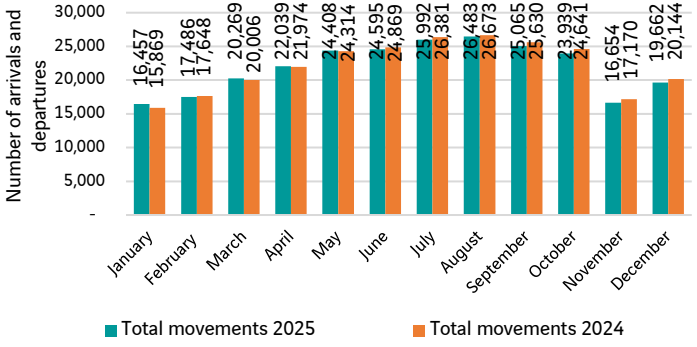

Figure 5: Comparison of arrival and departure numbers over the past two years

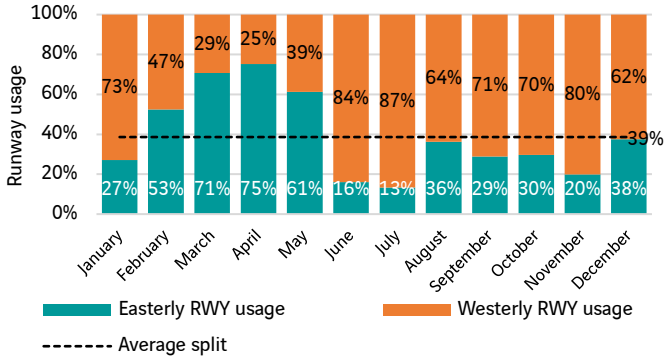

Figure 6: Comparison of easterly and westerly runway usage

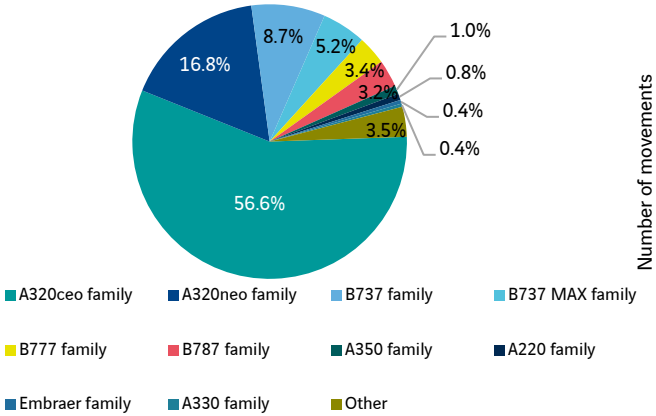

Figure 7: Aircraft fleet mix

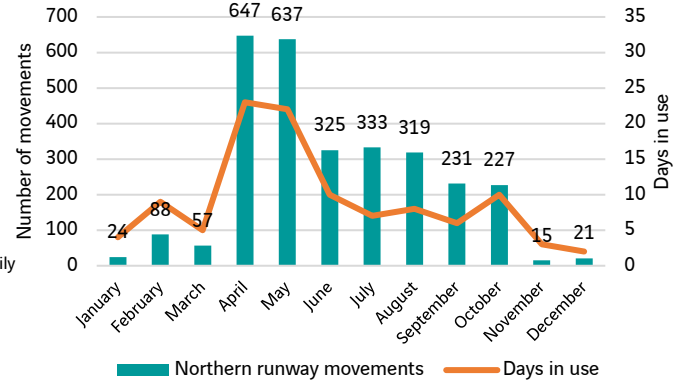

Figure 8: Northern Runway usage

Traffic movements continued to increase in Q1 2025 monthly compared to the previous year. From April 2025, traffic movements were slightly below 2024 levels per month, with an overall reduction of 0.86% across the year. Airlines adjusted their schedules during the summer period to meet reduced customer demand.

Westerly operations remained the primary direction for arrivals and departures in 2025, although the proportion fell from the long-term average of 68% to 61%. This shift was primarily driven by sustained periods of easterly winds between February and May, and again in December.

Northern Runway movements increased in April and May, aligned with the rise in summer season activity and higher nighttime movements. A subsequent reduction occurred during the peak summer months due to revised Main Runway maintenance closures.

Across the year, 73% of all aircraft operating at Gatwick were from the Airbus A320 family, consistent with 2024 levels. The use of A320neo aircraft saw a slight decline of 1.3%, while B737 MAX operations increased by 1.7%. These changes reflect the mix of airlines operating at Gatwick in 2025 and the ongoing diversification of fleets between Airbus and Boeing amid global supply constraints. The A350 and A330 were added to the chart this year, with the A350 representing a newer generation of aircraft offering reduced noise and emissions compared to older long-haul aircraft.

Movements by Aircraft Type

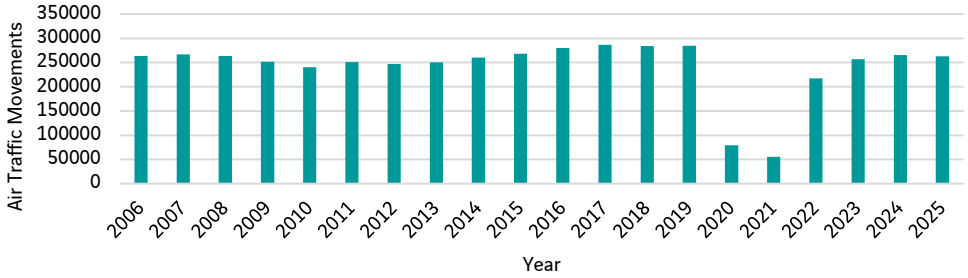

Figure 9: Annual Air Traffic Movements 2006-2025

Figure 9 presents annual air traffic movements since 2006, while Figure 10 provides a breakdown of aircraft types that operated out of London Gatwick in 2025 compared against the previous year.

During 2025, London Gatwick welcomed several new airlines, and some operators introduced new aircraft or temporarily adjusted their fleets. Quieter, newer-generation aircraft such as the A350 and Boeing 737 MAX saw notable growth, up 39% and 49% respectively, while the A320neo and A321neo experienced slight reductions, reflecting shifts in airline fleet strategies and global supply constraints. Older, noisier aircraft types, including the A340 and B767, saw significant decreases in usage.

The use of the B757 increased by 208%, was driven largely by Icelandair's expanded operations at London Gatwick, however, they also increased their use of the B737 MAX by 32%. There was additional growth in Dassault Falcon operations, primarily attributed to Signature and other private operators.

In February 2025, a Lufthansa B747 diverted into Gatwick due to a medical emergency before departing onward to Frankfurt. Gatwick also welcomed its first electric-powered propeller aircraft during the year.

Aircraft Type	2025	2024	Percentage Change from 2024 to 2025
Airbus A220	1,988	1,706	16.53%
Airbus A310	2	0	100%
Airbus A319	49,785	50,906	-2.20%
Airbus A320	85,479	83,097	2.87%
Airbus A320 Neo	17,743	19,374	-8.42%
Airbus A321	13,698	14,460	-5.27%
Airbus A321 Neo	26,427	28,623	-7.67%
Airbus A330	818	1,072	-23.69%
Airbus A330neo	436	346	26.01%
Airbus A340	14	38	-63.16%
Airbus A350	2,620	1,879	39.44%
Airbus A380	1,882	1,850	1.73%
ATR 42/72	5,335	5,706	-6.50%
Beech B200	2	2	0.00%
Boeing 737	22,863	25,275	-9.54%
Boeing 737 MAX	13,652	9,190	48.55%
Boeing 747	2	0	100%
Boeing 757	142	46	208.70%
Boeing 767	294	448	-34.38%
Boeing 777	9,249	9,092	1.73%
Boeing 787	8,628	9,655	-10.64%
Bombardier Learjet	38	110	-65.45%
Cessna Citation/Challenger	77	92	-16.30%
Dassault Falcon	36	20	80.00%
De Havilland DH-4	358	432	-17.13%
De Havilland DH-8	0	14	-100.00%
Embraer 135/145	22	24	-8.33%
Embraer 170/175	146	116	25.86%
Embraer 190/195	1,198	1,587	-24.51%
Embraer Phenom/Legacy	8	18	-55.56%
Gulfstream	54	38	42.11%
Saab 340	0	18	-100.00%
Other Jet Aircraft	29	67	-56.72%
Other Propeller Aircraft	24	18	33.33%
Total	**263,049**	**265,319**	**-0.86%**

Figure 10: Movements by Aircraft Type 2025 vs 2024

Westerly Operations

These charts depict aircraft tracks (Figure 11) and track density (Figure 12) on the busiest day of westerly operations in 2025. Westerly operations means that aircraft will depart towards the west and arrive from the east (see Annex F for more information on westerly operations).

The frequency and altitude of overflight over different locations depends on the weather, the destination/origin of the flights and the traffic volumes at the airport and the surrounding airspace. Flights to and from London Gatwick need to be integrated with traffic to and from other airports in the London Terminal Control Area (LTMA).

During westerly operations, aircraft will arrive over East Sussex, Surrey and west Kent and depart over areas in Surrey, West Sussex and west Kent meaning that certain settlements in these areas will be overflown by London Gatwick traffic.

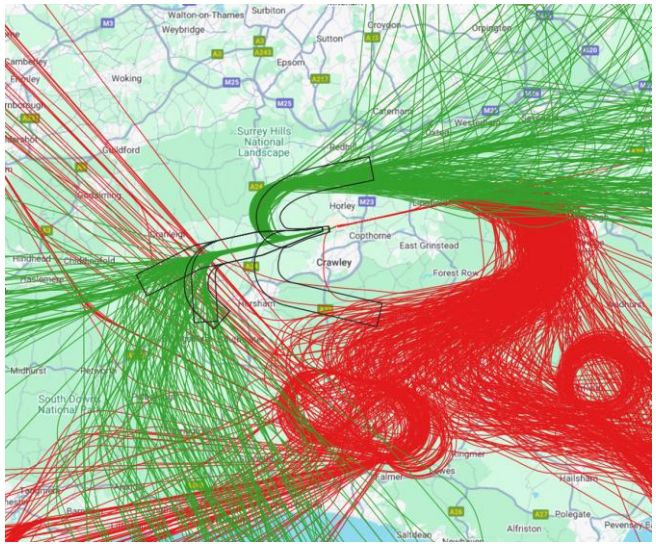

Figure 11: Westerly Operations Arrival and Departure Tracks

Figure 12: Westerly Operations Track Density

Easterly Operations

These charts depict aircraft tracks (Figure 13) and track density (Figure 14) on the busiest day of easterly operations in 2025. Easterly operations means that aircraft will depart towards the east and arrive from the west (see Annex F for more information on easterly operations).

The frequency and altitude of overflight over different locations depends on the weather, the destination/origin of the flights and the traffic volumes at the airport and the surrounding airspace. Flights to and from London Gatwick need to be integrated with traffic to and from other airports in the London Terminal Control Area (LTMA).

During easterly operations, aircraft will arrive over East and West Sussex, Surrey and west Kent and depart over areas in Surrey, East Sussex and west Kent meaning that certain settlements in these areas will be overflown by London Gatwick traffic.

Aircraft arriving from the north-west or south may be directed straight onto the final approach, leading to a less concentrated arrival swathe.

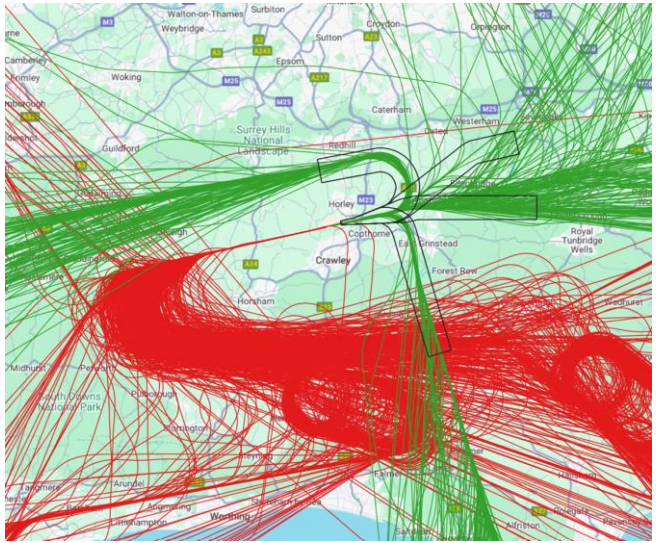

Figure 13: Easterly Operations Arrival and Departure Tracks

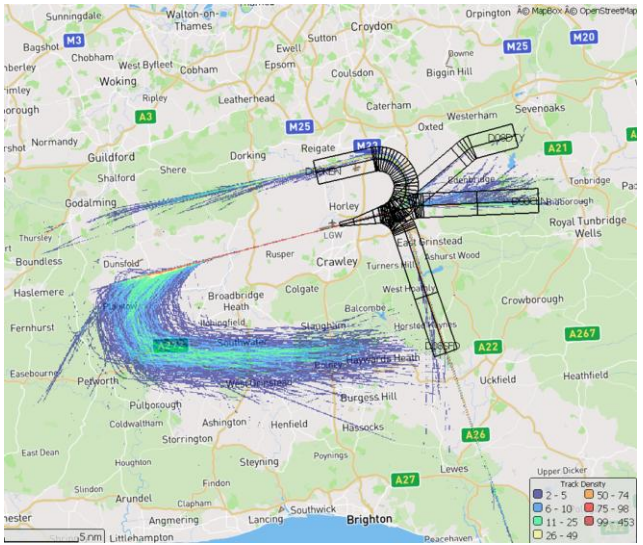

Figure 14: Easterly Operations Track Density

Arrivals Statistics – Continuous Descent Operations

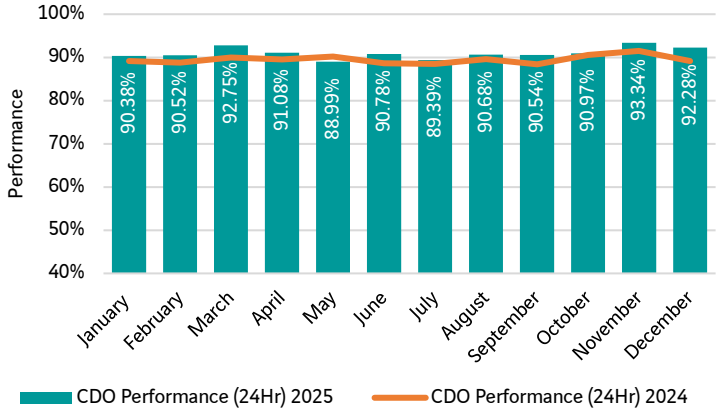

Figure 15: CDO performance (24 hours)

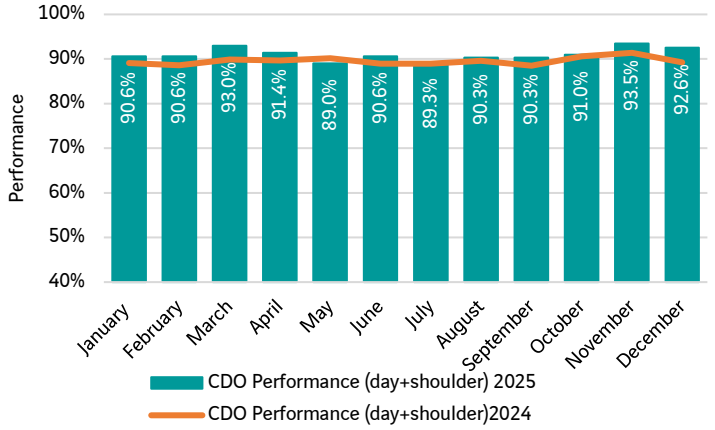

Figure 16: CDO performance (Day & Shoulder periods)

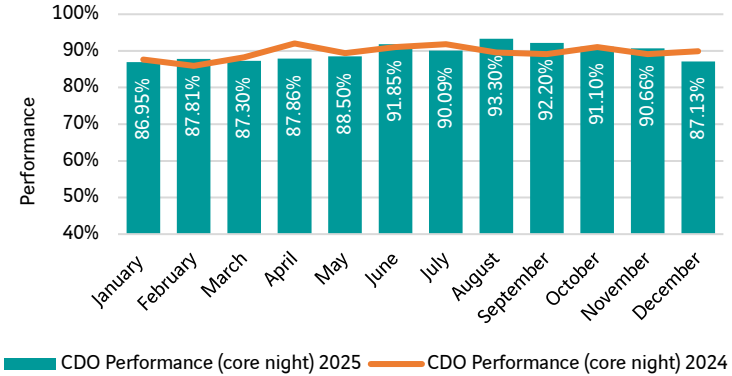

Figure 17: CDO performance (Core Night Period)

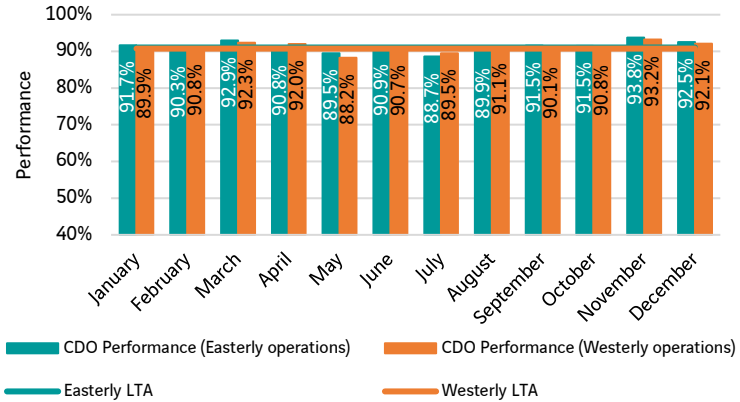

Figure 18: CDO performance per runway

During 2025, ten months saw CDO performance of 90% and above during both the 24-hour period and the day + shoulder period. Peak performance occurred in the first quarter and the final quarter. This led to both periods improving on 2024 levels.

In contrast, the highest CDO achievement for the core night occurred during the peak summer period. A combination of good weather and greater pilot familiarity with the arrival environment during the busy night programme in late summer, evident in August and September, contributed to this. Core night achievement rose from 90.09% to 90.38%.

Both westerly and easterly operational performance was generally in line with the long-term averages (LTA). Easterly operations saw higher performance during the first and final quarters of the year. The performance for both easterly and westerly operations dropped below 90% in May, with new airlines starting at Gatwick.

Arrivals Statistics – Go-Arounds

A go-around is a safety procedure, adopted when an aircraft on final approach, aborts landing by applying power, and climbing away from the airport. It is a set procedure to be followed by the flight crew in the event of an aircraft being unable to land. The procedure is published so that ATC and Pilots can anticipate where the aircraft will go following the decision to go-around.

The standard missed approach procedure applicable to London Gatwick requires the affected aircraft to climb straight ahead to 3,000ft, then, on passing 2,000ft or 1DME (distance measuring equipment), whichever is later, turn 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 Flight Operations Performance & Safety Committee (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. If a flight diverts after multiple landing attempts, then a go-around is not recorded as the aircraft did not land at London Gatwick.

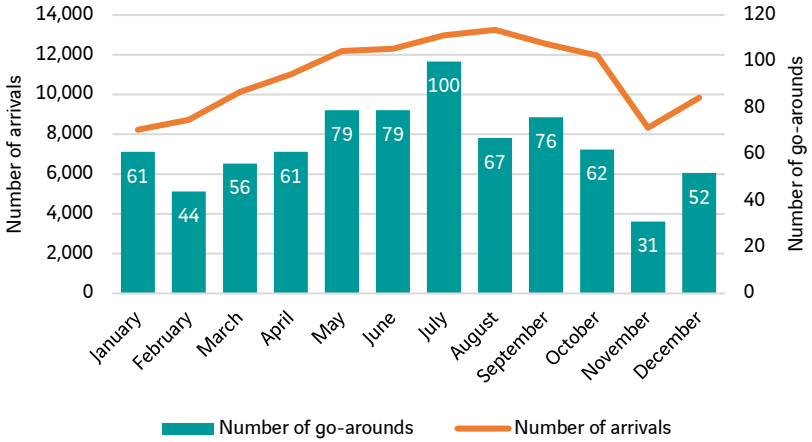

Figure 19: Number of arrivals and go-arounds

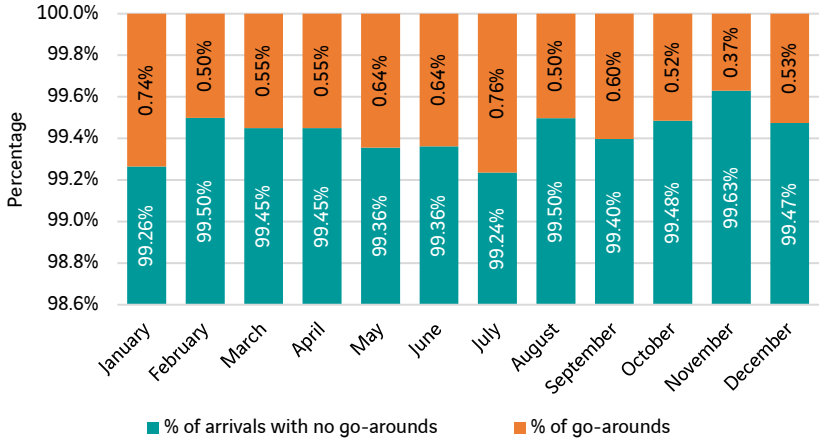

Figure 20: Ratio of go-arounds

Arrivals Statistics – Go-Arounds

The causes of go-arounds are recorded by controllers at the Air Navigation Service Provider (ANSP) at London Gatwick. They also provide an insight into the operational situations causing them to happen. In 2025, the top three causes, as shown in Figure 21a (left), were Runway Occupied, Unstable Approach and Weather/Operational Reasons. An occupied runway can occur for a number of reasons, and these are broken down in Figure 21b (right). The number of go-arounds generally varies in line with seasonal traffic movements with the largest number of go-arounds occurring during the peak summer month of July.

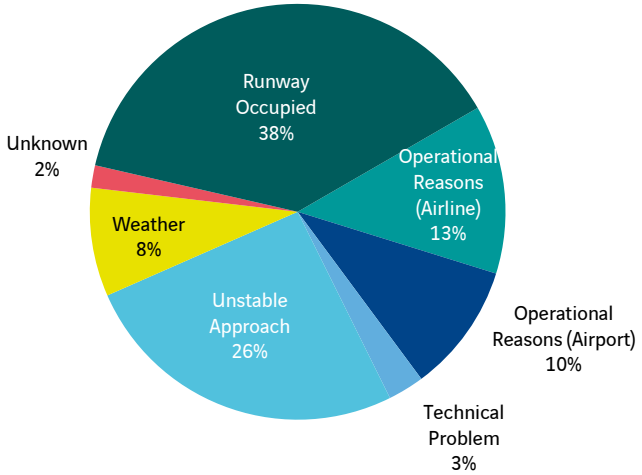

Figure 21a: Main causes for go-arounds in 2025

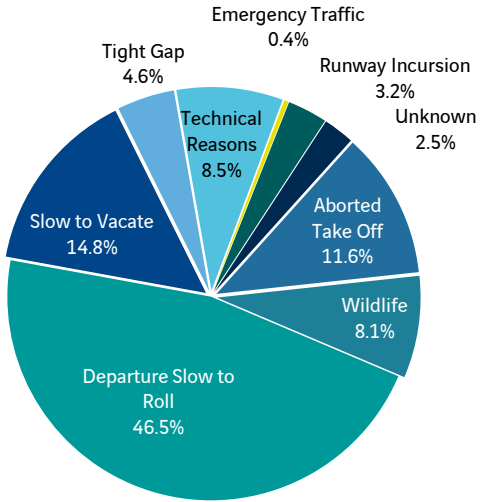

Figure 21b: Runway Occupancy causes in 2025

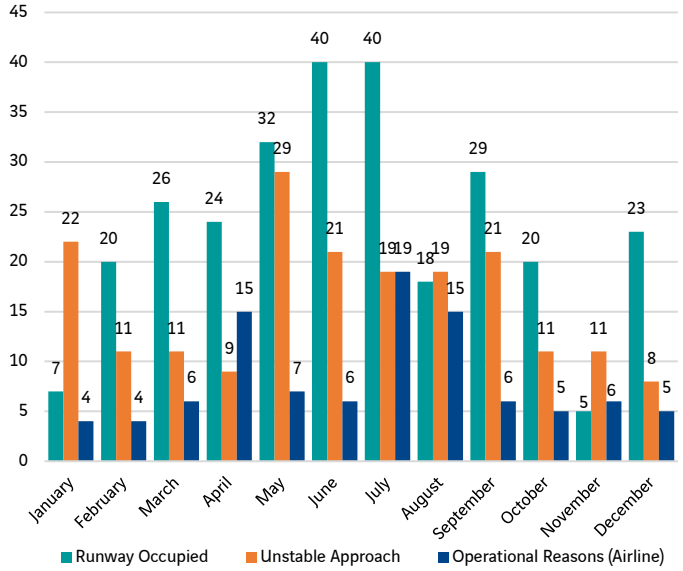

Figure 22: Ratio of main reasons for go-arounds per month

Arrivals Statistics – Joining Point

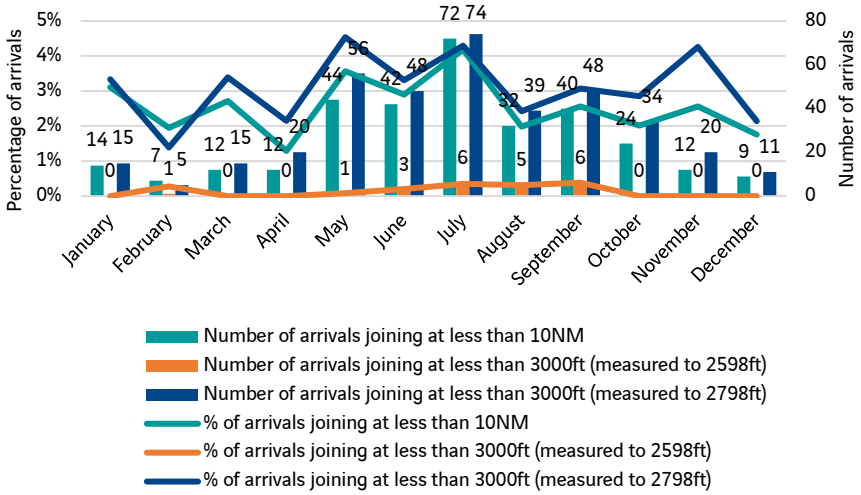

Figure 23: Night-time joining point violations[2]

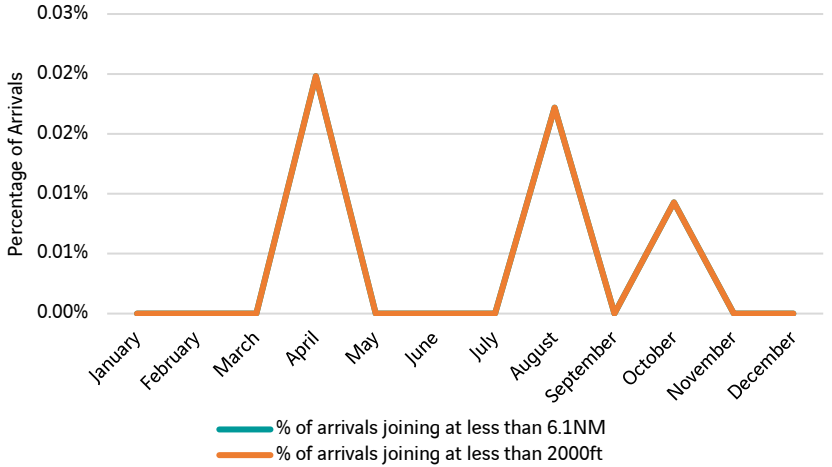

Figure 24: Day-time joining point violations

As per the Aeronautical Information Publication (AIP) rule, aircraft shall not join the ILS at less than 10NM from touchdown or below 3,000ft at night. Figure 23 shows the percentage of arrivals infringing this rule.

During the day, the DfT noise abatement procedures stipulate that arrivals shall not descend below 2,000ft before intercepting the Instrument Landing System (ILS) glidepath; this equates to 6.1NM from touchdown. Conformance is continually monitored, as shown in Figure 24, and infringements are followed up with the airline and NATS for feedback on the event to prevent future infringements. Helicopters and calibration flights are excluded from this requirement. 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 – Joining Point

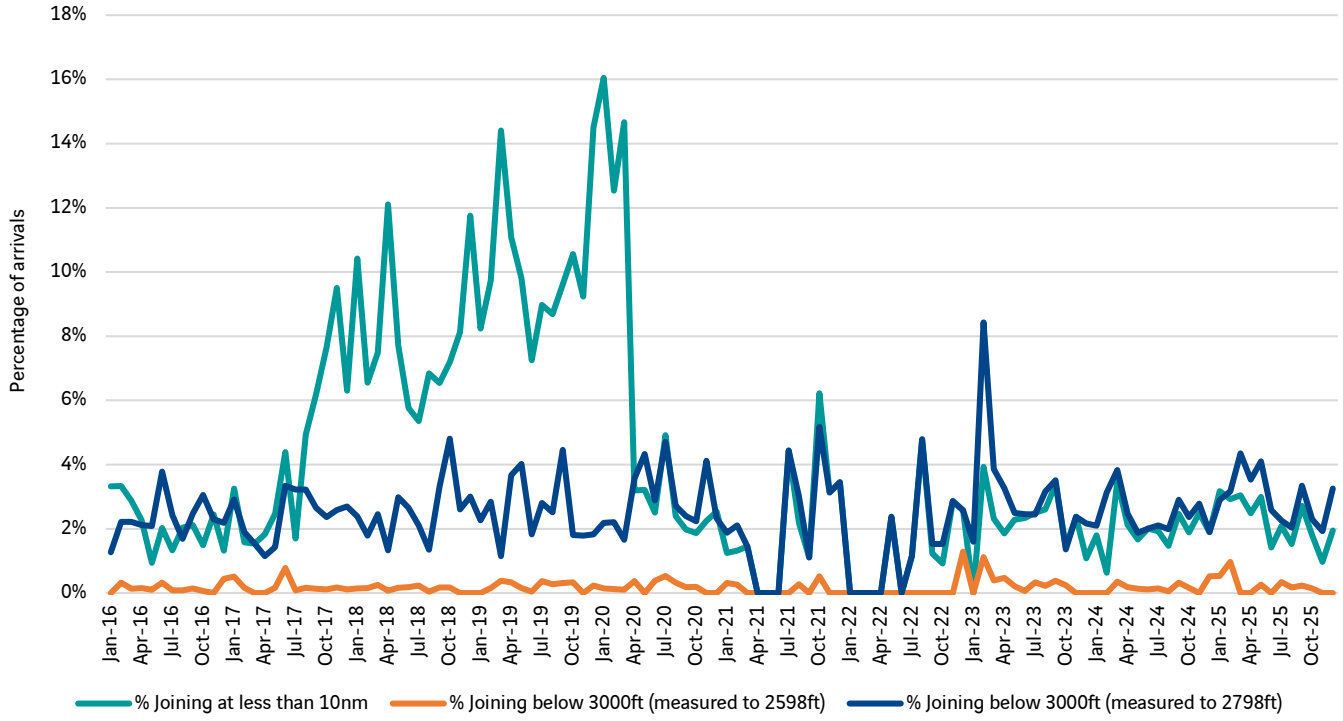

Figure 25: Night-time joining point violations (past 10 years)

Figure 25 shows the last 10 years of Instrument Landing System (ILS) joining point data for nighttime arrivals.

The daytime joining point was altered in August 2016 which meant that aircraft could join between 8NM and 14NM, allowing for a wider distribution of arrivals. As a knock-on effect, more arrivals at night joined just inside 10NM.

Upon upgrading the NTK system in April 2019, the analysis process was updated and independently verified, leading to the observed decline in Figure 25.

The Airspace Office continues to monitor this data and are in regular contact with NATS to identify reasons for infringements.

Arrivals Statistics – Overflight

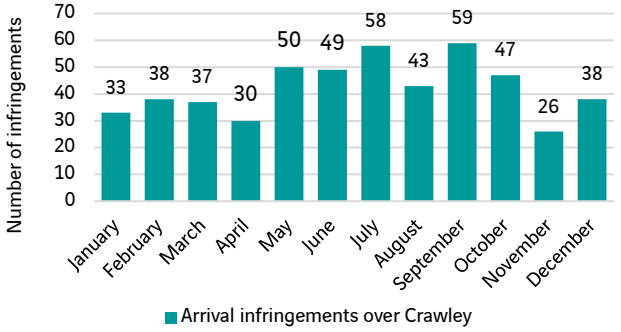

Figure 26: Arrival infringements over Crawley

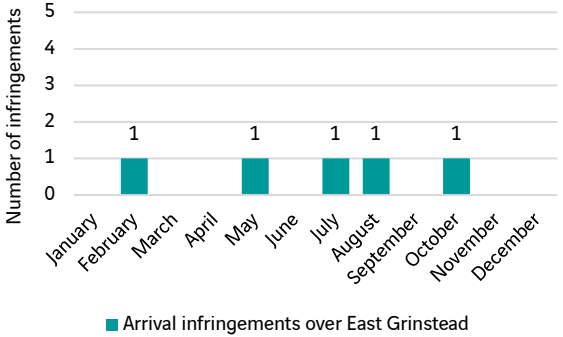

Figure 27: Arrival infringements over East Grinstead

The London Gatwick Aeronautical Information Publication (AIP) does not allow arriving aircraft to pass over the congested areas of Crawley, East Grinstead, Horley or Horsham below the altitude of 3,000ft QNH or Lingfield below 2,000ft QNH. The infringements shown in Figures 26, 27 and 29 were all caused by go-arounds.

There were 3 infringements over Lingfield during the second half of 2025. Two of these were due to the pilot training (manual handling of the aircraft onto the glide slope) and the third was due to incorrect autopilot management mode selection by the flight crew.

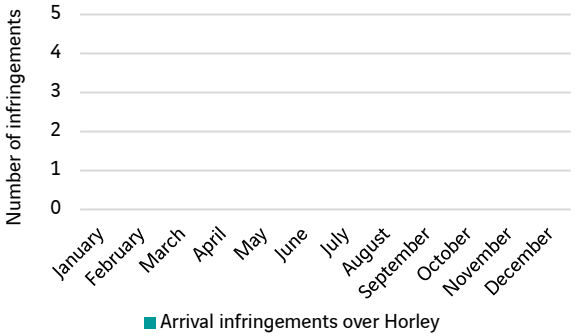

Figure 28: Arrival infringements over Horley

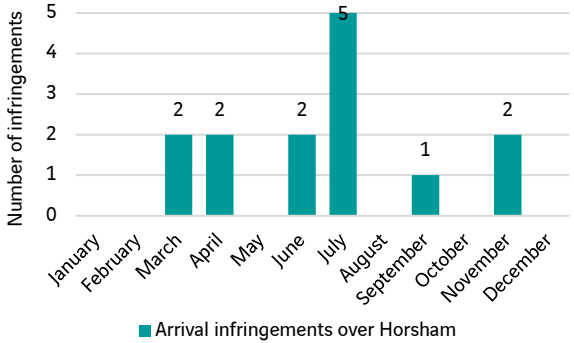

Figure 29: Arrival infringements over Horsham

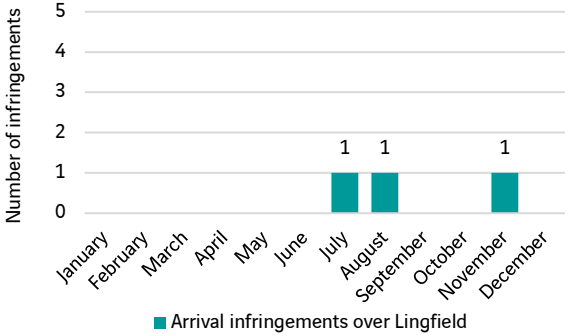

Figure 30: Arrival infringements over Lingfield

Departures

Noise Preferential Routes (NPRs)

Aircraft departing London Gatwick are required to follow specific departure flight paths for the initial stages of flight called Noise Preferential Routes (NPRs). The nine NPRs at London Gatwick were designed and set by the DfT to avoid overflight of built-up areas where possible. NPRs provide volumes of pre-defined airspace within which Standard Instrument Departure (SID) routes are established where aircraft must follow on departure from an aerodrome and so provide certainty as to which areas will be exposed to aircraft activity.

An NPR consists of a 'centreline', where SIDs follow, and an associated conformance monitoring swathe, which is 3km wide, i.e. 1.5km either side of the NPR centreline. These NPRs are mapped in Figure 34, together with minimum vectoring altitudes. As long as aircraft remain within the corridor boundaries up to the minimum vectoring altitude, they are deemed to be on-track. A map illustrating the Noise Preferential Routes is also available from https://eu.webtrak.aero/lgw2

Air Traffic Control (ATC) is responsible for the routing of aircraft once they are airborne and each departure will be assigned a route to follow, however once aircraft reach a minimum vectoring altitude of 4,000ft (or 3,000ft dependent on departure route and time) at any point along an NPR, they may be vectored off the route by ATC onto more direct headings to their destinations.

There are also occasions when ATC direct aircraft off from NPRs for safety reasons, such as to avoid adverse weather conditions along the intended route or to maintain safe separation from other traffic.

Aircraft that leave the NPR below the required minimum altitude are classified as track deviations. Track keeping conformance at London Gatwick is generally very good, however the westerly wrap around route designated as 26LAM / Route 4 consistently presents a challenge for modern aircraft to fly; this tight turn was designed in 1968 when very different types of aircraft were in operation. Flights off-track below the required height are automatically flagged to the Airspace Office and details are sent to the airline for investigation. Our Flight Operations Performance & Safety Committee (FLOPSC) regularly reviews track keeping conformance. Our track keeping conformance is detailed on the following pages.

Departure Statistics – Track Keeping

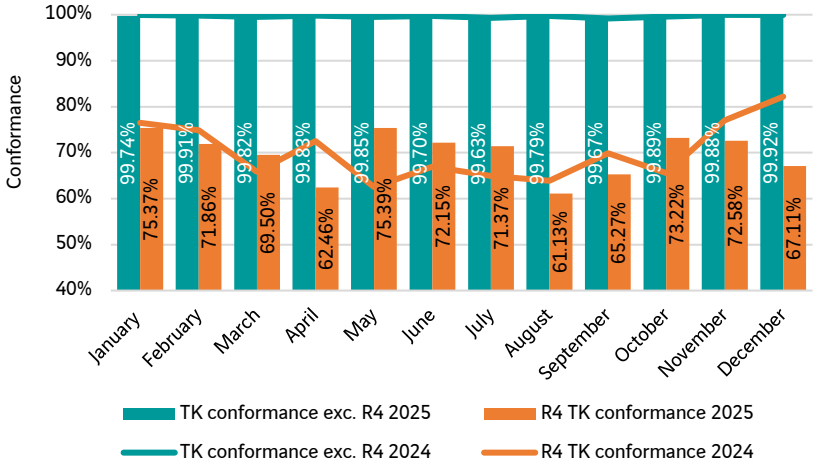

Figure 31: TK conformance (24 hours)

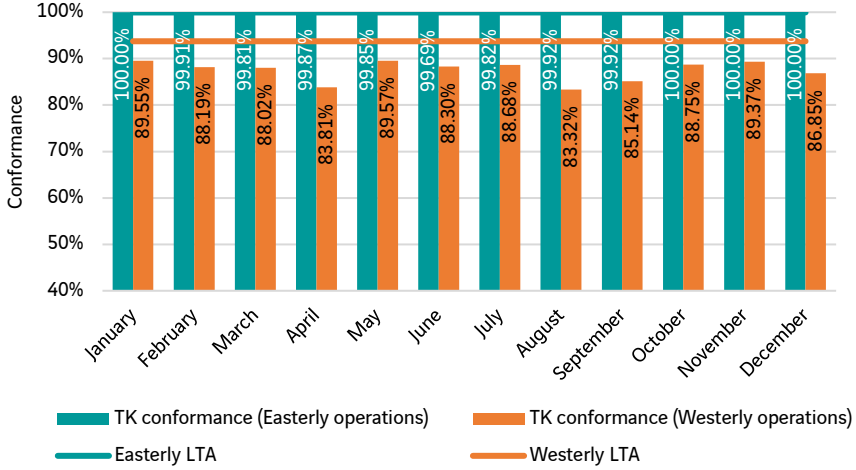

Figure 32: TK conformance per runway

Route 4 conformance ranged from 61% to 75% during 2025. April and August recorded similar levels of conformance; however, Route 4 was used less frequently in April due to a higher proportion of easterly operations compared to August. There does not appear to be a clear relationship between 2024 conformance levels and the monthly conformance observed in 2025. All other routes achieved conformance levels of 99% or above throughout the year, with most deviations from the Noise Preferential Routes (NPR) attributed to weather avoidance.

Easterly operations achieved 100% conformance across four months in 2025, with the remaining eight months recording conformance of 99.7% or higher. Overall westerly conformance was largely influenced by Route 4 performance, which accounted for 41% of westerly departures during the year.

From 1 April 2023, the NPR for Route 4 (26LAM) on westerly operations was updated in the Noise and Track Keeping system - at DfT request - to conform with the conventional SID routing. This has only changed how track keeping conformance is monitored in the system and has had no effect on flight tracks over the ground.

Departure Statistics – Track Keeping

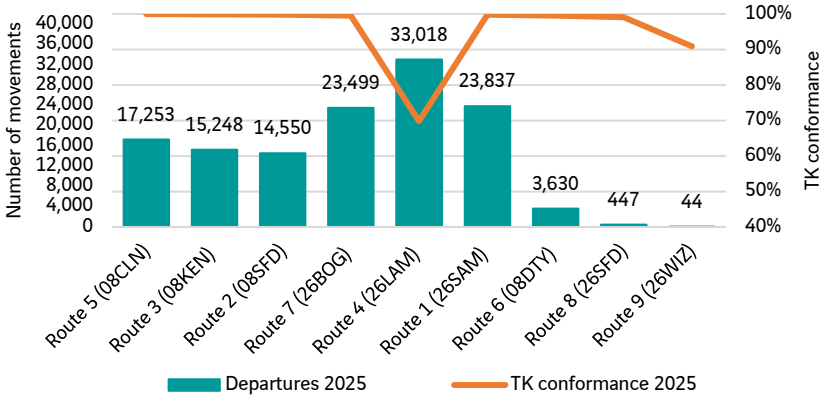

Figure 33: Track keeping and route usage

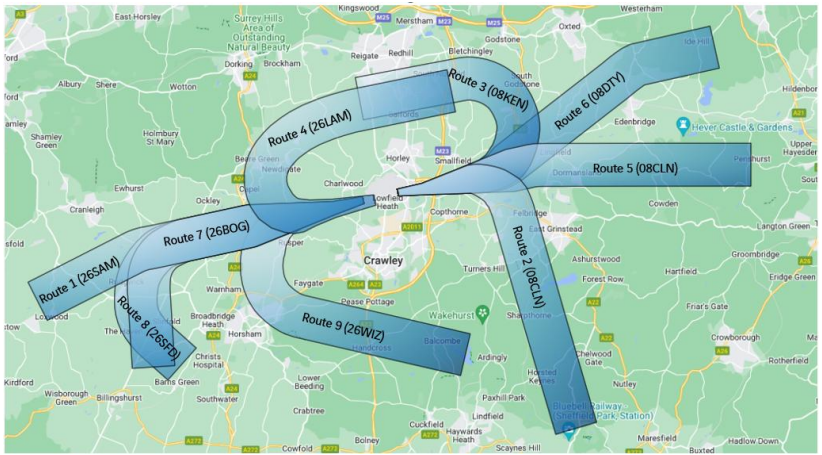

Figure 34: Noise Preferential Routes for departures

Figure 33 shows that the most frequently utilised routes during 2025 were 26LAM / Route 4, 26SAM / Route 1 and 26BOG / Route 7. Track keeping was above 99% for all routes, except Route 4 (69.8%) and Route 9 (90.9%), although only 44 departures used Route 9, most of which were due to weather avoidance.

Figure 34 shows a map of all nine Noise Preferential Routes (NPR) for departures in use at London Gatwick. The table to the right lists the altitudes up to which aircraft are required to remain within the conformance monitoring swathe of the respective NPR. Once above the minimum vectoring altitude, Air Traffic Control (ATC) may give them vectors to direct them onto a more direct path towards their destination.

Although Figure 33 shows relatively low usage of 26WIZ / Route 9, especially compared to other departure routes at London Gatwick, 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 were no departure noise infringements in 2025.

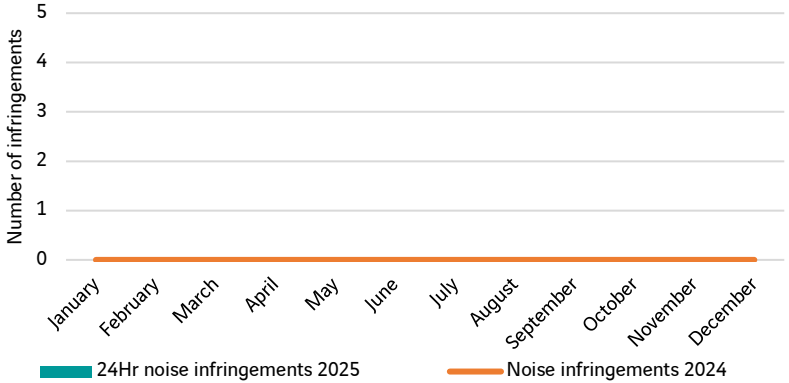

Figure 35: 24Hr noise infringements

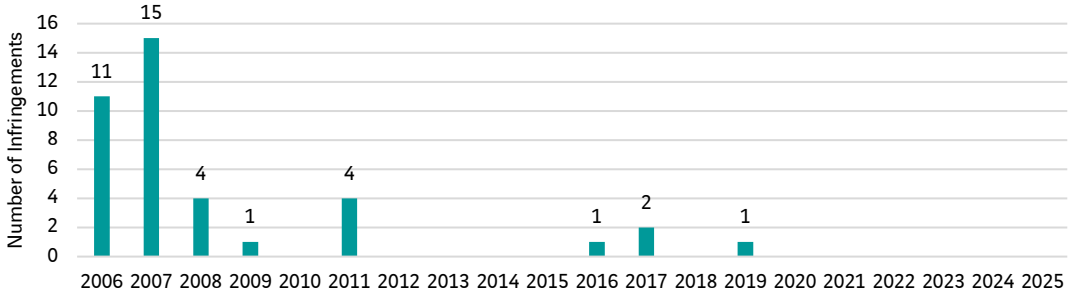

Figure 36: Historic noise infringements[5]

Departure Statistics – Noise, Climb and Overflight

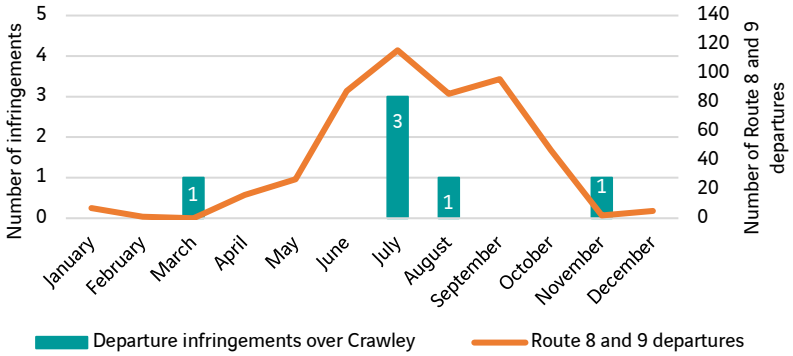

Figure 37: Departure overflight infringements over Crawley[4]

The departure infringements over Crawley in 2025 (Figure 37) were all due to weather avoidance; this is a safety procedure.

In this iteration of the Annual Report, Figure 38 has been revised to show both the percentage of infringements that overflew Horley vs Route 4 departures and the corresponding number of infringements. Slightly higher percentages were recorded in the first quarter, followed by lower percentages during the summer period. However, this coincided with an increase in the number of infringements, reflecting higher Route 4 usage driven by increased traffic levels and a greater proportion of westerly operations. December 2025 recorded the lowest percentage and the lowest number of infringements for the year.

There were no 1,000ft infringements in 2025.

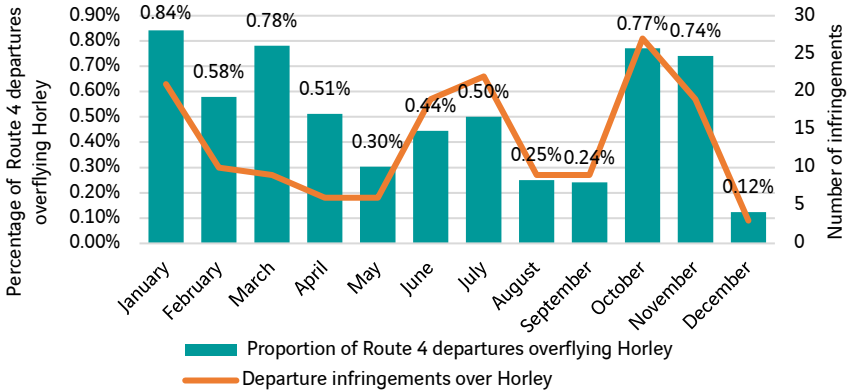

Figure 38: Departure overflight infringement over Horley[4]

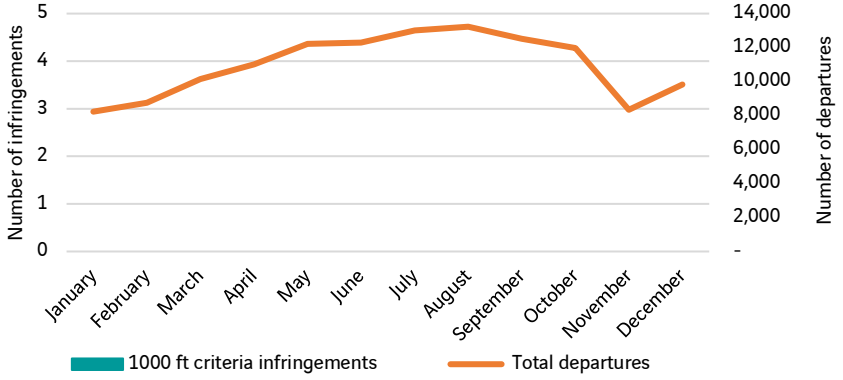

Figure 39: Number of aircraft not meeting the required climb performance[5]

Night Operations – Summer Season

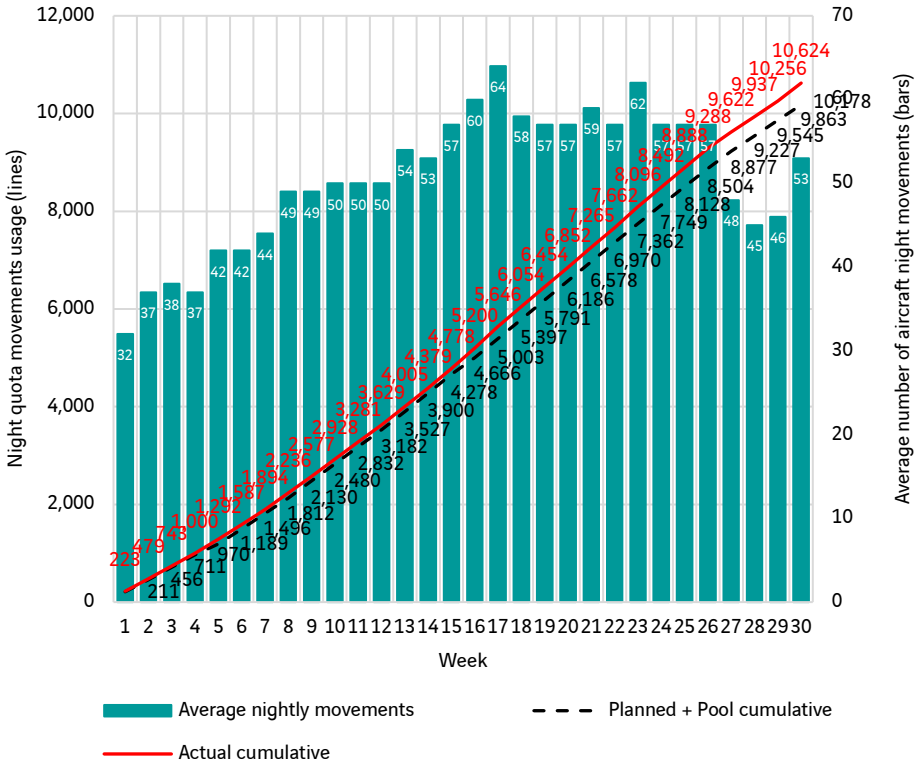

Figure 40: Night flight movements in Summer

The Summer 2025 season began on 31 March (0100hrs local) and ended on 26 October (0159hrs local). Figure 40 depicts the planned and actual usage of the night flight movement quota for the summer season.

Figure 41 provides a breakdown of the number of flights either avoiding the night quota period (avoided) or using unplanned quota usage (non-dispensed). A total of 818 dispensations were granted by the DfT over the course of the summer season. Half of these (50%) were attributable to Air Traffic Control (ATC) staffing constraints across French and German airspace. A further 43% resulted from thunderstorm activity and strong winds affecting London and the wider European network. Low visibility in London airspace accounted for 3% of the dispensations. There was one Government dispensation, issued as the flight was in the national interest.

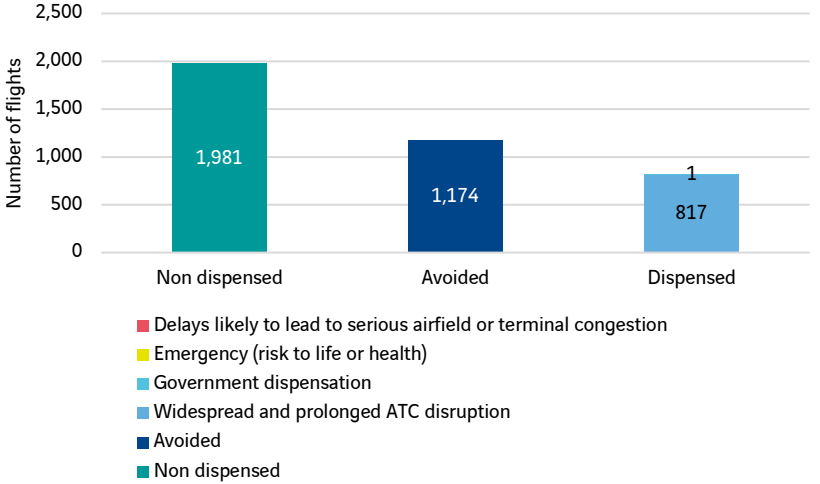

Figure 41: Number of non-dispensed, avoided and dispensed flights

Night Operations – Winter Season

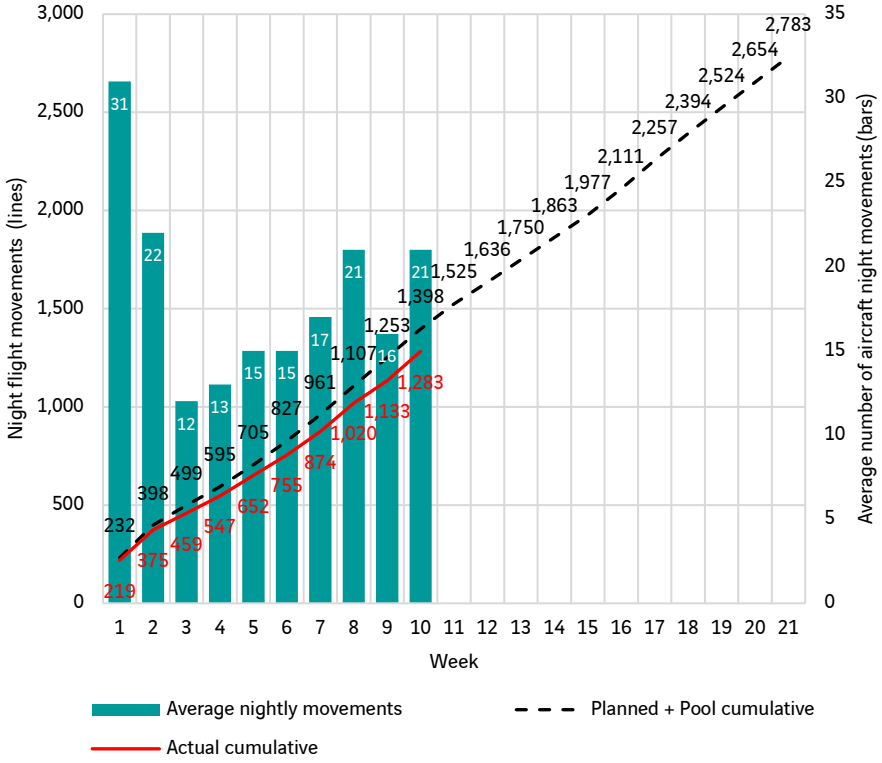

Figure 42: Night flight movements in Winter

The Winter 2025/2026 season began on 26 October (0100hrs local) and will end on 29 March 2026 (0059hrs local). Figure 43 depicts the planned and actual usage of the night flight movement quota for the winter season so far.

Figure 43 provides a breakdown of the number of flights either avoiding the night quota period (avoided) or using unplanned quota usage (non-dispensed). As of the end of week 10, GAL had not applied for any dispensations from the DfT.

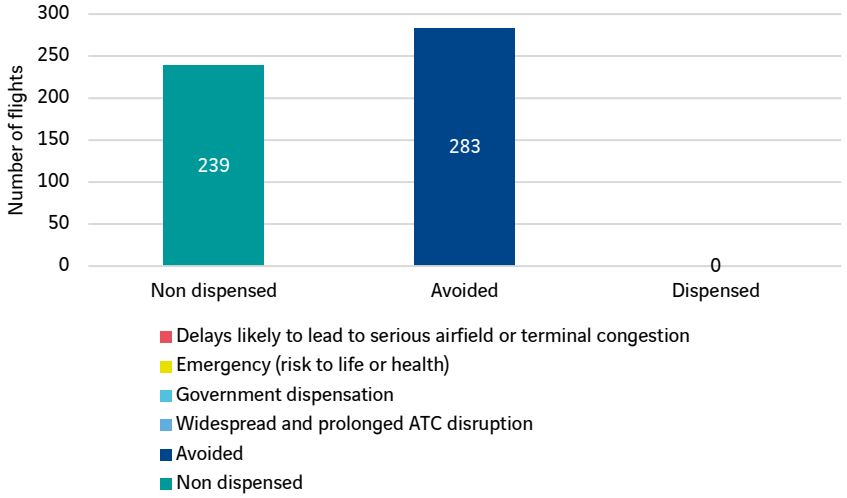

Figure 43: Number of non-dispensed, avoided and dispensed flights

Night Operations – Historic Usage in Summer

London Gatwick operates as a Public Licensed Aerodrome for 24 hours each day, offering great flexibility for passengers and airlines. However, in order to try to balance the interests of local communities and those of airport users, there are stringent restrictions and rules in place governing how the airport manages flights at night.

The Department for Transport (DfT) is responsible for defining these restrictions. The current rules apply between 23:30 to 06:00 with a set movement and quota count (QC) limit. QC is based on how noisy a particular aircraft is, with the noisier the aircraft type, the higher the points allocated. This is designed to encourage the use of the quietest aircraft types within a limited number of movements.

Figure 44 depicts the usage of the night quota period since the year 2000. While the movement limit has remained at 11,200 movements, the QC limit has been repeatedly lowered and is now at 5,150 as shown by the black trend line. The limits in winter are lower at 3,250 movements and 1,785 QC points.

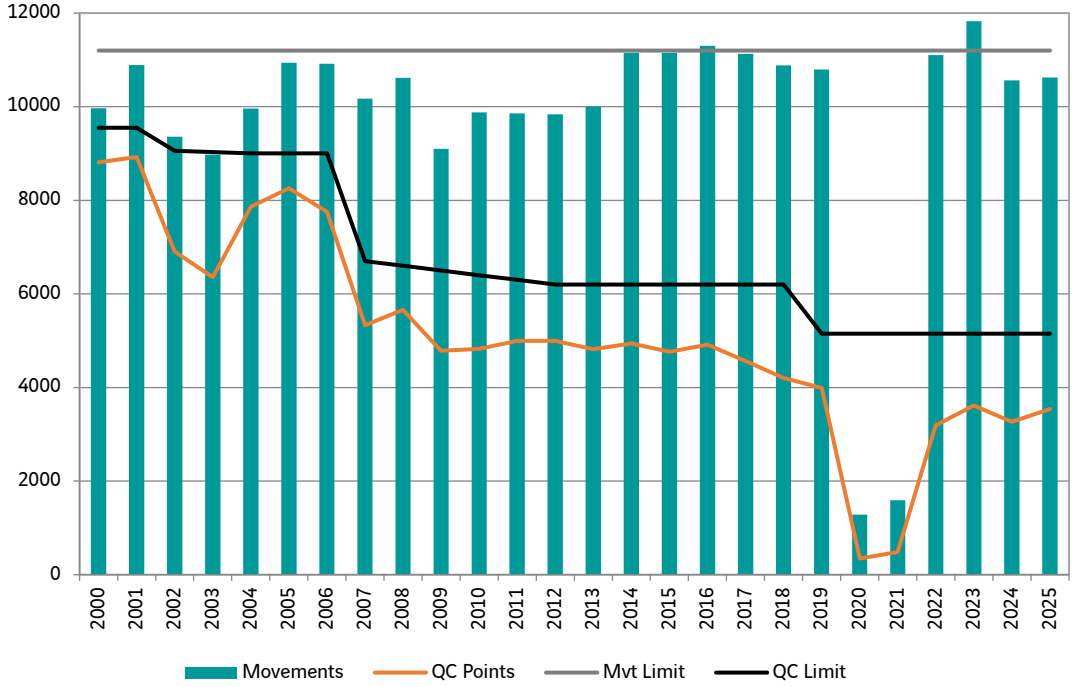

Figure 44: Night flight usage in Summer since 2000

Noise Monitoring

London Gatwick has a local noise monitoring system this consists of a number of 'monitoring stations'. Each station includes a microphone, recording device and transmitter to send the data back to our servers.

The monitor records noise from both aircraft and background sources such as road traffic or the wind in the trees. The active monitoring of noise allows us to track aircraft noise levels, evaluate trends and make comparisons between the 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 suggesting the location of noise monitors and has an established process to follow.

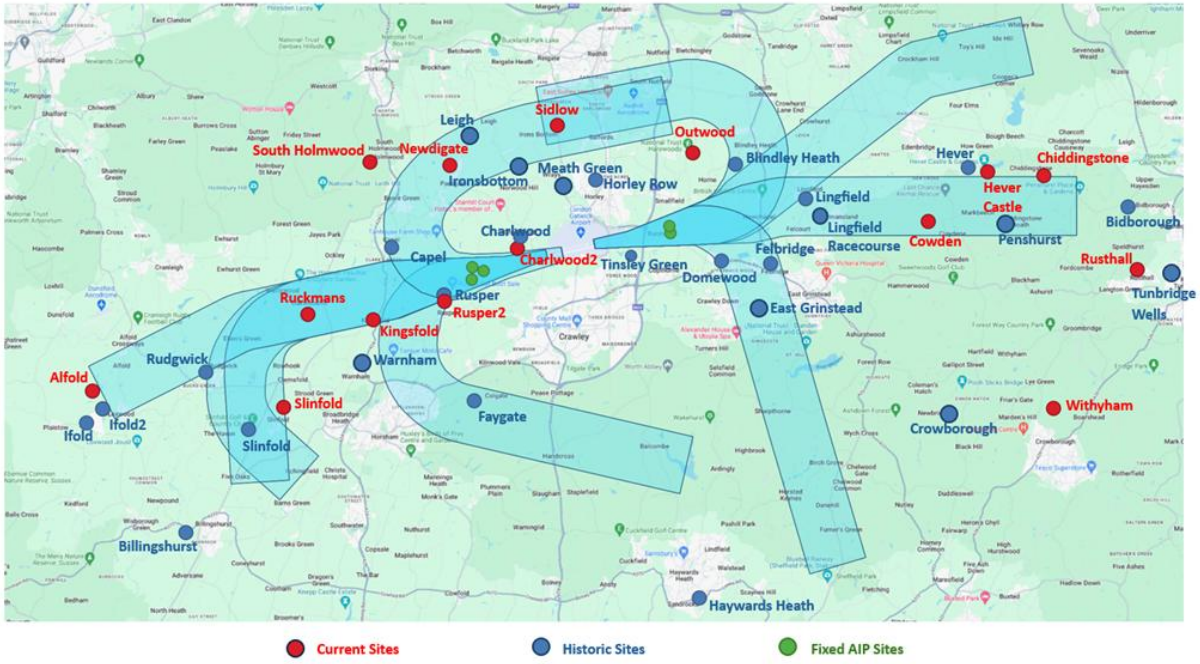

Figure 45: Location of current and historical noise monitors and NPRs

Complaints

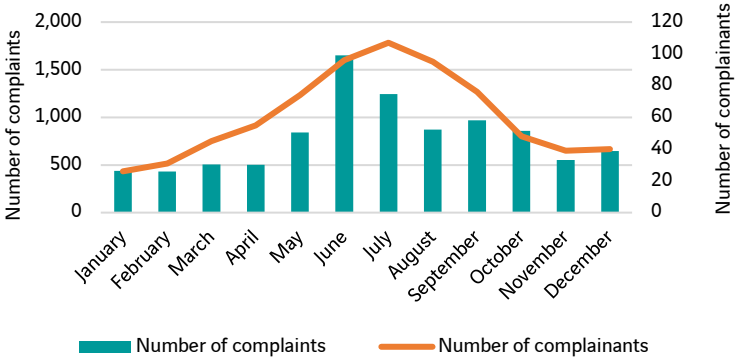

Figure 46: Number of complaints and complainants

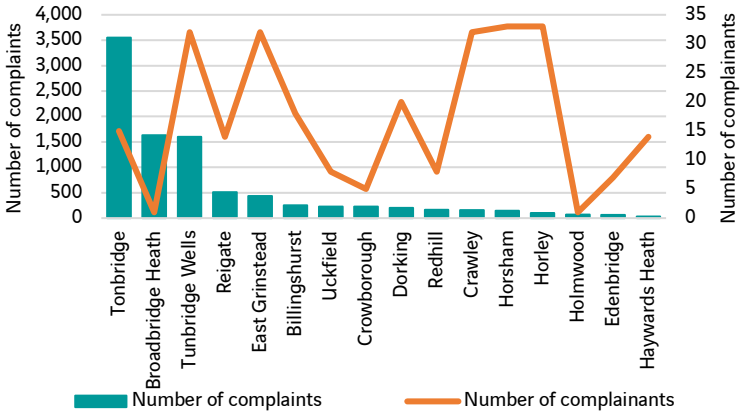

Figure 48: Areas with most complaints (whole year)

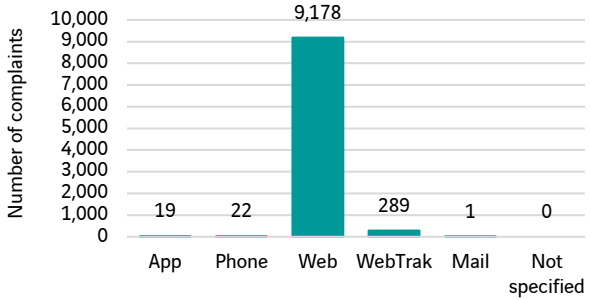

Figure 47: Complaints submission methods (whole year)

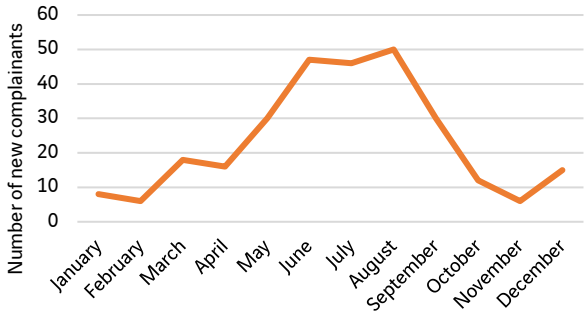

Figure 49: New complainants

During the first four months of 2025, the number of complaints received remained in the low hundreds, despite a slight increase in the number of individual complainants. Following the seasonal increase in traffic, the number of complaints rose and peaked in June, with the highest number of complainants recorded in July. During the final three months of the summer season (August–October), the number of complainants began to level off, followed by a slight increase again in December, coinciding with increased seasonal traffic.

The most common method for complaint submission in 2025 was via the website 96.5%, followed by WebTrak 3%.

Tonbridge, Tunbridge Wells and Broadbridge Heath (Horsham) recorded the highest number of complaints during 2025. Complainants were concentrated around communities close to the airport, including East Grinstead, Crawley, Horsham, Tunbridge Wells, Horley, and those located under the extended Instrument Landing System (ILS) centre-line.

The number of new complainants follows the seasonal increases and decreases in traffic levels during the year, with the highest levels seen in the peak of the summer season.

Complaint Categories

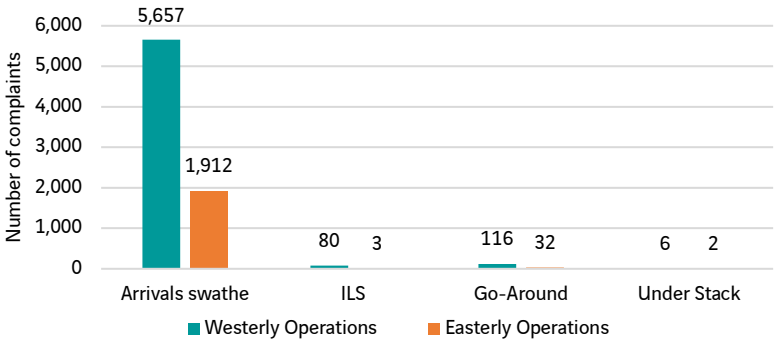

Figure 50: Complaint categories during arrival operations

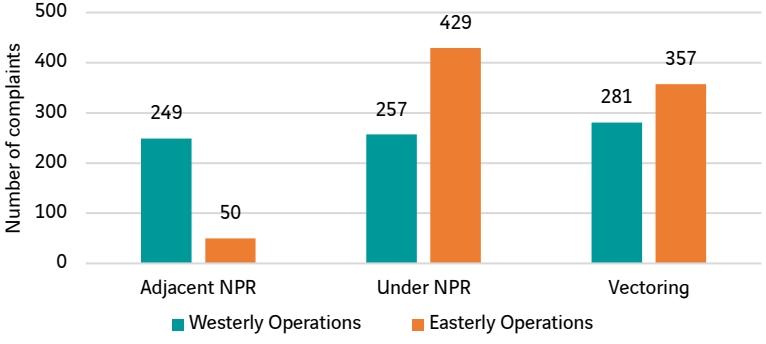

Figure 51: Complaint categories during departure operations

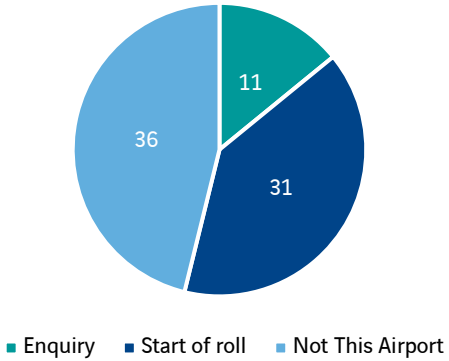

Figure 52: Other complaint categories

The majority of the complaints submitted in 2025 were categorised as being under the arrival swathe (80%). Of these, 75% were correlated to westerly operations, with London Gatwick operating in a westerly direction 61% of the time during 2025. The category accounting for the second greatest number of complaints for arrivals was go-arounds, again mostly during westerly operations.

The number of complaints for departures when operating in a westerly direction was nearly an even split across the three categories. In an easterly direction, fewest complaints were received in the 'Adjacent NPR' category (6%). Overall, the 'Under NPR' category received the largest proportion of complaints (42%) for departures.

As shown in Figure 52, covering 'Other complaint categories', 'Not This Airport' complaints make up 46%. These complainants are redirected to other airports with whom they are asked to log a complaint directly. Start of roll complaints (40%) are categorised as complaints that have mentioned engine noise or runway take-off noise and are from individuals who reside close to the airport but are not directly overflown.

Complaint Distribution

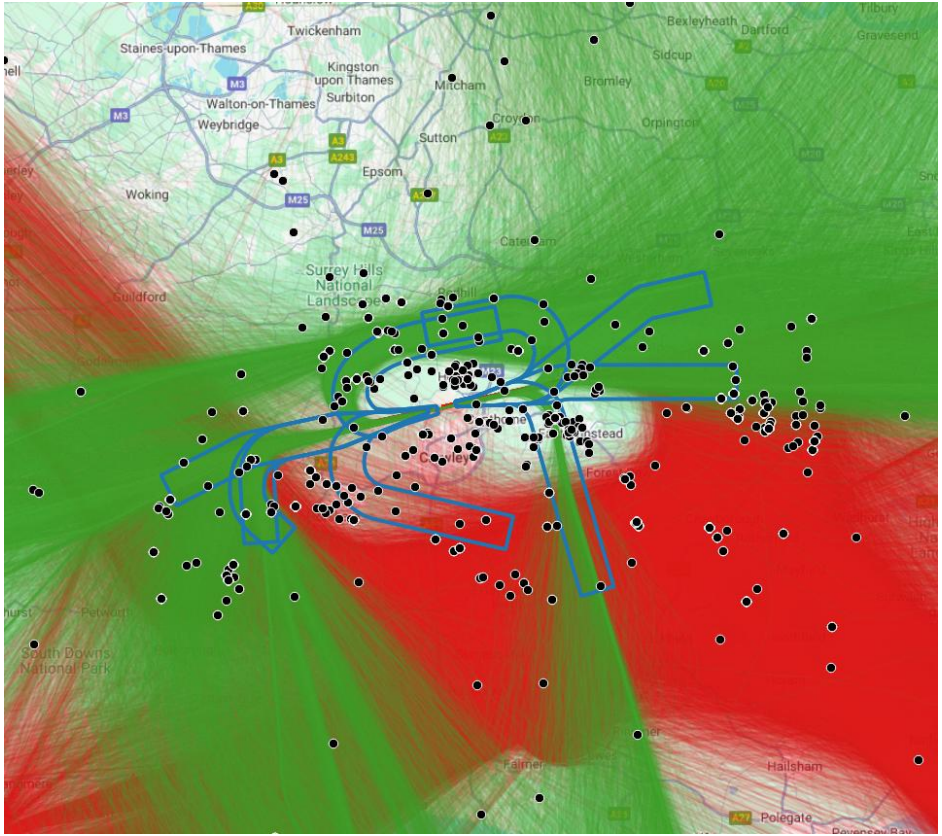

Figure 53a shows the distribution of individual complainants throughout 2025, as well as the tracks of all movements in Q4 for representative purposes.

Figure 53a: A graphical representation of 2025's individual complainants, with an overlay of Q4 arrivals & departure tracks and NPRs

Complaint Distribution

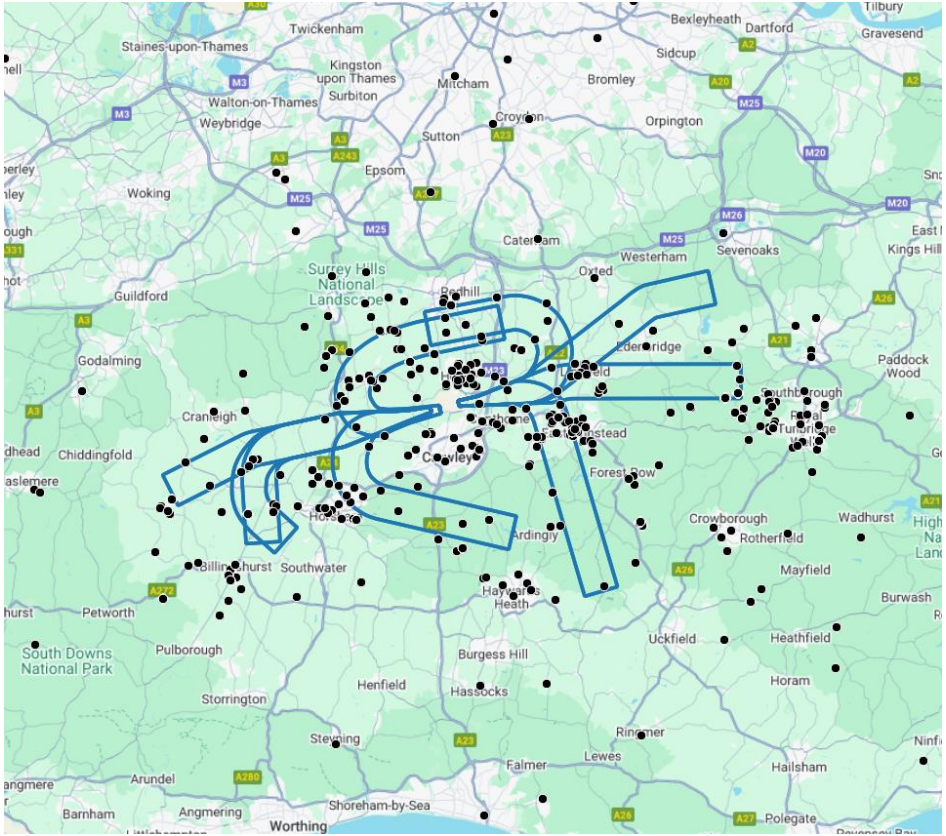

Figure 53a shows the distribution of individual complainants throughout 2025.

Figure 53b: A graphical representation of 2025's individual complainants and NPRs

Complaints

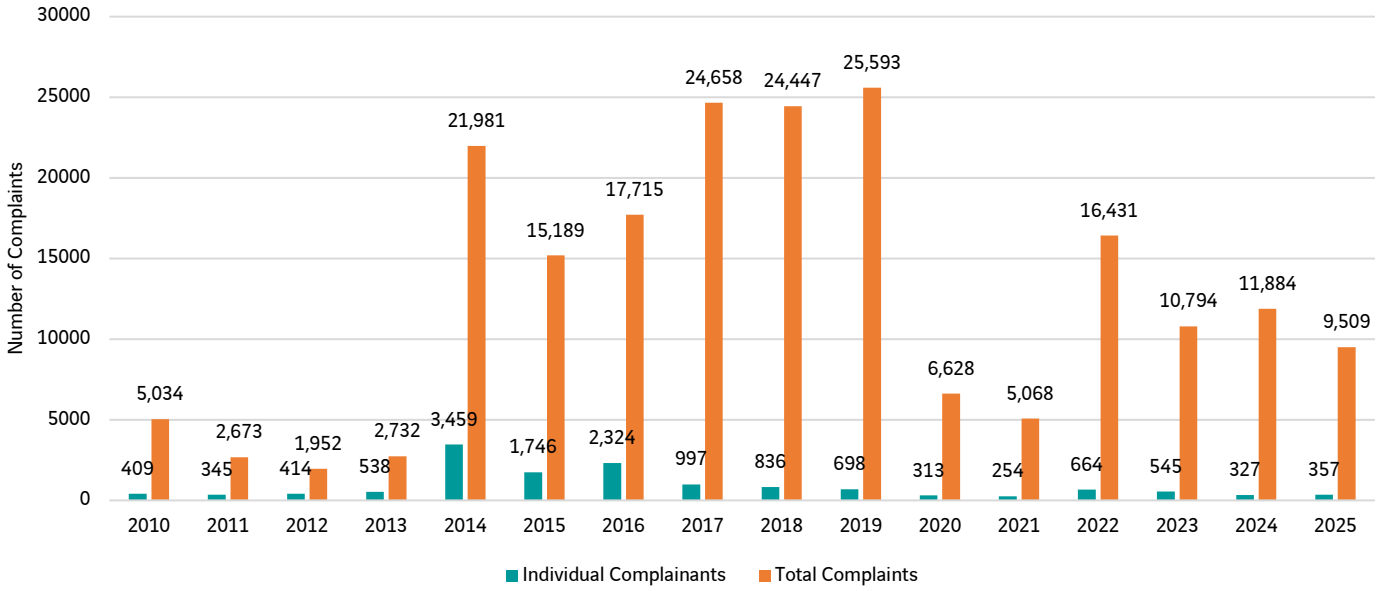

Figure 54: Number of individual complainants and complaints 2010-2025

Figure 54 shows how the total number of complaints and the number of individual complainants have varied since 2010.

During 2025, there was a 20% decrease in the number of complaints received compared to 2024, however the number of complainants rose by 9%.

Complaint figures remain significantly lower than those received in 2019.

Ground Noise

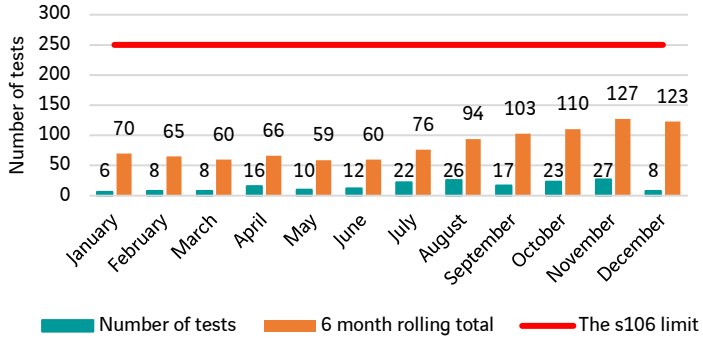

Figure 55: Engine runs

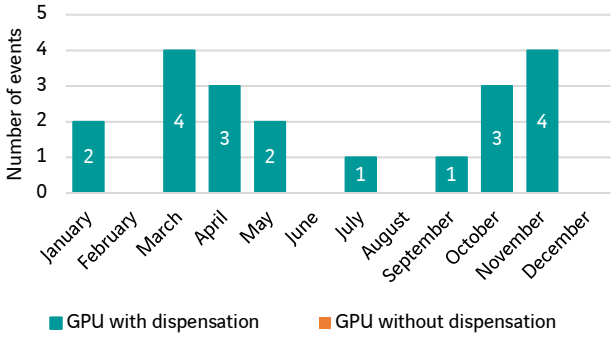

Figure 56: GPU usage

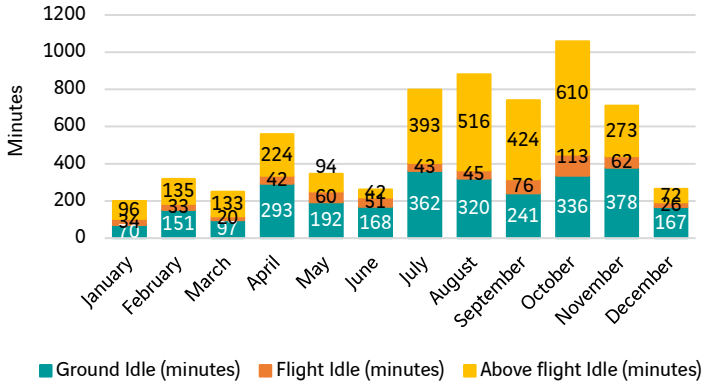

Figure 57: Cumulative minutes of engine tests

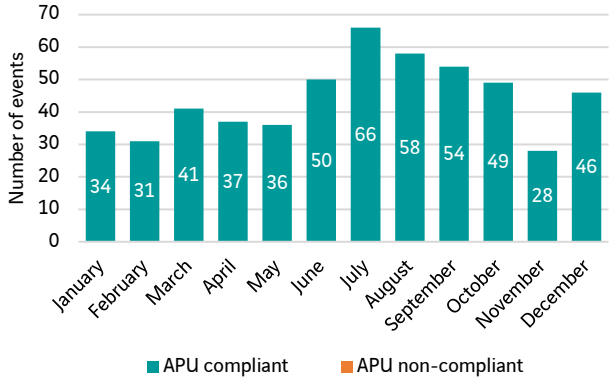

Figure 58: APU usage

Figure 55 shows that the number of engine tests conducted over the year remained fewer than the Section 106 legal limit of 250 in a six-month period.

There were no recorded uses of Ground Power Units (GPU) with dispensation in 2025 as shown in Figure 56.

From July through to November, the number of engine tests conducted per month did increase compared to the first half of the year. This is reflected in the increase of number of minutes for engine tests shown in Figure 57.

Figure 58 shows that in 2025, there were no non-compliant Auxiliary Power Unit (APU) uses.

Further details on ground noise can be found in Annex F.

Annex A – Additional Statistics

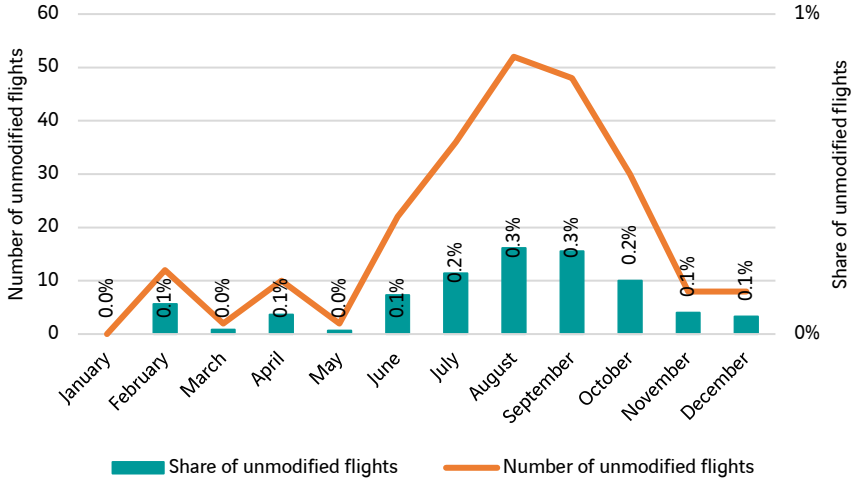

Figure A-1: Number and share of flights by unmodified A320 family aircraft

The number of flights operated by unmodified Airbus A320 family aircraft, which have not had Fuel Over-Pressure Protector modifications (FOPP) installed, continues to remain very low. The increase seen during the summer months is most likely driven by the increased use of leased aircraft for capacity during the peak of the summer schedule.

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

Annex A – Additional Statistics

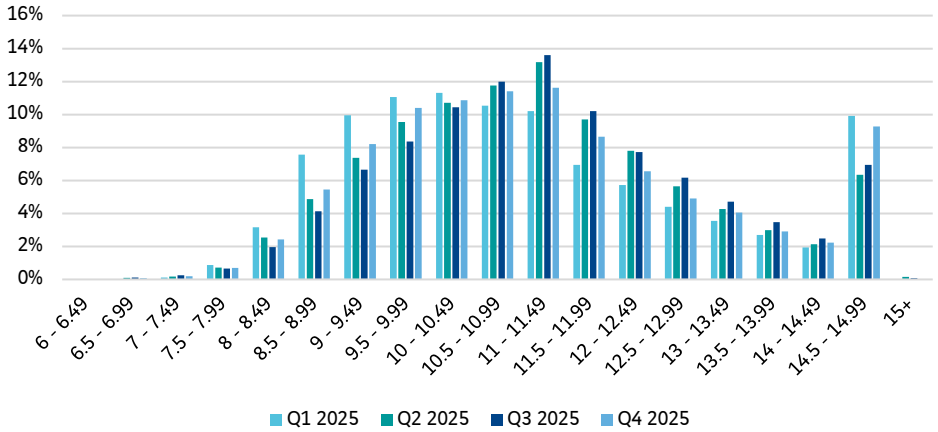

Figure A-2: Traffic Joining ILS per quarter – Runway 26 Only

During the first and fourth quarters a higher percentage of aircraft joined between 14.5 - 14.99NM due to less congested airspace when arriving from the east of the airfield for Runway 26. During 2025, 89% of westerly arrivals joined the ILS between 8NM and 14NM. 1% joined at less than 8NM and the remaining joined at 14NM or greater.

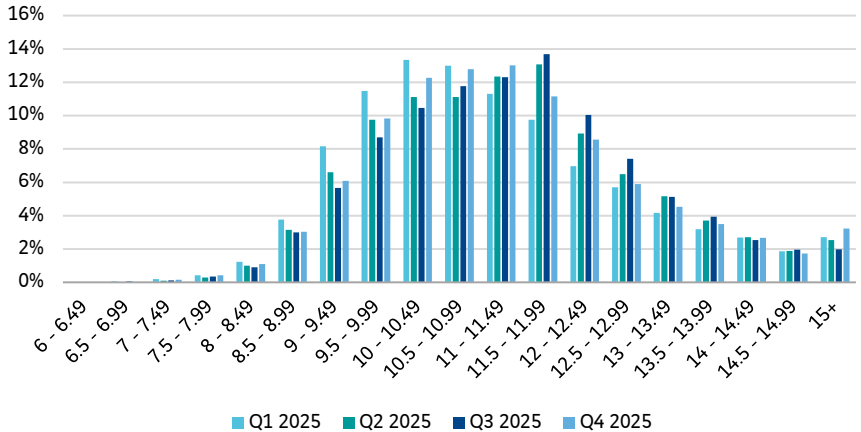

Figure A-3: Traffic Joining ILS per quarter – Runway 08 Only

For Runway 08, a more consistent trend was observed across all quarters. The majority of arrivals joined the ILS between 8NM and 14NM (92%), with fewer than 0.5% joining at less than 8NM. A further 3% of arrivals joined at distances greater than 15NM, compared to 0.06% on Runway 26.

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

London 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 periodically 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 (NERL) business is regulated and operated under licence from the Civil Aviation Authority (CAA). The terms of the licence require NERL 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 (ATC) at London Gatwick from when the aircraft leaves its stand to when it is airborne. 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 (NPR) 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 – Gatwick's Framework for Noise Management

Noise and Track Keeping system (NTK)

The NTK system combines radar input from ATC with data from our fleet of fixed and mobile monitors placed around the airport. The system monitors all aircraft traffic within a 50 miles radius of the airport, up to 40,000 feet, and automatically records any infringements of the departure noise limits, deviations from the departure flightpaths, as well as other noise mitigation measures. Since April 2019, London Gatwick uses ANOMS provided by Envirosuite, which is linked to our webservices WebTrak and InsightFull. The airport invests over £300,000 a year in noise monitoring.

Flight Operations Performance and Safety Committee (FLOPSC)

FLOPSC is made up of representatives from the airport's operations team, the Airspace Office, our airlines, the DfT, CAA and NATS. It meets on a bi-monthly basis throughout the year to review operational performance, adherence to noise and track keeping rules and to share best practice.

Noise Management Board (NMB)

The role of the NMB is to develop, agree, oversee and maintain a co-ordinated noise management vision and subsequent strategies for Gatwick, on behalf of all stakeholders, with an aim to reduce the impact of noise on the local community. The governance structure includes a number of community action groups and local elected representatives. The NMB recently ended it's second term and began it's third term during 2024.

Noise and Track Monitoring Advisory Group (NaTMAG)

This committee includes representatives from the airport's Consultative Committee, local councils, the DfT, NATS, airlines and the airport. It meets every quarter to discuss the airport's performance against the range of rules and regulations pertaining to aircraft operations. It gives an opportunity for representatives of local communities to scrutinise the airport's reports and to discuss issues that may be a cause of concern.

Sustainable Aviation

Gatwick Airport Limited is a member of Sustainable Aviation, whose long-term strategy sets out the collective approach of UK aviation to tackling the challenge of ensuring a sustainable future for our industry. Sustainable Aviation brings together the main players from UK airlines, airports, manufacturers and air navigation service providers. The group produced a Noise Road-Map, which outlines the future aspirations of the industry. For more information visit: www.sustainableaviation.co.uk.

Gatwick Noise Monitoring Group (GNMG)

London Gatwick funds and co-ordinates a community noise monitoring programme in conjunction with local Environmental Health Officers and the airport's Consultative Committee. Noise monitors are located throughout local communities in Sussex, Surrey and Kent in order to develop an understanding of the noise environment and assess the impact of aircraft noise on those areas.

Annex F – Wind and Runway Direction

It is important for the safe operation of aircraft that they both land and take-off into wind. On take-off, this will increase airspeed and the amount of lift produced and, on landing, it will again assist with the creation of lift (required until touchdown) and also help to control airspeed. It is important that aircraft are travelling at the appropriate speeds specified during these critical stages of flight necessary for safety. A tailwind could increase the airspeed and may make an approach too fast and unsafe, therefore direction of operation is something which is considered carefully by ATC.

The wind direction and speed on the ground at the aerodrome can vary from what you may experience locally. In addition to wind on the ground, wind direction and speed are also assessed at 1,000ft and 2,000ft. Generally speaking, the wind speed increases considerably with altitude and may also have a significantly different direction. It is important to take these conditions into account, as they will affect flight during the initial stages of flight directly after take-off and during the final stages of the approach just before landing.

In recent years the annual average has approximately been a third of aircraft operations taking place in an easterly direction and two thirds in a westerly direction. The direction in which the runway is operated is determined purely by the prevailing wind direction, during the summer this typically results in a long period of time operating in an easterly direction. However, this split will vary from year to year and month to month and there is no correlation between the same months in different years.

Figure F-1: Easterly Runway Directions

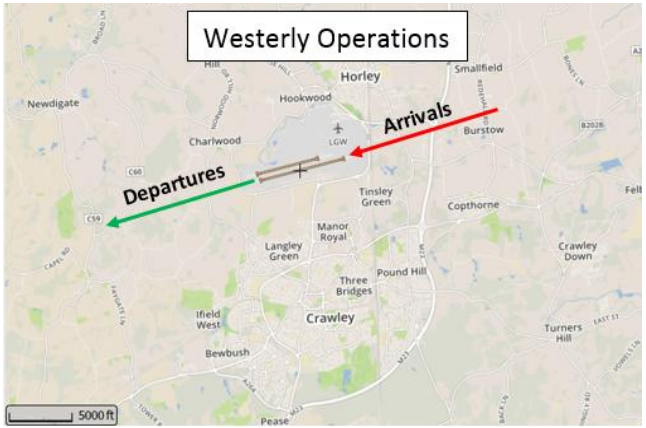

Figure F-2: Westerly Runway Directions

Annex G – Ground Noise Background

London Gatwick is committed to mitigating and reducing noise disturbance caused by aircraft operating on the ground. London Gatwick is a signatory to the Departure Code of Practice published in association with Sustainable Aviation. There are four key elements to this code:

1. Reducing noise on the ground
2. Reducing noise and fuel emissions in the taxi stage
3. Airport Collaborative Decision Making (A-CDM)
4. Continuous Climb Operations

There are a number of procedures aimed at mitigating ground noise.

Firstly, usage of Auxiliary Power Units (APU), small jet engines which generate electrical power for the aircraft on the ground, is restricted to a minimum to avoid unnecessary noise. Instead, electrical power is being supplied through Fixed Electrical Ground Power (FEGP) or – in case this cannot be utilised or is unavailable – by using a Ground Power Unit (GPU), which is a small diesel generator. The usage of GPUs is strictly controlled.

Secondly, there are limits in place concerning the maximum number of engine tests that can be conducted at the airport and there are strict regulations regarding when and where testing can be conducted in accordance with the S106 legal agreement. All testing must be authorised in advance by the Airfield Operations Team and there is a ban on testing during the night-time. Engine runs are an essential activity for maintenance and servicing work conducted at Gatwick.

Lastly, A-CDM in conjunction with reduced engine taxiing ensures that aircraft only use the minimum amount of thrust whilst on the ground, and only start their engines shortly before their departure. It also helps reduce the queueing time near the runway.

Annex H – Night Flights Definition and Quota Count

The night period at London Gatwick spans from 23:00 to 07:00 and during this time the loudest aircraft (QC8 & QC16) are not allowed to operate. Stricter restrictions apply during the night quota period (or core night: 23:30 - 06:00) when there is a limit on the number of movements and the sum of quota count (QC). Furthermore, QC4-rated movements are not allowed to be scheduled during this period.

The noise quota of an individual aircraft is based on its official noise certification data, with separate classifications for take-off and landing in the form of QC values. As shown below, the smaller or newer the aircraft, the lower its QC value will be. As the QC is summed up over all movements, this incentivises the use of quieter aircraft in order to avoid being constrained by the QC limit.

Certificated noise level (EPNdB)	Quota count	Example aircraft (arrival)	Example aircraft (departure)
Less than 81	0	Bombardier Global Express	Bombardier Learjet 45
81 to 83.9	0.125	Airbus A320neo	Airbus A320neo
84 to 86.9	0.25	Airbus A319	Airbus A220-300
87 to 89.9	0.5	Airbus A330-200	Boeing 737-300
90 to 92.9	1	Boeing 737-300	Boeing 737-900
93 to 95.9	2	Boeing 747-400	Airbus A330-200
96 to 98.9	4	Douglas DC-10	Boeing 747-400
99 to 101.9	8	Ilyushin IL-76T	Douglas DC-10
Greater than 101.9	16	-	Antonov An-225

Figure H-1: Aircraft Noise Certifications

Annex I – Night Flights Limits and Dispensations

The latest restrictions set by the DfT for all the London airports on night flying came into force in October 2017 and will remain in place until 2025. These allow 11,200 movements in the Summer season (quota limit 5,150) and 3,250 movements in Winter (quota limit 1,785). Any unused allowance (up to 10% of the total limit) from a preceding season can be carried over to next to allow some additional usage.

Every scheduled night flight movement that operates during the night quota period counts towards the allowance. Unscheduled night flight movements will generally count towards the allowance as well but may be granted a dispensation based on DfT guidelines. Examples of the extraordinary circumstances justifying a dispensation are:

- Medical emergencies
- Humanitarian flights
- Aircraft carrying heads of state or royal families
- Non-scheduled movements as a result of major Air Traffic disruption
- To alleviate serious hardship and congestion at the airfield or terminal
- Government requested dispensations

The number of potential dispensations per night is calculated as the difference between the number of unscheduled night flight movements and the number of flights that avoided the night quota period, i.e. those that were scheduled to operate at night but did not. The number of dispensations may only be as high as the "surplus" of unplanned movements.

Annex J – Departure Noise Limits

Departure noise limits are based on the assumption that the noise monitors are exactly 6.5km from the start of roll point on the runway and at the same elevation as the airfield. To judge the recorded noise levels in practice, adjustments are made to the limits to account for any variances in the monitor position.

There is also a margin of error taken into account for the microphone of +0.7dB. Details of the limits that apply to departing aircraft are shown below. In light of the more noise sensitive period, lower noise limits apply during the night and shoulder periods.

Site	Adjustments specific to monitoring sites			Adjusted Limit values at monitoring sites		
	Positional	Equipment	Total	Day	Shoulder	Night
101 Russ Hill	+5.0	+0.7	+5.7	99.7	94.7	92.7
103 Orltons	+1.9	+0.7	+2.6	96.6	91.6	89.6
105 Oaklands Farm	+1.9	+0.7	+2.6	96.6	91.6	89.6
104 Moat House	0.0	+0.7	+0.7	94.7	89.7	87.7
106 Bellwood	-0.2	+0.7	+0.5	94.5	89.5	87.5

Figure J-1: Departure noise limit adjustments

Financial penalties are applied to aircraft that exceed the noise monitor levels on departure (monitored at 6.5km from the start of roll). A minimum penalty of £500 will be applied for any departing flight that exceeds the above noise limits.

For any departure that exceeds the limit by 3 decibels or more, a fine of £1,000 is applied. All proceeds from noise fines are passed to the independently run Gatwick Airport Community Trust (GACT). Details of the work carried out by the GACT are available at www.gact.org.uk.

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.

LONDON GATWICK

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