Gatwick Airport Flight Performance Report

Q1 Data 2015

(1st January 2015 - 31st March 2015)



YOUR LONDON AIRPORT Gatwick

Introduction

ABOUT THIS REPORT

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

This report contains detailed data on aircraft activity at Gatwick including the adherence to the noise mitigation measures detailed in the UK AIP, a report on night flying during the quarter, and an analysis of noise complaints received during the period.

KEY MONITORING INDICATORS -1ST QUARTER 2015

| | | 12 month perfor | mance averages* | | |
|----------------------------------------------------------------------|---|------------------------|-------------------------|---------|-------|
| Parameter | | Year to date (2015) | Previous year (2014) | 2011 | 2006 |
| Track keeping performance (% on track) | | 99.56% | 97.90% | 97.47 | 98.17 |
| 24hr CDA (% achievement) | • | 92.64% | 92.12% | 90.49 | 80.79 |
| Day/Shoulder CDA (% achievement) | | 92.38% | 91.91% | 90.19 | 79.9 |
| Core night CDA (% achievement) | | 95.34% | 94.58% | 93.96 | 89.6 |
| 1000ft Infringements (No.) | • | 0 | 0 | 3 | 11 |
| 1000ft Infringements (No. below 900ft) | • | 0 | 0 | 1 | 6 |
| Departure Noise Infringements (Day) | - | 0 | 0 | 0 | 10 |
| Departure Noise Infringements (Night/Shoulder) | - | 0 | 0 | 4 | 2 |
| Callers | | 3529 | 944 | 343 | 587 |
| Noise complaints | | 20803 | 6313 | 2673 | 4791 |
| Enquiry response performance target is 95% within 8 days (quarterly) | | 99.95% | 96.00% | KPI 95% | |
| West/East Runway Split (%) | - | 66/34 | 70/30 | 67/33 | 68/32 |

*The colour indicates the most recent 12 month performance compared to 2011, with green showing improvement and red a decline in performance. ** This figure did not include deviations from prop types or those due to weather.

PERFORMANCE HEADLINES

Continuous Descent Approach (CDA) performance indicators for all time periods remain green, as performance levels have continued to improve. Gatwick continues to be a world class leader for this noise mitigation technique. The rate of CDA performance has shown year on year improvement over the past several years, although there was a drop in performance in 2012 as a consequence of the main runway resurfacing works carried out throughout much of the period. It should also be noted that historically CDA performance during the winter months does decrease due to instances of inclement weather.

Track keeping performance has improved again on the previous year's performance, details of which will follow later in this report.

As part of our continuing commitment to increase on track performance the FPT also continues to engage with the airlines directly and through the Flight Operations Performance and Safety Committee on a range of initiatives.

Both the number of complaints and the number of individual callers has increased significantly compared to the previous twelve months. This increase has been caused by a number of contributing factors. As well as the publicity surrounding a potential 2nd runway at Gatwick, last year was the busiest in the Airport's history. A more accurate navigation method, PRNAV was also introduced on all departure routes. Last year also saw the emergence of a number of new campaign groups and changes to flight paths.

The postcode areas with the greatest number of enquiries this quarter were, Dorking, Betchworth, Tunbridge Wells, and Horsham.

AIRPORT OPERATIONS

During the quarter, there were a total of 54,974 fixed wing aircraft movements at Gatwick, an increase in traffic of about 1.0% compared to the same period in 2014. The direction of operation is determined by wind direction and this quarter was split 71% on the westerly runway and 29% on the easterly runway. The rolling 20 year average for the split in runway usage is approximately 68% westerly and 32% easterly.

NORTHERN RUNWAY (26R/08L) USAGE

Although Gatwick has the main runway and the 'reserve' or northern runway, they cannot be operated simultaneously.

The northern runway is normally only utilised during the night when maintenance on the main runway is planned. During these three months there were a total of 492 movements from the northern runway.

WOULD YOU LIKE TO KNOW MORE ABOUT AIRCRAFT NOISE OR TRACK A FLIGHT?

To track aircraft, see noise readings or make a complaint about aircraft noise at Gatwick you can visit our website: **www.gatwickairport.com/noise**

The website provides detailed maps on aircraft traffic around the airport as well as useful information on noise and statistics on aircraft movements. It also details the work we undertake with others in the aviation industry to try and alleviate the impact of our operations on both the local and wider community.

COMMUNITY NOISE MONITORING

In addition to fixed monitors located close to the ends of the runway there are currently mobile noise monitors deployed at sites in Lingfield, Rusper, Okewood Hill, Hever, Bidborough, Cowden and South Holmwood.

Gatwick Airport Flight Performance Team Quarterly report for the period January to March 2015

RUNWAY DIRECTION

The following graph represents the direction of runway operation at Gatwick. Aircraft operating in a westerly direction take off towards the west and land from the east. Aircraft operating in an easterly direction take off towards the east and land from the west. This quarter the direction of runway operation was split 71% in a westerly mode, against 29% in an easterly mode.

Although the long term average is approximately 70:30 in favour of westerly operations, it is not unusual to experience long periods of prolonged operation in either one direction or another.





RUNWAY DIRECTION SPLIT %

2

THE AERONAUTICAL INFORMATION PUBLICATION

An Aeronautical Information Publication (or AIP) is defined by the International Civil Aviation Organisation (ICAO) as a publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.

It is designed to be a manual containing thorough details of regulations, procedures and other information pertinent to flying aircraft in the particular country to which it relates. It is usually issued by or on behalf of the respective civil aviation administration.

The structure and contents of AIPs are standardized by international agreement through ICAO. AIPs normally have three parts - GEN (general), ENR (en route) and AD (aerodromes).

The Gatwick Aerodrome AIP contains details regarding the noise mitigation measures in place and adherence to these is reported in this section.

ADHERENCE TO NOISE MITIGATION MEASURES AS DETAILED IN THE GATWICK AIP

Each element of this report is preceded where applicable by the relevant Aeronautical Information Publication (AIP) reference and summary text detailing the purpose of the requirement. Data is then presented on current performance.

It should be noted that Gatwick is 202ft above mean sea level and the NTK system measures height relative to Gatwick elevation and not sea level.

References in the AIP are usually above sea level (quoted as Gatwick QNH) and therefore need to be reduced by 202ft to be comparable with heights as measured by the Noise and Track keeping system. For example the requirement to join the ILS at 3000ft would equate to 2798ft in the Noise and Track keeping system.

No account is taken of the variability of heights as measured by the radar which, depending on the distance from the radar head, can be +/- 200ft from that indicated. This is obviously allowed for by NATS when managing operations. FOR THE PURPOSES OF THIS REPORT ANY REFERENCE TO HEIGHT SHOULD BE READ AS ABOVE AIRFIELD ELEVATION UNLESS OTHERWISE STATED.

ALL DATA CONTAINED WITHIN THIS REPORT SHOULD BE CONSIDERED IN LIGHT OF THE PRECEDING TEXT AND THE COMMENTARY THAT FOLLOWS.

DEPARTURES - INITIAL CLIMB PERFORMANCE

EGKK AD 2.21 (3 (1)). After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 ft aal (above airfield level) at 6.5 km from start of roll as measured along the departure track of the aircraft. This is to ensure departing aircraft achieve at least that climb gradient in order to reduce the impact on the ground.

Comment:

There were no infringements of the 1000ft rule during this quarter.

Historically the summer months are typically the peak period for aircraft failing to meet the 1,000ft requirement primarily due to the warmer weather, which reduces aircraft climb performance.

1000ft INFRINGEMENT TABLE

| Year | Total Infringements | Year | Total Infringements |
|------|------------------------|------|------------------------|
| 2006 | 11 | 2011 | 3 |
| 2007 | 26 | 2012 | 2 |
| 2008 | 11 | 2013 | 0 |
| 2009 | 22 | 2014 | 0 |
| 2010 | 6 | 2015 | 0 |

GRAPH ILLUSTRATING 1000FT PERFORMANCE



DEPARTURES - NOISE INFRINGEMENTS

Departure Noise Limits (Daytime)

EGKK AD 2.21(3(3)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after takeoff, be operated in such a way that it will not cause more than 94 dBA Lmax by day 0700 to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated level during the day.

Comment:

There were no infringements of the noise limits during the day time period during the quarter.

| Number of Day Infringements | Year | Number of Day Infringements | Year | Number of Day Infringements |
|--------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 9 | 2010 | 0 | 2014 | 0 |
| 13 | 2011 | 0 | 2015 | 0 |
| 2 | 2012 | 0 | | |
| 0 | 2013 | 0 | | |
| | Number of Day Infringements 9 13 2 0 | Number of Day Infringements Year 9 2010 13 2011 2 2012 0 2013 0 2013 | Number of Day InfringementsYearNumber of Day Infringements9201001320110220120020130 | Number of Day InfringementsYearYear92010020141320110201522012000201300 |

DEPARTURE NOISE LIMITS (CORE NIGHT & SHOULDERS)

EGKK AD 2.21 (3(4)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after takeoff, be operated in such a way that it will not cause more than 89 dBA Lmax by night (2300 to 0700 hours local time) and that it will not cause more than 87 dBA Lmax during the night quota period from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated levels during the night and shoulder periods.

Comment:

There have been no night time noise infringements during this quarter.

| Year | Number of Night & Shoulder Infringements | Year | Number of Night & Shoulder Infringements | Year | Number of Night & Shoulder Infringements |
|------|------------------------------------------------|------|------------------------------------------------|------|------------------------------------------------|
| 2006 | 2 | 2010 | 0 | 2014 | 0 |
| 2007 | 2 | 2011 | 4 | 2015 | 0 |
| 2008 | 2 | 2012 | 0 | | |
| 2009 | 1 | 2013 | 0 | | |

Gatwick Airport Flight Performance Team Quarterly report for the period January to March 2015

DEPARTURES - TRACK KEEPING

All jet aircraft leaving Gatwick Airport should follow flight paths known as Noise Preferential Routes (NPRs) up to a height of 3,000ft or 4,000ft depending on the route.

In 2012 Gatwick Airport publicly consulted on the implementation of a more modern form of aircraft navigation called P-RNAV (Precision Route Navigation). After having assessed all consultation feedback, the Civil Aviation Authority (CAA) granted the airport permission to implement P-RNAV on all of our departure routes.

Implementing P-RNAV on the published departure routes has resulted in the tracks of departing aircraft being more concentrated within the boundaries of the current NPRs, with one exception.

This is the NPR designed 26LAM that heads west then turns back on itself and passes to the north of the airfield. This route has always presented a challenge for modern jets as it was designed to accommodate propeller driven aircraft and early jets that were around in the late 1960s. Implementing P-RNAV on this route now requires aircraft to fly outside of the current NPR. Therefore as approved by the CAA aircraft on a P-RNAV departure on this route are not classified as off track as they are following the published route.

Air Traffic Control (ATC) are responsible for the routing of aircraft once airborne and when 3,000 or 4,000ft has been reached they may give a flight a more direct heading (known as vectoring) off the route. This is subject to certain factors including weather conditions or other traffic in the vicinity.

An NPR is a corridor 3 kilometres wide and aircraft are not obliged to follow any particular track within it. As long as aircraft remain within the corridor boundaries they are deemed to be on track. A map illustrating the Noise Preferential Routes at Gatwick is available on our website.

www.gatwickairport.com/noise

Flights leaving the route below the required height are automatically tagged and details sent to the airline for investigation. Our Flight Operations Performance & Safety Committee regularly review track keeping performance.

| | | Total | | | Westerly | | | Easterly | |
|--------|------------|------------|--------------|------------|------------|--------------|------------|------------|--------------|
| Month | Deviations | Departures | % Deviations | Deviations | Departures | % Deviations | Deviations | Departures | % Deviations |
| Oct-13 | 228 | 11276 | 2.02% | 211 | 8457 | 2.49% | 17 | 2817 | 0.60% |
| Nov-13 | 126 | 8633 | 1.46% | 113 | 5916 | 1.91% | 13 | 2738 | 0.47% |
| Dec-13 | 163 | 8996 | 1.81% | 156 | 8202 | 1.90% | 7 | 794 | 0.88% |
| Jan-14 | 159 | 8762 | 1.81% | 151 | 7428 | 2.03% | 8 | 1333 | 0.60% |
| Feb-14 | 151 | 8516 | 1.77% | 141 | 7511 | 1.88% | 10 | 996 | 1.00% |
| Mar-14 | 106 | 9444 | 1.12% | 92 | 5855 | 1.57% | 14 | 3589 | 0.39% |
| Apr-14 | 78 | 9774 | 0.80% | 57 | 5229 | 1.09% | 21 | 4545 | 0.46% |
| May-14 | 37 | 11654 | 0.32% | 26 | 7067 | 0.37% | 11 | 4587 | 0.24% |
| Jun-14 | 41 | 11659 | 0.35% | 25 | 6079 | 0.41% | 16 | 5580 | 0.29% |
| Jul-14 | 56 | 12642 | 0.44% | 30 | 8769 | 0.34% | 26 | 3873 | 0.67% |
| Aug-14 | 102 | 13182 | 0.77% | 83 | 11816 | 0.70% | 19 | 1366 | 1.39% |
| Sep-14 | 40 | 11993 | 0.33% | 22 | 4069 | 0.54% | 18 | 7924 | 0.23% |
| Oct-14 | 82 | 11265 | 0.73% | 77 | 9436 | 0.82% | 5 | 1829 | 0.27% |
| Nov-14 | 61 | 8478 | 0.72% | 43 | 4593 | 0.94% | 18 | 3885 | 0.46% |
| Dec-14 | 11 | 9048 | 0.12% | 10 | 7645 | 0.13% | 1 | 1403 | 0.07% |
| Jan-15 | 13 | 8849 | 0.15% | 13 | 8030 | 0.16% | 0 | 819 | 0.00% |
| Feb-15 | 23 | 8584 | 0.27% | 14 | 5601 | 0.25% | 9 | 2983 | 0.30% |
| Mar-15 | 11 | 10075 | 0.11% | 7 | 3962 | 0.18% | 4 | 6104 | 0.07% |

TABLE ILLUSTRATING TRACK KEEPING PERFORMANCE OVER 15 MONTHS

Comment:

The table above shows track keeping performance over the previous 12 month period. The on track performance for the quarter was 99.82% compared to 99.46% measured in the previous quarter The rolling 12 month year on year period on track performance stands at 99.56% as opposed to 97.90% for the 12 months ended March 2014. (These figures do not include PRNAV Departures on the 26LAM wrap around route).

DEPARTURES - OVER CONGESTED AREAS

The WIZAD Noise Preferential Route

EGKK AD 2.21 (8) (c) The ATC clearance via Mayfield specified in the second column of the table will not be available between 2300 hours and 0700 hours local time. Aircraft following the Noise Preferential Routing which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead. This is to avoid aircraft noise from departing aircraft over areas of high population at night on the 26WIZAD NPR.

Overflight of Crawley and Horley

EGKK AD 2.21 (9) After take-off the aircraft shall avoid flying over the congested areas of Horley and Crawley. This is to avoid aircraft noise from departing aircraft over areas of high population.

Comment:

During this period there were no departing flights that passed over Crawley.

Comment:

This quarter there have been no departures during the restricted period, on the '26 WIZAD' Noise Preferential Route.

MAP ILLUSTRATING CRAWLEY TOWN BOUNDARY WITH NOISE PREFERENTIAL ROUTE 26 WIZAD AND DEPARTURE OVERFLIGHT



MAP BELOW SHOWS THE SHADED URBAN AREA OF HORLEY AND THE NPR DESIGNATED 08KEN

MAP BELOW ILLUSTRATES THE TRACK DENSITY OF AIRCRAFT OVERFLYING HORLEY DURING THE THREE MONTH PERIOD



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| Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate |
|--------|------------------------|----------------|--------------------------|--------|------------------------|----------------|--------------------------|--------|------------------------|----------------|--------------------------|
| Jan-13 | 2196 | 67 | 3.05% | Jan-14 | 3048 | 50 | 1.64% | Jan-15 | 3237 | 95 | 2.93% |
| Feb-13 | 1447 | 101 | 6.98% | Feb-14 | 3089 | 60 | 1.94% | Feb-15 | 2251 | 64 | 2.84% |
| Mar-13 | 1427 | 70 | 4.91% | Mar-14 | 2447 | 60 | 2.45% | Mar-15 | 2453 | 38 | 1.55% |
| Apr-13 | 2499 | 78 | 3.00% | Apr-14 | 2043 | 40 | 1.96% | Apr-15 | 2197 | 43 | 1.96% |
| May-13 | 3545 | 186 | 5.25% | May-14 | 2805 | 46 | 1.64% | May-15 | 0 | 0 | - |
| Jun-13 | 3114 | 153 | 4.91% | Jun-14 | 2606 | 38 | 1.46% | Jun-15 | 0 | 0 | - |
| Jul-13 | 2777 | 78 | 2.81% | Jul-14 | 3466 | 52 | 1.50% | Jul-15 | 0 | 0 | - |
| Aug-13 | 4157 | 152 | 3.66% | Aug-14 | 4512 | 35 | 0.78% | Aug-15 | 0 | 0 | - |
| Sep-13 | 3590 | 185 | 5.15% | Sep-14 | 1686 | 24 | 1.42% | Sep-15 | 0 | 0 | - |
| Oct-13 | 3614 | 139 | 3.85% | Oct-14 | 3826 | 31 | 0.81% | Oct-15 | 0 | 0 | - |
| Nov-13 | 2659 | 128 | 4.81% | Nov-14 | 1881 | 19 | 1.01% | Nov-15 | 0 | 0 | - |
| Dec-13 | 3438 | 60 | 1.75% | Dec-14 | 3079 | 79 | 2.57% | Dec-15 | 0 | 0 | - |

BREAKDOWN SHOWING THE ANALYSIS OF HORLEY OVERFLIGHT

Full implementation of PRNAV from 1 May 2014

Comment:

The FPT monitors all departing aircraft that overfly the town of Horley with details also being passed to Air Traffic Control so that they can continue to review how they direct traffic over the area.

CONTINUOUS DESCENT APPROACH

EGKK AD 2.21 (10) Where the aircraft is approaching the aerodrome to land it shall commensurate with it ATC clearance minimise noise disturbance by the use of continuous decent and low power, low drag, operating procedures (referred to in Detailed Procedures for descent clearance in AD (2-EGKK-1-17). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach including in the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduce flaps, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft. This is to avoid prolonged periods of level flight and keep aircraft as high as possible for as long as possible.

CDA data is measured over three time periods, the core night period (2330-0600), the day and shoulder periods (0600 – 2330) and the 24hour period.

CORE NIGHT PERIOD

During this quarter, the core night-time CDA achievement rate was 96.36%, compared to 94.31% recorded in the previous quarter. The underlying performance rate remains positive with an achievement rate of 95.34% recorded for the year up to the end of March 2015. This compares to 94.58 % for the year ending March 2014.

Gatwick Airport Flight Performance Team Quarterly report for the period January to March 2015

| | | All Arrivals | | (| 08 Easterly Arriva | ls | 2 | 6 Westerly Arriva | ls |
|--------|-------|--------------|--------|-------|--------------------|--------|-------|-------------------|--------|
| Month | Total | Non CDA | %CDA | Total | Non CDA | %CDA | Total | Non CDA | CDA |
| Jan-14 | 241 | 11 | 95.44% | 48 | 3 | 93.75% | 193 | 8 | 95.85% |
| Feb-14 | 235 | 11 | 95.32% | 33 | 1 | 96.97% | 202 | 10 | 95.05% |
| Mar-14 | 283 | 14 | 95.05% | 110 | 4 | 96.36% | 173 | 10 | 94.22% |
| Apr-14 | 725 | 19 | 97.38% | 383 | 9 | 97.65% | 342 | 10 | 97.08% |
| May-14 | 1227 | 49 | 96.01% | 536 | 27 | 94.96% | 691 | 22 | 96.82% |
| Jun-14 | 1496 | 112 | 92.51% | 863 | 81 | 90.61% | 633 | 31 | 95.10% |
| Jul-14 | 1713 | 48 | 97.20% | 546 | 28 | 94.87% | 1167 | 20 | 98.29% |
| Aug-14 | 1866 | 80 | 95.71% | 275 | 15 | 94.55% | 1591 | 65 | 95.91% |
| Sep-14 | 1574 | 85 | 94.60% | 1009 | 76 | 92.47% | 465 | 9 | 98.06% |
| Oct-14 | 1046 | 56 | 94.65% | 118 | 10 | 91.53% | 984 | 46 | 95.33% |
| Nov-14 | 294 | 20 | 93.20% | 104 | 3 | 97.12% | 190 | 17 | 91.05% |
| Dec-14 | 366 | 21 | 94.26% | 50 | 5 | 90.00% | 316 | 16 | 94.94% |
| Jan-15 | 324 | 16 | 95.06% | 20 | 1 | 95.00% | 289 | 15 | 94.81% |
| Feb-15 | 280 | 8 | 97.14% | 70 | 1 | 98.57% | 210 | 7 | 96.67% |
| Mar-15 | 386 | 12 | 96.89% | 135 | 3 | 97.78% | 242 | 9 | 96.28% |

BREAKDOWN OF THE CORE NIGHT TIME PERIOD

CORE NIGHT-TIME COMPLIANCE GRAPH



DAYTIME AND SHOULDER PERIOD

The average daytime and shoulder period achievement rate for this 3 month period is 92.20% compared to 92.76% for the previous quarter. The twelve month period to the end of March 2015 shows an achievement rate of 92.38% compared to 91.91% for the same period ending March 2014.

BREAKDOWN OF THE DAYTIME AND SHOULDER TIME PERIOD WITH GRAPH

| | | All Arrivals | | 0 | 8R Easterly Arriva | als | 2 | 6L Westerly Arriva | als |
|--------|-------|--------------|--------|-------|--------------------|--------|-------|--------------------|--------|
| Month | Total | Non CDA | %CDA | Total | Non CDA | %CDA | Total | Non CDA | CDA |
| Jan-14 | 8410 | 684 | 91.87% | 1246 | 143 | 88.52% | 7164 | 541 | 92.45% |
| Feb-14 | 8174 | 705 | 91.38% | 916 | 103 | 88.76% | 7258 | 602 | 91.71% |
| Mar-14 | 9316 | 668 | 92.83% | 3707 | 312 | 91.58% | 5609 | 356 | 93.65% |
| Apr-14 | 9326 | 655 | 92.98% | 4402 | 345 | 92.16% | 4924 | 310 | 93.70% |
| May-14 | 10618 | 796 | 92.50% | 4230 | 345 | 91.84% | 6388 | 451 | 92.94% |
| Jun-14 | 10455 | 861 | 91.76% | 5000 | 479 | 90.42% | 5455 | 382 | 93.00% |
| Jul-14 | 11144 | 895 | 91.97% | 3413 | 355 | 89.60% | 7731 | 540 | 93.02% |
| Aug-14 | 11404 | 870 | 92.37% | 1099 | 107 | 90.26% | 10305 | 763 | 92.60% |
| Sep-14 | 10853 | 848 | 92.19% | 7149 | 590 | 91.75% | 3704 | 258 | 93.03% |
| Oct-14 | 10344 | 726 | 92.98% | 1691 | 160 | 90.54% | 8653 | 566 | 93.46% |
| Nov-14 | 8413 | 627 | 92.55% | 4229 | 344 | 91.87% | 4184 | 283 | 93.24% |
| Dec-14 | 8841 | 643 | 92.73% | 1429 | 122 | 91.46% | 7412 | 521 | 92.97% |
| Jan-15 | 8487 | 632 | 92.55% | 811 | 84 | 89.64% | 7676 | 548 | 92.86% |
| Feb-15 | 8278 | 555 | 93.30% | 2635 | 207 | 92.14% | 5436 | 348 | 93.60% |
| Mar-15 | 9633 | 870 | 90.97% | 3731 | 442 | 88.15% | 5902 | 428 | 92.75% |

GATWICK DAY & SHOULDER CDA ACHIEVEMENT (0600 - 2330) WITH QUARTERLY TREND LINE



24 HOUR PERIOD

The 24 hour CDA achievement rate for the year ended March 2015 was 92.64%, compared to 92.12% for the corresponding period to March 2014. This quarter's performance level was 92.35%, whilst the performance for the previous quarter was 92.89 %.

BREAKDOWN OF 24 HOUR TIME PERIOD WITH GRAPH

| | | All Arrivals | | (| 08 Easterly Arriva | s | 2 | 6 Westerly Arriva | ls |
|--------|-------|--------------|--------|-------|--------------------|--------|-------|-------------------|--------|
| Month | Total | Non CDA | % CDA | Total | Non CDA | % CDA | Total | Non CDA | % CDA |
| Jan-14 | 8651 | 695 | 91.97% | 1148 | 146 | 87.28% | 6808 | 549 | 91.94% |
| Feb-14 | 8409 | 716 | 91.49% | 949 | 104 | 89.04% | 7455 | 612 | 91.79% |
| Mar-14 | 9599 | 682 | 92.90% | 3817 | 316 | 91.72% | 5782 | 366 | 93.67% |
| Apr-14 | 10051 | 674 | 93.29% | 4200 | 334 | 92.05% | 4664 | 294 | 93.70% |
| May-14 | 11845 | 845 | 92.87% | 4766 | 372 | 92.19% | 7079 | 473 | 93.32% |
| Jun-14 | 11951 | 973 | 91.86% | 5863 | 560 | 90.45% | 5675 | 413 | 92.72% |
| Jul-14 | 12857 | 943 | 92.67% | 3959 | 383 | 90.33% | 8898 | 560 | 93.71% |
| Aug-14 | 13270 | 950 | 92.84% | 1374 | 122 | 91.12% | 11896 | 728 | 93.88% |
| Sep-14 | 12427 | 933 | 92.49% | 8258 | 666 | 91.94% | 4169 | 267 | 93.60% |
| Oct-14 | 11446 | 782 | 93.17% | 1809 | 170 | 90.60% | 9637 | 612 | 93.65% |
| Nov-14 | 8707 | 647 | 92.57% | 4333 | 347 | 91.99% | 4374 | 300 | 93.14% |
| Dec-14 | 9207 | 656 | 92.87% | 1479 | 124 | 91.62% | 7728 | 532 | 93.12% |
| Jan-15 | 8811 | 648 | 92.65% | 831 | 85 | 89.77% | 7980 | 563 | 92.94% |
| Feb-15 | 8558 | 563 | 93.42% | 2912 | 208 | 92.86% | 5646 | 355 | 93.71% |
| Mar-15 | 10019 | 882 | 91.20% | 3866 | 445 | 88.49% | 6153 | 437 | 92.90% |

GATWICK 24 HOUR PERIOD CDA ACHIEVEMENT



ARRIVALS - OVER CONGESTED AREAS

AD 2-EGKK1-12 (11) Before landing at the aerodrome the aircraft shall maintain as high an altitude as practical and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000ft (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000ft (Gatwick QNH). NB. 2000 ft - (202ft (airfield elevation) + 100ft (radar/ILS tolerance)) = 1698ft on ANOMS.

Comment:

Aircraft tracks were analysed for January, February and March 2015 and with the exception of a small number of go-arounds there were no arriving flights that passed over the towns of Crawley, East Grinstead, Horley and Horsham below the required altitude. The map below illustrates the outline of these urban conurbations. A polygon located over the urban area at about 7 nautical miles (nm) from touchdown is normally used to analyse tracks over the Lingfield area. During the analysis period there were a total of 19,768 arrivals that passed through this area. There were no arriving aircraft that passed over the town below a height of less than 1698 feet.

EGKK AD 2.21 (13 (a)) Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 ft (Gatwick QNH) before intercepting the glide path, nor thereafter fly below the glide path. This is aimed at keeping aircraft as high as possible for as long as possible.

A) Day time joining height (0600 - 2330)

Comment:

The map below shows the congested urban areas, a series of gates running parallel to the extended runway centreline for around 6nm east and west of the airport, , used to monitor low arrivals, joining the ILS below 2000ft. There were 27,321 arrivals



THE FOLLOWING MAP ILLUSTRATES THE ANALYSIS ZONES USED FOR LATE AND LOW ARRIVALS FOR BOTH ENDS OF THE AIRFIELD AND THE CONGESTED URBAN AREAS

recorded by the Casper NTK system this quarter, 53 (0.19%) of which were operating below an altitude of 2000ft (equivalent to a height in the NTK system of 1798ft) through one or more of the analysis gates. In addition there were 12'go-arounds' that were not included in this figure.

EGKK AD 2.21 (14) Aircraft which land at Gatwick Airport - London between the hours of 2330 (local) and 0600 (local), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre line:

a) below 3000; ft or

b) closer than 10 nm from touchdown.

This aims to keep aircraft higher for longer and avoid overflying areas en route to the ILS below 3000ft.

B) Night joining height & distance

A change in the NTK system introduced in June 2007 caused a corresponding rise in aircraft joining below

3000ft, The reason was that previously only aircraft below 2598ft at 10nm would have been recorded which takes account of the 202ft elevation of Gatwick and the 200ft tolerance of the radar equipment. This metric is primarily used by NATS to ensure compliance and in allowing for these tolerances it is reasonable for a controller to assume that if an aircraft displays an altitude of 2800ft on their system it is compliant with the 3000ft requirements. The same aircraft would be at 2598ft above the airfield as displayed on the Casper NTK system (or any NTK) system. Since June 2007 statistics have only taken account of the airfield elevation and consequently any aircraft below 2798ft at 10nm has been flagged.

Comment:

Regular periods of runway maintenance take place during the night time. During these times when the main runway is closed arrivals use the northern or reserve runway. However because of an absence of an Instrument Landing System on the northern runway the has a negative impact on night time joining point performance.





GO AROUND STATISTICS 2004 - 2015

A go-around is a procedure adopted when an arriving aircraft on final approach aborts landing by applying take off 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 Air Traffic Control (ATC) and the pilots can anticipate where the aircraft will go following the decision to go-around.

The number and reasons for go-arounds are routinely discussed at FLOPSC meetings and Pilot Forums. All parties are focussed on minimising the number of occasions when a go around is required but expect some to occur given the fact that Gatwick is a busy single runway airport. It should be stated that there are well established standard procedures which both pilots and controllers are trained in and are familiar with. Gatwick Airport Ltd as the airport operator actively encourages airlines operating at the airport to fly to the best possible environmental standards. However safety must and always will be the number one priority.

The main causes of go arounds this quarter were 'runway occupied' and 'unstable approaches'.



NATS CURRENTLY RECORD GO-AROUNDS UNDER ONE OF THE FOLLOWING CAUSAL FACTORS

GO AROUND STATISTICS 2003 - 2014

| Year | Total | Total Arrivals | % of Arrivals |
|------|-------|----------------|---------------|
| 2004 | 344 | 124665 | 0.28 |
| 2005 | 450 | 129509 | 0.35 |
| 2006 | 405 | 130954 | 0.31 |
| 2007 | 434 | 133271 | 0.33 |
| 2008 | 359 | 131858 | 0.35 |
| 2009 | 455 | 125861 | 0.36 |
| 2010 | 364 | 120263 | 0.3 |
| 2011 | 386 | 125541 | 0.31 |
| 2012 | 520 | 123408 | 0.42 |
| 2013 | 473 | 125290 | 0.38 |
| 2014 | 512 | 129966 | 0.39 |
| 2015 | 105 | 27489 | 0.38 |

Comment:

The most common reasons for go-arounds were 'runway occupied' and 'unstable approaches' The percentage of arrivals performing go-arounds is 0.38%.

NIGHT FLIGHTS

Introduction

The Secretary of State in exercise of his powers under Section 78 of the Civil Aviation Act 1982 has imposed restrictions at Gatwick Airport on aircraft operating at night. These restrictions are in place to limit and mitigate noise disturbance from aircraft operating at night and to prohibit aircraft of specified descriptions from operating, also to limit the number of occasions on which other aircraft may take off or land.

The night flying restrictions are divided into summer and winter seasons which coincide with the start and end of British Summer Time. They consist of a movement limit and a quota count system. The quota count (QC) means that points are allocated to different aircraft types according to how noisy they are. The noisier the aircraft type, the higher the points allocated. This provides an incentive for airlines to use quieter aircraft types. Aircraft are certified by the International Civil Aviation Organisation according to the noise they produce and are classified separately for both take-off and landing.

For the purposes of night flying operations, the night quota period is defined as the period between 23:30 -06:00 (Local time). In addition there are two further shoulder periods of 23:00 - 23:30 and 06:00 - 07:00 (Local time), where other restrictions apply to the scheduling and operation of aircraft of specified descriptions.

The Department for Transport has confirmed that the current night flight restriction will remain in force until October 2017.

Comment:

Overleaf is a the end of season report for winter 2014. The season ended at 01:00 on 29th March 2015. There was a total of 54% of the movement quota and 42.6% of the quota points utilised.

The summer season satrted on 29th March 2015. The total number of movement available will be 11,525 which includes a 10% carry over of the unused quota from the winter season.

Dispensations - : There were a total of 77 dispensations applied during the winter season. 22 were as a result of the disruption caused by an ATC software fault in December and another 55 dispensations, resulting from the Virgin incident also in December. This resulted in the runway being closed for 3 hours causing severe delays.

QC4, QC8 and QC16 movements - There were no QC8 or QC16 movements during either the 'night quota' or 'shoulder periods', and no QC4 movements during the 'night quota period'.

| Winter | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 |
|------------------|---------|---------|---------|---------|---------|---------|---------|
| Movements Limits | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 |
| Quota Points | 2060 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 |
| | | | | | | | |
| Summer | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| Movements Limits | 11200 | 11200 | 11200 | 11200 | 11200 | 11200 | 11200 |
| Quota Points | 6400 | 6300 | 6200 | 6200 | 6200 | 6200 | 6200 |

RESTRICTIONS

| AIRP | ORT MOV | VEMEN | ITS and | QUOT | A SUMN | MARY | To Wee | k 23 () | 26 Octo | ber 2 | 014 to | 28 Mai | rch 2015 | () inc) | | | | | | | | | | | | |
|---------------|----------------------------|---------------------|-------------------|--------------|----------------|------------|---------------|------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------|--------------------|-------------------|---------------------------|----------------------------|-------------------------------|-------------------|---------------------|---------------------|----------------------|----------------------|-------------------|-------------------|-----------------|------------------------|
| seas Total | on Guota P(| Points Dints A | llowed | | 5 V | | | Λ⊢ | eason otal Mo | veme | nts Allo | wed | | | 5250 3250 | | | | | | | | | | | |
| No. | Week Ending Date | QC0.2 No. | 5 QCO.25 Value | QC0.5 No. | QC0.5 Value | QCI No. | QC1 Value | QC2 No. | QC2 Value | QC4 No. | QC4 Value | QC8 No. | QC8 Value | QC16 No. | QC16 Tr Value Qi Vi | otal M uota A alue I | vmts Ex Jainst Ty .imit | mpt Not pes De | Cnt'd Not lays G | Cnt'd No iovt Ei | t Cnt'd . ngcy Ar | Total T vis No. A | Total rvls % D | Total Deps No. | Total Deps % | Total Rnwy 4vmts |
| - | 01/11/2014 | 06 | 22.50 | 06 | 45.00 | 24 | 24.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 1.50 | 204 | 4 | 0 | 0 | 0 | 182 | 87.5 | 26 | 12.5 | 208 |
| 2 | 08/11/2014 | 51 | 12.75 | 57 | 28.50 | 13 | 13.00 | 2 | 4.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 58 | 3.25 | 123 | M | 0 | 0 | 0 | 112 | 88.9 | 14 | r.n | 126 |
| M | 15/11/2014 | 5 | 3.75 | 29 | 14.50 | ы | 5.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 25 | 5.25 | 50 | ъ | 0 | 0 | 0 | 54 | 98.2 | - | 1.8 | 55 |
| 4 | 22/11/2014 | 10 | 2.50 | 32 | 16.00 | 7 | 7.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 27 | 7.50 | 50 | 2 | 0 | 0 | 0 | 48 | 92.3 | 4 | 7.7 | 52 |
| 2 | 29/11/2014 | 6 | 2.25 | 29 | 14.50 | 7 | 7.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 21 | 5.75 | 46 | 4 | 0 | 0 | 0 | 47 | 94.0 | 3 | 6.0 | 50 |
| 9 | 06/12/2014 | 00 | 2.00 | 28 | 14.00 | 9 | 6.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 22 | 2.00 | 42 | 0 | 0 | 0 | 0 | 40 | 95.2 | 2 | 4.8 | 42 |
| 7 | 13/12/2014 | 19 | 4.75 | 39 | 19.50 | 6 | 9.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 3. | 3.25 | 67 | 2 | 2 | 0 | 0 | 82 | 90.1 | 6 | 6.6 | 6 |
| 00 | 20/12/2014 | 25 | 6.25 | 35 | 17.50 | 80 | 8.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 3 | 1.75 | 68 | 2 | 0 | 0 | 0 | 67 | 95.7 | 3 | 4.3 | 70 |
| 6 | 27/12/2014 | 23 | 5.75 | 49 | 24.50 | ß | 5.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 35 | 5.25 | 77 | 2 | 0 | 0 | 0 | 75 | 93.8 | 2 | 6.2 | 80 |
| 10 | 03/01/2015 | 57 | 14.25 | 47 | 23.50 | œ | 8.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 5.75 | 112 | - | 55 | 0 | 0 | 139 | 82.7 | 29 | 17.3 | 168 |
| F | 10/01/2015 | 62 | 15.50 | 53 | 26.50 | 16 | 16.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 60 | 00.0 | 132 | 2 | 0 | 0 | 0 | 120 | 89.6 | 14 | 10.4 | 13.4 |
| 12 | 17/01/2015 | 11 | 4.25 | 43 | 21.50 | 0 | 10.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 3 | 7.75 | 71 | - | 0 | 0 | 0 | 67 | 93.1 | Ŋ | 6.9 | 72 |
| 13 | 24/01/2015 | 12 | 3.00 | 36 | 18.00 | 9 | 6.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 29 | 00.6 | 55 | 2 | 0 | 0 | 0 | 23 | 93.0 | 4 | 7.0 | 57 |
| 14 | 31/01/2015 | 91 | 4.00 | 41 | 20.50 | 12 | 12.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 36 | 5.50 | 69 | 0 | 0 | 0 | 0 | 63 | 91.3 | 9 | 8.7 | 69 |
| 15 | 07/02/2015 | 12 | 3.00 | 36 | 18.00 | м | 3.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 24 | 1.00 | 51 | м | 0 | 0 | 0 | 51 | 94.4 | 3 | 5.6 | 54 |
| 16 | 14/02/2015 | 8 | 4.50 | 38 | 19.00 | 9 | 6.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 29 | 9.50 | 62 | 4 | 0 | 0 | 0 | 62 | 93.9 | 4 | 6.1 | 66 |
| 11 | 21/02/2015 | 8 | 4.50 | 36 | 18.00 | 13 | 13.00 | 2 | 4.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 35 | 9.50 | 69 | ъ | 0 | 0 | 0 | 68 | 616 | 9 | 8.1 | 74 |
| 18 | 28/02/2015 | 40 | 10.00 | 54 | 27.00 | 15 | 15.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 54 | 1.00 | 110 | 7 | 0 | 0 | 0 | 104 | 88.9 | 13 | L.H. | 117 |
| 19 | 07/03/2015 | 28 | 7.00 | 40 | 20.00 | 4 | 4.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 3 | 00' | 72 | 4 | 0 | 0 | 0 | 73 | 96.1 | 3 | 3.9 | 76 |
| 20 | 14/03/2015 | 15 | 3.75 | 49 | 24.50 | 13 | 13.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 4. | 3.25 | 78 | _ | 0 | 0 | 0 | 72 | 91.1 | 7 | 8.9 | 79 |
| 21 | 21/03/2015 | 26 | 6.50 | 40 | 20.00 | œ | 8.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 34 | 4.50 | 74 | 2 | 0 | 0 | 0 | 73 | 96.1 | 2 | 3.9 | 76 |
| 22 | 28/03/2015 | 8 | 4.50 | 48 | 24.00 | 7 | 7.00 | - | 2.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 7.50 | 74 | - | 0 | 0 | 0 | 69 | 92.0 | 9 | 8.0 | 75 |
| 23 | 29/03/2015 | 0 | 0.00 | 0 | 0.00 | 0 | 00.0 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 00: | 0 | 0 | 0 | 0 | 0 | | | | | |
| | TOTALS | 589 | 147.25 | 949 | 474.50 | 205 | 205.00 | 13 | 26.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 85 | 2.75 | 1756 | 88 | 4 | 0 | 0 | 1721 | 91.0 | 170 | 0.6 | 1891 |
| Quot Quot | ta Points / :a Points ? | Availab % Used | ele H | | | | 4351. 42.6 | 00 | | Μον Μον | ement: ement: | s Avail s % Us | able ed | | | | 14 52 | 94 .0 | | | | | | | | |
| Note Note | 1 Not Cni 2 Not Cn | t'd Deli t'd Gov | ays: vt: | | | | Dela) Exem | /s likel | y to lea s grante | d to side of the s | erious (3ov't (' | conge VIP Pa | stion ar ssenge | id dela rs, Em | iys resul ergency | ting fro Relief | om wide. | spread | disrupti | on of Ai | r Traffic. | | | | | |
| Note | 3 Not Cn | t'd Em | gcy: | | | | Emer | gency | , Take-o | offs an | d Land | ings. | | | | | | | | | | | | | | |

NOISE COMPLAINTS

Knowing people's concerns about the airport is important to us. By studying the complaints we receive, and gathering information from the surrounding towns and villages, we believe that we have a good understanding of the noise issues that affect our communities.



REASON FOR COMPLAINT



NOISE COMPLAINTS

Noise is very subjective and peoples' attitude to various forms of noise can vary widely. What one person may consider acceptable may disturb another. These charts provide further analysis of where our complainants live and whether they have been disturbed by arriving or departing flights, or by noise from within the airport boundary.

CATEGORY OF AIRCRAFT OPERATION







1ST QUARTER 2015

MAP ILLUSTRATING THE LOCATION OF NOISE COMPLAINTS RECEIVED THIS QUARTER



GROUND NOISE COMPLAINTS

We occasionally receive complaints about disturbance from noise from within the boundary of the airfield. These can be caused by the normal operation of aircraft moving about the airfield, taking off and landing. Additional sources of noise disturbance can be the use of Auxiliary Power Units by aircraft on stand or the testing of engines following maintenance or repair (engines runs). Strict regulations exist to minimise this disturbance, which includes a ban on engine running during the night. Details of any ground noise complaints are outlined below. A 'ground noise' complaint was received from a resident in Charlwood, concerning noise on the night of 21st January around 03:10. Our investigations confirmed that in accordance with the Airport regulations, there were no engine tests conducted at any time during that night. We also confirmed that there were no aircraft movements between the hours of 02:00 and 04:00. There was resurfacing work taking place on the taxiway area adjacent to Pier 1, which is at the eastern end of the airport main runway. It is possible this may have been the source of the disturbance.



Contact us: noise.line@gatwickairport.com For more information visit us at www.gatwickairport.com/noise



YOUR LONDON AIRPORT

Gatwick Airport Flight Performance Report

This report covers the period

(1st April - 30th June 2015)



YOUR LONDON AIRPORT Gatwick

Introduction

ABOUT THIS REPORT

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

This report contains detailed data on aircraft activity at Gatwick including the adherence to the noise mitigation measures detailed in the UK AIP, a report on night flying during the quarter, and an analysis of noise complaints received during the period.

KEY MONITORING INDICATORS -2ST QUARTER 2015

| | 12 month performance averages* | | | | |
|----------------------------------------------------------------------|--------------------------------|------------------------|-------------------------|---------|---------|
| Parameter | | Year to date (2015) | Previous year (2014) | 2011 | 2006 |
| Track keeping performance (% on track) | | 99.61% | 98.53% | 97.47 | 98.17** |
| 24hr CDA (% achievement) | | 91.65% | 92.56% | 90.49 | 80.79 |
| Day/Shoulder CDA (% achievement) | | 91.57% | 91.76% | 90.19 | 79.9 |
| Core night CDA (% achievement) | | 95.50% | 95.10% | 93.96 | 89.6 |
| 1000ft Infringements (No.) | • | 0 | 0 | 3 | 11 |
| 1000ft Infringements (No. below 900ft) | • | 0 | 0 | 1 | 6 |
| Departure Noise Infringements (Day) | - | 0 | 0 | 0 | 10 |
| Departure Noise Infringements (Night/Shoulder) | - | 0 | 0 | 4 | 2 |
| Callers | | 3335 | 1568 | 343 | 587 |
| Noise complaints*** | | 19277 | 11313 | 2673 | 4791 |
| Enquiry response performance target is 95% within 8 days (quarterly) | | 95.07% | 81.01% | KPI 95% | |
| West/East Runway Split (%) | - | 69/31 | 68/32 | 67/33 | 68/32 |

*The colour indicates the most recent 12 month performance compared to 2011, with green showing improvement and red a decline in performance. ** This figure did not include deviations from prop types or those due to weather.

** This figure did not include deviations from prop types or those due to weather.
***Complaints are recorded in line with our published complaints handling policy. The revised policy published in Nov 2014 advises that only one complaint per day is recorded per individual.

PERFORMANCE HEADLINES

CONTINUOUS DESCENT APPROACH (CDA) PERFORMANCE

While the Noise and Track keeping system utilises the most up to date format of radar data currently available, the algorithm that measures CDA performance has remained unchanged since the definition was initially defined several years ago. As part of a development project to improve the accuracy of CDA measurement, the Flight Performance Team has worked closely with NATS to upgrade the current algorithm. The core algorithm remains unaltered although some additional rules have been added with the result that some marginal profiles previously classified as CDA compliant will now be re-classified as non-CDA flights. These changes came into effect from May 2015 and the resulting variance in recorded levels of performance is in the order of 1%, therefore we expect to see a minor drop off in recorded performance from this date. Historical observations have consistently shown a reduction in performance during the winter months due to instances of inclement weather.

Despite these factors the level of Continuous Descent Approach (CDA) performance remains very positive.

TRACK KEEPING

Track keeping performance has improved again on the previous year's performance, details of which will follow later in this report.

As part of our continuing commitment to increase on track performance, the FPT also continues to engage with the airlines directly and through the Flight Operations Performance and Safety Committee on a range of initiatives.

COMPLAINTS

Both the number of complaints and the number of individual callers have increased significantly compared to the previous twelve months. This increase has been caused by a number of contributing factors. As well as the publicity surrounding a potential 2nd runway at Gatwick, 2015 will be the busiest year in the airports history. Last year also saw the emergence of a number of campaign groups and changes to departure flight paths.

The postcode areas with the greatest number of enquiries this quarter were Tunbridge Wells, Edenbridge the Holmwoods and Reigate.

Complaints about aircraft operations are processed

in accordance with our published complaints handling policy. Details of this policy are available on our website **www.gatwickairport.com/noise**. With regards individuals making multiple complaints these are recorded as one complaint per individual per day.

AIRPORT OPERATIONS

During the quarter, there were a total of 71,129 fixed wing aircraft movements at Gatwick, an increase in traffic of about 2.0% compared to the same period in 2014. The direction of operation is determined by wind direction and this quarter was split 69% on the westerly runway and 31% on the easterly runway. The rolling 20 year average for the split in runway usage is approximately 70% westerly and 30% easterly.

NORTHERN RUNWAY (26R/08L) USAGE

Although Gatwick has the main runway and the 'reserve' or northern runway, they cannot be operated simultaneously.

The northern runway is normally only utilised during the night when maintenance on the main runway is planned. During these three months, there were a total of 882 movements from the Northern runway.

WOULD YOU LIKE TO KNOW MORE ABOUT AIRCRAFT NOISE OR TRACK A FLIGHT?

To track aircraft, see noise readings or make a complaint about aircraft noise at Gatwick you can visit our website: **www.gatwickairport.com/noise**

The website provides detailed maps on aircraft traffic around the airport as well as useful information on noise and statistics on aircraft movements. It also details the work we undertake with others in the aviation industry to try and alleviate the impact of our operations on both the local and wider community.

COMMUNITY NOISE MONITORING

For several years we've run a programme of noise monitoring to get a better understanding of the levels of aircraft noise in the communities surrounding Gatwick Airport. The noise monitors provide a method of monitoring and recording noise from both aircraft, and background sources. This allows us to evaluate trends and make comparisons between the noise environments at different locations.

In addition to fixed monitors located close to the ends of the runway, there are currently mobile noise monitors deployed at sites in Lingfield, Rusper, Okewood Hill, Hever, Bidborough, Cowden, South Holmwood and Slinfold.

1

Gatwick Airport Flight Performance Team Quarterly report for the period April to June 2015

RUNWAY DIRECTION

The following graph represents the direction of runway operation at Gatwick. Aircraft operating in a westerly direction take off towards the west and land from the east. Aircraft operating in an easterly direction take off towards the east and land from the west. This quarter the direction of runway operation was split 69% in a westerly mode, against 31% in an easterly mode.

Although the long term average is approximately 70:30 in favour of westerly operations, it is not unusual to experience long periods of prolonged operation in either one direction or another.

.....





RUNWAY DIRECTION SPLIT %

2

THE AERONAUTICAL INFORMATION PUBLICATION

An Aeronautical Information Publication (or AIP) is defined by the International Civil Aviation Organisation (ICAO) as a publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.

It is designed to be a manual containing thorough details of regulations, procedures and other information pertinent to flying aircraft in the particular country to which it relates. It is usually issued by or on behalf of the respective civil aviation administration.

The structure and contents of AIPs are standardized by international agreement through ICAO. AIPs normally have three parts - GEN (general), ENR (en route) and AD (aerodromes).

The Gatwick Aerodrome AIP contains details regarding the noise mitigation measures in place and adherence to these is reported in this section.

ADHERENCE TO NOISE MITIGATION MEASURES AS DETAILED IN THE GATWICK AIP

Each element of this report is preceded where applicable by the relevant Aeronautical Information Publication (AIP) reference and summary text detailing the purpose of the requirement. Data is then presented on current performance.

It should be noted that Gatwick is 202ft above mean sea level and the Noise and Track Keeping (NTK) system measures height relative to Gatwick elevation and not sea level.

References in the AIP are usually above sea level (quoted as Gatwick QNH) and therefore need to be reduced by 202ft to be comparable with heights as measured by the Noise and Track keeping system. For example, the requirement to join the ILS at 3000ft would equate to 2798ft in the Noise and Track keeping system.

No account is taken of the variability of heights as measured by the radar which, depending on the distance from the radar head, can be +/- 200ft from that indicated. This is obviously allowed for by NATS when managing operations. FOR THE PURPOSES OF THIS REPORT ANY REFERENCE TO HEIGHT SHOULD BE READ AS ABOVE AIRFIELD ELEVATION UNLESS OTHERWISE STATED.

ALL DATA CONTAINED WITHIN THIS REPORT SHOULD BE CONSIDERED IN LIGHT OF THE PRECEDING TEXT AND THE COMMENTARY THAT FOLLOWS.

DEPARTURES - INITIAL CLIMB PERFORMANCE

EGKK AD 2.21 (3(1)) After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 ft aal (above airfield level) at 6.5 km from start of roll as measured along the departure track of the aircraft. This is to ensure departing aircraft achieve at least that climb gradient in order to reduce the impact on the ground.

Comment:

There were no infringements of the 1000ft rule during this quarter.

Historically, the summer months are typically the peak period for aircraft failing to meet the 1,000ft requirement primarily due to the warmer weather, which reduces aircraft climb performance.

1000ft INFRINGEMENT TABLE

| Year | Total Infringements | Year | Total Infringements |
|------|------------------------|------|------------------------|
| 2006 | 11 | 2011 | 3 |
| 2007 | 26 | 2012 | 2 |
| 2008 | 11 | 2013 | 0 |
| 2009 | 22 | 2014 | 0 |
| 2010 | 6 | 2015 | 0 |

GRAPH ILLUSTRATING 1000FT PERFORMANCE



DEPARTURES - NOISE INFRINGEMENTS

Departure Noise Limits (Daytime)

EGKK AD 2.21 (3(3)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after takeoff, be operated in such a way that it will not cause more than 94 dBA Lmax by day (0700 to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated level during the day.

Comment:

There were no infringements of the noise limits during the day time period during the quarter.

| Year | Number of Day Infringements | Year | Number of Day Infringements | Year | Number of Day Infringements |
|------|--------------------------------|------|--------------------------------|------|--------------------------------|
| 2006 | 9 | 2010 | 0 | 2014 | 0 |
| 2007 | 13 | 2011 | 0 | 2015 | 0 |
| 2008 | 2 | 2012 | 0 | | |
| 2009 | 0 | 2013 | 0 | | |

DEPARTURE NOISE LIMITS (CORE NIGHT & SHOULDERS)

EGKK AD 2.21 (3(4)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after takeoff, be operated in such a way that it will not cause more than 89 dBA Lmax by night (2300 to 0700 hours local time) and that it will not cause more than 87 dBA Lmax during the night quota period (2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated levels during the night and shoulder periods.

Comment:

There have been no night time noise infringements during this quarter.

| Year | Number of Night & Shoulder Infringements | Year | Number of Night & Shoulder Infringements | Year | Number of Night & Shoulder Infringements |
|------|------------------------------------------------|------|------------------------------------------------|------|------------------------------------------------|
| 2006 | 2 | 2010 | 0 | 2014 | 0 |
| 2007 | 2 | 2011 | 4 | 2015 | 0 |
| 2008 | 2 | 2012 | 0 | | |
| 2009 | 1 | 2013 | 0 | | |

Gatwick Airport Flight Performance Team Quarterly report for the period April to June 2015

DEPARTURES - TRACK KEEPING

All jet aircraft leaving Gatwick Airport should follow flight paths known as Noise Preferential Routes (NPRs) up to a height of 3,000ft or 4,000ft depending on the route.

In 2012, Gatwick Airport publicly consulted on the implementation of a more modern form of aircraft navigation called P-RNAV (Precision Route Navigation). After having assessed all consultation feedback, the Civil Aviation Authority (CAA) granted the airport permission to implement P-RNAV on all of our departure routes.

Implementing P-RNAV on the published departure routes has resulted in the tracks of departing aircraft being more concentrated within the boundaries of the current NPRs, with one exception.

This is the NPR designed 26LAM that heads west then turns back on itself and passes to the north of the airfield. This route has always presented a challenge for modern jets as it was designed to accommodate propeller driven aircraft and early jets that were around in the late 1960s. Implementing P-RNAV on this route now requires aircraft to fly outside of the current NPR. Therefore, as approved by the CAA, aircraft on a P-RNAV departure on this route are not classified as off track as they are following the published route.

Air Traffic Control (ATC) are responsible for the routing of aircraft once airborne and when 3,000 or 4,000ft has been reached they may give a flight a more direct heading (known as vectoring) off the route. This is subject to certain factors including weather conditions or other traffic in the vicinity.

An NPR is a corridor 3 kilometres wide and aircraft are not obliged to follow any particular track within it. As long as aircraft remain within the corridor boundaries they are deemed to be on track. A map illustrating the Noise Preferential Routes at Gatwick is available on our website.

www.gatwickairport.com/noise

Flights leaving the route below the required height are automatically tagged and details sent to the airline for investigation. Our Flight Operations Performance & Safety Committee regularly review track keeping performance.

| | Total | | | Westerly | | | Easterly | | |
|--------|------------|------------|--------------|------------|------------|--------------|------------|------------|--------------|
| Month | Deviations | Departures | % Deviations | Deviations | Departures | % Deviations | Deviations | Departures | % Deviations |
| Apr-14 | 78 | 9774 | 0.80% | 57 | 5229 | 1.09% | 21 | 4545 | 0.46% |
| May-14 | 37 | 11654 | 0.32% | 26 | 7067 | 0.37% | 11 | 4587 | 0.24% |
| Jun-14 | 41 | 11659 | 0.35% | 25 | 6079 | 0.41% | 16 | 5580 | 0.29% |
| Jul-14 | 56 | 12642 | 0.44% | 30 | 8769 | 0.34% | 26 | 3873 | 0.67% |
| Aug-14 | 102 | 13182 | 0.77% | 83 | 11816 | 0.70% | 19 | 1366 | 1.39% |
| Sep-14 | 40 | 11993 | 0.33% | 22 | 4069 | 0.54% | 18 | 7924 | 0.23% |
| Oct-14 | 82 | 11265 | 0.73% | 77 | 9436 | 0.82% | 5 | 1829 | 0.27% |
| Nov-14 | 61 | 8478 | 0.72% | 43 | 4593 | 0.94% | 18 | 3885 | 0.46% |
| Dec-14 | 11 | 9048 | 0.12% | 10 | 7645 | 0.13% | 1 | 1403 | 0.07% |
| Jan-15 | 13 | 8849 | 0.15% | 13 | 8030 | 0.16% | 0 | 819 | 0.00% |
| Feb-15 | 23 | 8584 | 0.27% | 14 | 5601 | 0.25% | 9 | 2983 | 0.30% |
| Mar-15 | 11 | 10075 | 0.11% | 7 | 3962 | 0.18% | 4 | 6104 | 0.07% |
| Apr-15 | 26 | 10916 | 0.24% | 16 | 5610 | 0.29% | 10 | 5306 | 0.19% |
| May-15 | 47 | 12206 | 0.39% | 46 | 10001 | 0.46% | 1 | 2205 | 0.05% |
| Jun-15 | 31 | 12440 | 0.25% | 19 | 8910 | 0.21% | 12 | 3530 | 0.34% |

TABLE ILLUSTRATING TRACK KEEPING PERFORMANCE OVER 15 MONTHS

Comment:

The table above shows track keeping performance over the previous 12 month period. The on track performance for the quarter was 99.70%, compared to 99.82% measured in the previous quarter. The rolling 12 month period track performance stands at 99.61%, as opposed to 98.53% for the 12 months ended June 2014. (These figures do not include PRNAV Departures on the 26LAM wrap around route)

DEPARTURES - OVER CONGESTED AREAS

The WIZAD Noise Preferential Route

EGKK AD 2.21 (8) (c) The ATC clearance via Mayfield, specified in the second column of the table, will not be available between 2300 hours and 0700 hours local time. Aircraft following the Noise Preferential Routing which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead.

Comment:

6

This quarter, there were three departures during the restricted period, on the '26 WIZAD' Noise Preferential Route. Following an investigation, it was established that these events occurred during a short time window for weather avoidance purposes. The departures in question were assigned a WIZAD SID.

Overflight of Crawley and Horley

EGKK AD 2.21 (9) After take-off the aircraft shall avoid flying over the congested areas of Horley and Crawley. This is to avoid aircraft noise from departing aircraft over areas of high population.

Comment:

During this period, there were no departing flights that passed over Crawley.

MAP ILLUSTRATING CRAWLEY TOWN BOUNDARY WITH NOISE PREFERENTIAL ROUTE 26 WIZAD AND DEPARTURE OVERFLIGHT



MAP BELOW ILLUSTRATES THE TRACK DENSITY OF AIRCRAFT OVERFLYING HORLEY DURING THE THREE MONTH PERIOD



| Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate |
|--------|------------------------|----------------|--------------------------|--------|------------------------|----------------|--------------------------|--------|------------------------|----------------|--------------------------|
| Jan-13 | 2196 | 67 | 3.05% | Jan-14 | 3048 | 50 | 1.64% | Jan-15 | 3237 | 95 | 2.93% |
| Feb-13 | 1447 | 101 | 6.98% | Feb-14 | 3089 | 60 | 1.94% | Feb-15 | 2251 | 64 | 2.84% |
| Mar-13 | 1427 | 70 | 4.91% | Mar-14 | 2447 | 60 | 2.45% | Mar-15 | 2453 | 38 | 1.55% |
| Apr-13 | 2499 | 78 | 3.00% | Apr-14 | 2043 | 40 | 1.96% | Apr-15 | 2197 | 43 | 1.96% |
| May-13 | 3545 | 186 | 5.25% | May-14 | 2805 | 46 | 1.64% | May-15 | 4048 | 65 | 1.61% |
| Jun-13 | 3114 | 153 | 4.91% | Jun-14 | 2606 | 38 | 1.46% | Jun-15 | 3686 | 55 | 1.49% |
| Jul-13 | 2777 | 78 | 2.81% | Jul-14 | 3466 | 52 | 1.50% | Jul-15 | 0 | 0 | - |
| Aug-13 | 4157 | 152 | 3.66% | Aug-14 | 4512 | 35 | 0.78% | Aug-15 | 0 | 0 | - |
| Sep-13 | 3590 | 185 | 5.15% | Sep-14 | 1686 | 24 | 1.42% | Sep-15 | 0 | 0 | - |
| Oct-13 | 3614 | 139 | 3.85% | Oct-14 | 3826 | 31 | 0.81% | Oct-15 | 0 | 0 | - |
| Nov-13 | 2659 | 128 | 4.81% | Nov-14 | 1881 | 19 | 1.01% | Nov-15 | 0 | 0 | - |
| Dec-13 | 3438 | 60 | 1.75% | Dec-14 | 3079 | 79 | 2.57% | Dec-15 | 0 | 0 | - |

BREAKDOWN SHOWING THE ANALYSIS OF HORLEY OVERFLIGHT

Full implementation of PRNAV from 1 May 2014

Comment:

The FPT monitors all departing aircraft that overfly the town of Horley with details also being passed to Air Traffic Control so that they can continue to review how they direct traffic over the area.

CONTINUOUS DESCENT APPROACH

EGKK AD 2.21 (10) Where the aircraft is approaching the aerodrome to land, it shall commensurate with it ATC clearance to minimise noise disturbance by the use of continuous decent and low power, low drag, operating procedures (referred to in Detailed Procedures for descent clearance in section EGKK AD 2.22 of the UK AIP). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach including in the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduce flaps, provided that in all the circumstances of the flight, this is consistent with safe operation of the aircraft.

CDA data is measured over three time periods, the core night period (2330-0600), the day and shoulder periods (0600 – 2330) and the 24hour period.

CORE NIGHT PERIOD

During this quarter, the core night-time CDA achievement rate was 95.31%, compared to 96.36% recorded in the previous quarter. The underlying performance rate remains positive with an achievement rate of 95.50% recorded for the year to the end of June 2015.

| | All Arrivals | | | (| 08 Easterly Arrivals | | | 26 Westerly Arrivals | | |
|--------|--------------|---------|--------|-------|----------------------|--------|-------|----------------------|--------|--|
| Month | Total | Non CDA | %CDA | Total | Non CDA | %CDA | Total | Non CDA | CDA | |
| Apr-14 | 725 | 19 | 97.38% | 383 | 9 | 97.65% | 342 | 10 | 97.08% | |
| May-14 | 1227 | 49 | 96.01% | 536 | 27 | 94.96% | 691 | 22 | 96.82% | |
| Jun-14 | 1496 | 112 | 92.51% | 863 | 81 | 90.61% | 633 | 31 | 95.10% | |
| Jul-14 | 1713 | 48 | 97.20% | 546 | 28 | 94.87% | 1167 | 20 | 98.29% | |
| Aug-14 | 1866 | 80 | 95.71% | 275 | 15 | 94.55% | 1591 | 65 | 95.91% | |
| Sep-14 | 1574 | 85 | 94.60% | 1009 | 76 | 92.47% | 465 | 9 | 98.06% | |
| Oct-14 | 1046 | 56 | 94.65% | 118 | 10 | 91.53% | 984 | 46 | 95.33% | |
| Nov-14 | 294 | 20 | 93.20% | 104 | 3 | 97.12% | 190 | 17 | 91.05% | |
| Dec-14 | 366 | 21 | 94.26% | 50 | 5 | 90.00% | 316 | 16 | 94.94% | |
| Jan-15 | 324 | 16 | 95.06% | 20 | 1 | 95.00% | 289 | 15 | 94.81% | |
| Feb-15 | 280 | 8 | 97.14% | 70 | 1 | 98.57% | 210 | 7 | 96.67% | |
| Mar-15 | 386 | 12 | 96.89% | 135 | 3 | 97.78% | 242 | 9 | 96.28% | |
| Apr-15 | 847 | 22 | 97.40% | 408 | 7 | 98.28% | 439 | 15 | 96.58% | |
| May-15 | 1297 | 56 | 95.68% | 295 | 20 | 93.22% | 1002 | 36 | 96.41% | |
| Jun-15 | 1569 | 96 | 93.88% | 416 | 22 | 94.71% | 1153 | 74 | 93.58% | |

BREAKDOWN OF THE CORE NIGHT TIME PERIOD

CORE NIGHT-TIME COMPLIANCE GRAPH



DAYTIME AND SHOULDER PERIOD

The average daytime and shoulder period achievement rate for this 3 month period is 89.33%, compared to 92.20% for the previous quarter.

BREAKDOWN OF THE DAYTIME AND SHOULDER TIME PERIOD WITH GRAPH

| | All Arrivals | | | 08R Easterly Arrivals | | | 26L Westerly Arrivals | | |
|--------|--------------|---------|--------|-----------------------|---------|--------|-----------------------|---------|--------|
| Month | Total | Non CDA | %CDA | Total | Non CDA | %CDA | Total | Non CDA | CDA |
| Apr-14 | 9326 | 655 | 92.98% | 4402 | 345 | 92.16% | 4924 | 310 | 93.70% |
| May-14 | 10618 | 796 | 92.50% | 4230 | 345 | 91.84% | 6388 | 451 | 92.94% |
| Jun-14 | 10455 | 861 | 91.76% | 5000 | 479 | 90.42% | 5455 | 382 | 93.00% |
| Jul-14 | 11144 | 895 | 91.97% | 3413 | 355 | 89.60% | 7731 | 540 | 93.02% |
| Aug-14 | 11404 | 870 | 92.37% | 1099 | 107 | 90.26% | 10305 | 763 | 92.60% |
| Sep-14 | 10853 | 848 | 92.19% | 7149 | 590 | 91.75% | 3704 | 258 | 93.03% |
| Oct-14 | 10344 | 726 | 92.98% | 1691 | 160 | 90.54% | 8653 | 566 | 93.46% |
| Nov-14 | 8413 | 627 | 92.55% | 4229 | 344 | 91.87% | 4184 | 283 | 93.24% |
| Dec-14 | 8841 | 643 | 92.73% | 1429 | 122 | 91.46% | 7412 | 521 | 92.97% |
| Jan-15 | 8487 | 632 | 92.55% | 811 | 84 | 89.64% | 7676 | 548 | 92.86% |
| Feb-15 | 8278 | 555 | 93.30% | 2635 | 207 | 92.14% | 5436 | 348 | 93.60% |
| Mar-15 | 9633 | 870 | 90.97% | 3731 | 442 | 88.15% | 5902 | 428 | 92.75% |
| Apr-15 | 10028 | 927 | 90.76% | 4849 | 475 | 90.20% | 5179 | 452 | 91.27% |
| May-15 | 10825 | 1219 | 88.74% | 1999 | 237 | 88.14% | 8826 | 982 | 88.87% |
| Jun-15 | 10802 | 1230 | 88.61% | 3107 | 402 | 87.06% | 7695 | 828 | 89.24% |

GATWICK DAY & SHOULDER CDA ACHIEVEMENT (0600 - 2330) WITH QUARTERLY TREND LINE



10 Gatwick Airport Flight Performance Team Quarterly report for the period April to June 2015
24 HOUR PERIOD

This quarter's performance level was 90.11%, whilst the performance for the previous quarter was 92.35%.

BREAKDOWN OF 24 HOUR TIME PERIOD WITH GRAPH

| | | All Arrivals | | (| 08 Easterly Arriva | ls | 2 | 6 Westerly Arriva | ls |
|--------|-------|--------------|--------|-------|--------------------|--------|-------|-------------------|--------|
| Month | Total | Non CDA | % CDA | Total | Non CDA | % CDA | Total | Non CDA | % CDA |
| Apr-14 | 10051 | 674 | 93.29% | 4200 | 334 | 92.05% | 4664 | 294 | 93.70% |
| May-14 | 11845 | 845 | 92.87% | 4766 | 372 | 92.19% | 7079 | 473 | 93.32% |
| Jun-14 | 11951 | 973 | 91.86% | 5863 | 560 | 90.45% | 5675 | 413 | 92.72% |
| Jul-14 | 12857 | 943 | 92.67% | 3959 | 383 | 90.33% | 8898 | 560 | 93.71% |
| Aug-14 | 13270 | 950 | 92.84% | 1374 | 122 | 91.12% | 11896 | 728 | 93.88% |
| Sep-14 | 12427 | 933 | 92.49% | 8258 | 666 | 91.94% | 4169 | 267 | 93.60% |
| Oct-14 | 11446 | 782 | 93.17% | 1809 | 170 | 90.60% | 9637 | 612 | 93.65% |
| Nov-14 | 8707 | 647 | 92.57% | 4333 | 347 | 91.99% | 4374 | 300 | 93.14% |
| Dec-14 | 9207 | 656 | 92.87% | 1479 | 124 | 91.62% | 7728 | 532 | 93.12% |
| Jan-15 | 8811 | 648 | 92.65% | 831 | 85 | 89.77% | 7980 | 563 | 92.94% |
| Feb-15 | 8558 | 563 | 93.42% | 2912 | 208 | 92.86% | 5646 | 355 | 93.71% |
| Mar-15 | 10019 | 882 | 91.20% | 3866 | 445 | 88.49% | 6153 | 437 | 92.90% |
| Apr-15 | 10875 | 894 | 91.78% | 5257 | 482 | 90.83% | 5608 | 467 | 91.67% |
| May-15 | 12122 | 1275 | 89.48% | 2294 | 257 | 88.80% | 9828 | 1018 | 89.64% |
| Jun-15 | 12371 | 1326 | 89.28% | 3523 | 391 | 88.90% | 8848 | 789 | 91.08% |

GATWICK 24 HOUR PERIOD CDA ACHIEVEMENT

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Gatwick Airport Flight Performance Team Quarterly report for the period April to June 2015 11

ARRIVALS - OVER CONGESTED AREAS

AD 2-EGKK1-12 (11) Before landing at the aerodrome the aircraft shall maintain as high an altitude as practical and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000ft (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000ft (Gatwick QNH). NB. 2000 ft - (202ft (airfield elevation) + 100ft (radar/ILS tolerance)) = 1698ft on ANOMS.

Comment:

Aircraft tracks were analysed for April, May and June 2015 and, with the exception of a small number of go-arounds, there were no arriving flights that passed over the towns of Crawley, East Grinstead, Horley and Horsham below the required altitude.

A polygon located over the urban area at about 7 nautical miles (nm) from touchdown is normally used to analyse tracks over the Lingfield area. During the analysis period there were a total of 22456 arrivals that passed through this area. There were no arriving aircraft that passed over the town below a height of 1698 feet.

EGKK AD 2.21 (13 (a)) Where the aircraft is using the ILS in IMC or VMC, it shall not descend below 2000 ft (Gatwick QNH) before intercepting the glide path, nor thereafter fly below the glide path. This is aimed at keeping aircraft as high as possible for as long as possible.

A) Day time joining height (0600 - 2330)

Comment:

The map below shows the congested urban areas, a series of gates running parallel to the extended runway centreline for around 6nm east and west of the airport. These are used to monitor low arrivals joining the ILS below 2000ft. There were 35521 arrivals recorded by the Casper NTK system this quarter, 9 (0.19%) were operating below an altitude of 2000ft (equivalent to a height in the NTK system of 1798ft) through one or more of the analysis gates. In addition, there were 29 'go-arounds' that were not included in this figure.



THE FOLLOWING MAP ILLUSTRATES THE ANALYSIS ZONES USED FOR LATE AND LOW ARRIVALS FOR BOTH ENDS OF THE AIRFIELD AND THE CONGESTED URBAN AREAS

EGKK AD 2.21 (14) Aircraft which land at Gatwick Airport - London between the hours of 2330 (local) and 0600 (local), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre line:

a) below 3000ft or

b) closer than 10 nm from touchdown.

This aims to keep aircraft higher for longer and avoid overflying areas en route to the ILS below 3000ft.

Comment:

The high number of arrivals of joining below 3000 feet (recorded to 2798 feet) was due to the use of the northern runway, during the latter part of June, due to the closure of the main runway for maintenance. The northern runway has no ILS system and this has a negative impact on performance.

JOINING POINT GRAPH

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Gatwick Airport Flight Performance Team Quarterly report for the period April to June 2015

GO-AROUND STATISTICS 2004 - 2015

A go-around is a procedure adopted when an arriving aircraft on final approach aborts landing by applying take-off 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 Air Traffic Control (ATC) and the pilots can anticipate where the aircraft will go following the decision to go-around.

The number and reasons for go-arounds are routinely discussed at FLOPSC meetings and Pilot Forums. All parties are focussed on minimising the number of occasions when a go-around is required but expect some to occur given the fact that Gatwick is a busy single runway airport. It should be stated that there are well established standard procedures which both pilots and controllers are trained in and are familiar with. Gatwick Airport Ltd, as the airport operator, actively encourages airlines operating at the airport to fly to the best possible environmental standards. However, safety must and always will be the number one priority.

The main causes of go-arounds this quarter were 'runway occupied' and 'unstable approaches'.



NATS CURRENTLY RECORD GO-AROUNDS UNDER ONE OF THE FOLLOWING CAUSAL FACTORS

GO AROUND STATISTICS 2004 - 2015

| Year | Total | Total Arrivals | % of Arrivals |
|------|-------|----------------|---------------|
| 2004 | 344 | 124665 | 0.28 |
| 2005 | 450 | 129509 | 0.35 |
| 2006 | 405 | 130954 | 0.31 |
| 2007 | 434 | 133271 | 0.33 |
| 2008 | 359 | 131858 | 0.35 |
| 2009 | 455 | 125861 | 0.36 |
| 2010 | 364 | 120263 | 0.3 |
| 2011 | 386 | 125541 | 0.31 |
| 2012 | 520 | 123408 | 0.42 |
| 2013 | 473 | 125290 | 0.38 |
| 2014 | 512 | 129966 | 0.39 |
| 2015 | 231 | 63056 | 0.37 |

Comment:

The most common reasons for go-arounds were 'runway occupied' and 'unstable approaches' The percentage of arrivals performing go-arounds is 0.37%.

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NIGHT FLIGHTS

Introduction

The Secretary of State, in exercise of his powers under Section 78 of the Civil Aviation Act 1982, has imposed restrictions at Gatwick Airport on aircraft operating at night. These restrictions are in place to limit and mitigate noise disturbance from aircraft operating at night and to prohibit aircraft of specified descriptions from operating, also to limit the number of occasions on which other aircraft may take-off or land.

The night flying restrictions are divided into summer and winter seasons which coincide with the start and end of British Summer Time. They consist of a movement limit and a quota count system. The quota count (QC) means that points are allocated to different aircraft types according to how noisy they are. The noisier the aircraft type, the higher the points allocated. This provides an incentive for airlines to use quieter aircraft types. Aircraft are certified by the International Civil Aviation Organisation according to the noise they produce and are classified separately for both take-off and landing.

For the purposes of night flying operations, the night quota period is defined as the period between 23:30 -06:00 (Local time). In addition, there are two further shoulder periods of 23:00 – 23:30 and 06:00 – 07:00 (Local time), where other restrictions apply to the scheduling and operation of aircraft of specified descriptions. The Department for Transport has confirmed that the current night flight restrictions will remain in force until October 2017.

Comment:

Overleaf is a mid-season report for summer 2015. The summer season started at 02:00 on 29th March 2015. The total number of movements available will be 11,525 which includes a 10% carry over of the unused quota from the winter season.

Dispensations - There have been 276 dispensations applied this season due to delays caused by a different factors. Full details for the reason for each dispensation granted by the Airport is passed to the DfT in accordance with established procedure.

QC4, QC8 and QC16 movements - There have been no QC8 or QC16 movements during either the 'night quota' or 'shoulder periods', and no QC4 movements during the 'night quota period'.

| Winter | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 |
|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------|
| Movements Limits | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 |
| Quota Points | 2060 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 |
| | | | | | | | |
| | | | | | | | |
| Summer | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| Summer Movements Limits | 2010 11200 | 2011 11200 | 2012 11200 | 2013 11200 | 2014 11200 | 2015 11200 | 2016 11200 |

RESTRICTIONS

London Gatwick AIRPORT MOVEMENTS and QUOTA SUMMARY To Week 17 (29 March 2015 to 20 July 2015 inc)

| Seasol Total (| n Quota Poin Quota Points | ts Limit Allowed | | 62(64(| 000 | | Seaso Total I | n Move Movem(| ment Lin ents Allov | wed | | 1120C 11525 | 0 | | | | | | |
|--------------------------|-----------------------------------------------|---------------------|--------------|------------|------------|--------------------------------|---------------------|----------------------|----------------------------------|--------------------------------|----------------|------------------------|----------------------|----------------------|--------------------------|---------------------|----------------------|--------------------|------------------------|
| No. | Week Ending Date | QC0.25 No. | QC0.5 No. | QCI No. | QC2 No. | QC4 No. | QC8 No. | ac16 No. | Total Quota Value | Mvmts Against Limit | Exmpt Types | Not Cnt'd Delays | Not Cnt'd Govt | Not Cnťd Emgcy | Total Arvls No. | Total Arvis % | Total Deps No. | Total Deps % | Total Rnwy Mvmts |
| - | 04/04/2015 | 13.3 | 50 | 23 | м | 0 | 0 | 0 | 87.25 | 209 | - | 43 | 0 | 0 | 226 | 89.3 | 27 | 10.7 | 253 |
| 2 | 11/04/2015 | 13.7 | 79 | 23 | 0 | 0 | 0 | 0 | 96.75 | 239 | - | 17 | 0 | 0 | 224 | 87.2 | 33 | 12.8 | 257 |
| 3 | 18/04/2015 | 126 | 68 | 22 | 2 | 0 | 0 | 0 | 91.5 | 218 | 2 | 0 | 0 | 0 | 185 | 84.1 | 35 | 15.9 | 220 |
| 4 | 25/04/2015 | 131 | 59 | 16 | - | 0 | 0 | 0 | 80.25 | 207 | - | 0 | 0 | 0 | 180 | 86.5 | 28 | 13.5 | 208 |
| 2 | 02/05/2015 | 155 | 69 | 30 | - | 0 | 0 | 0 | 105.25 | 255 | 2 | 0 | 0 | 0 | 221 | 86.0 | 36 | 14.0 | 257 |
| 9 | 09/05/2015 | 158 | 112 | 30 | 0 | 0 | 0 | 0 | 125.5 | 300 | 0 | 0 | 0 | 0 | 272 | 90.7 | 28 | 9.3 | 300 |
| 7 | 16/05/2015 | 13.7 | 66 | 34 | - | 0 | 0 | 0 | 119.75 | 271 | 2 | 0 | 0 | 0 | 244 | 89.4 | 29 | 10.6 | 273 |
| 80 | 23/05/2015 | 206 | 104 | 48 | - | 0 | 0 | 0 | 153.5 | 359 | - | 0 | 0 | 0 | 325 | 90.3 | 35 | 9.7 | 360 |
| 6 | 30/05/2015 | 207 | 125 | 44 | 2 | 0 | 0 | 0 | 168.25 | 381 | м | 0 | 0 | 0 | 339 | 88.3 | 45 | 11.7 | 384 |
| 0 | 06/06/2015 | 232 | 124 | 31 | 9 | 0 | 0 | 0 | 163 | 393 | м | 20 | 0 | 0 | 373 | 89.7 | 43 | 10.3 | 416 |
| F | 13/06/2015 | 230 | 133 | 34 | 2 | 0 | 0 | 0 | 162 | 399 | 2 | 9 | 0 | 0 | 364 | 89.4 | 43 | 10.6 | 407 |
| 12 | 20/06/2015 | 227 | 145 | 38 | 23 | 0 | 0 | 0 | 173.25 | 413 | 4 | 0 | 0 | 0 | 368 | 88.2 | 49 | 11.8 | 417 |
| 13 | 27/06/2015 | 224 | 143 | 44 | ъ | 0 | 0 | 0 | 181.5 | 416 | 0 | 0 | 0 | 0 | 369 | 88.7 | 47 | 11.3 | 416 |
| 41 | 04/07/2015 | 251 | 159 | 32 | 10 | 0 | 0 | 0 | 194.25 | 452 | 2 | 20 | 0 | 0 | 418 | 88.2 | 56 | 11.8 | 474 |
| 15 | 11/07/2015 | 246 | 154 | 33 | 12 | 0 | 0 | 0 | 195.5 | 445 | 0 | 6 | 0 | 0 | 400 | 88.1 | 54 | 11.9 | 454 |
| 16 | 18/07/2015 | 235 | 144 | 43 | 7 | 0 | 0 | 0 | 187.75 | 429 | 2 | 26 | 0 | 0 | 403 | 88.2 | 54 | 11.8 | 457 |
| 21 | 25/07/2015 | 277 | 158 | 42 | 7 | 0 | 0 | 0 | 204.25 | 484 | - | 17 | 0 | 0 | 447 | 89.0 | 55 | 11.0 | 502 |
| 18 | 01/08/2015 | 274 | 155 | 49 | 4 | 0 | 0 | 0 | 203 | 482 | - | 40 | 0 | 0 | 459 | 87.8 | 64 | 12.2 | 523 |
| 19 | 08/08/2015 | 264 | 154 | 61 | 4 | 0 | 0 | 0 | 212 | 483 | 0 | ٦ | 0 | 0 | 429 | 88.6 | 55 | 11.4 | 484 |
| 20 | 15/08/2015 | 260 | 142 | 58 | м | 0 | 0 | 0 | 200 | 463 | ß | 29 | 0 | 0 | 440 | 88.5 | 57 | 11.5 | 497 |
| 21 | 22/08/2015 | 237 | 153 | 67 | 7 | 0 | 0 | 0 | 206.75 | 459 | м | 0 | 0 | 0 | 392 | 84.8 | 70 | 15.2 | 462 |
| 22 | 29/08/2015 | 236 | 153 | 50 | IJ | 0 | 0 | 0 | 195.5 | 444 | м | 39 | 0 | 0 | 419 | 86.2 | 67 | 13.8 | 486 |
| 23 | 05/09/2015 | 247 | 146 | 59 | 4 | 0 | 0 | 0 | 201.75 | 456 | м | ი | 0 | 0 | 402 | 85.9 | 66 | 14.1 | 468 |
| | TOTALS | 4830 | 2828 | 911 | 88 | 0 | 0 | 0 | 3708.5 | 8657 | 42 | 276 | 0 | 0 | 7899 | 88.0 | 1076 | 12.0 | 8975 |
| Quota Quota Note 1 | Points Availé Points % Use Not Cnt'd De | able èd iays: | | | | 4351.00 37.16 Delays Iii | kely to l | Mo Mo ead to | vements vements serious co | Availabl % Used ongestio | e n and d | lelays re - | sulting | 1- 4 from wid | 494 18.67 Iespread | l disrupt | ion of A | ir Traffic | |
| Note 2 Note 3 | 2 Not Cnt'd G 5 Not Cnt'd Er | ovt: ngcy: | | | | Exempti Emerger | ons gra າcy Tak໌ | nted by e-offs al | Gov't (V nd Landi | /IP Passe ngs. | ngers, [| Emerge | ncy Reli | ef). | | | | | |

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17

NOISE COMPLAINTS

It is important that we understand the issues of noise disturbance from individuals and communities who live around the airport. By studying the complaints we receive and by communicating with the affected towns and villages surrounding the airport, we believe that this gives us a greater understanding of the issues related to noise. This means that we can work together to improve noise climate around the airport. The complaints we received are either about specific aircraft events that cause disturbance or generic complaints about airport operations in general.

REASON FOR SPECIFIC COMPLAINT BY PERCENTAGE



COMPLAINTS BY MONTH



REASON FOR SPECIFIC COMPLAINT BY NUMBER



NOISE COMPLAINTS

Noise is very subjective and can affect people in different ways. Some people can tolerate a certain noise level whilst it can cause disturbance to others. As well as identifying the issues of noise, it is important to understand the location of each individual complaint. The charts below provide further analysis of the location of the complainants and whether they have been disturbed by arriving or departing flights, or by noise from within the airport boundary.

CATEGORY OF AIRCRAFT OPERATION



NUMBER OF INDIVIDUAL COMPLAINANTS BY TOWN



2ND QUARTER 2015

MAP ILLUSTRATING THE LOCATION OF NOISE COMPLAINTS RECEIVED THIS QUARTER





MAP ILLUSTRATING COMPLAINTS TO THE WEST

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MAP ILLUSTRATING COMPLAINTS TO THE EAST

GROUND NOISE COMPLAINTS

We occasionally receive complaints about disturbance from noise from within the boundary of the airfield. These can be caused by the normal operation of aircraft moving about the airfield, taking off and landing. Additional sources of noise disturbance can be the use of Auxiliary Power Units by aircraft on stand or the testing of engines following maintenance or repair (engines runs). Strict regulations exist to minimise this disturbance, which includes a ban on engine running during the night. Details of any ground noise complaints are outlined to the right. There were no recorded ground noise complaints this quarter



Contact us: noise.line@gatwickairport.com For more information visit us at www.gatwickairport.com/noise



YOUR LONDON AIRPORT

Gatwick Airport Flight Performance Report

This report covers the period (1st July – 30th September 2015)



YOUR LONDON AIRPORT

Contents

| Introduction | . 2 |
|------------------------------------------------|-----|
| Runway Direction | .4 |
| The Aeronautical Information Publication | .5 |
| Departures - Noise Infringements | .5 |
| Departures - Initial Climb Performance | .6 |
| Departures - Track Keeping | .7 |
| Departures – Over Congested Areas | .9 |
| Arrivals – Continuous Descent Approaches (CDA) | 12 |
| Arrivals – Over Congested Areas | 16 |
| Go-Around Statistics 2004 - 2015 | 19 |
| Night Flights | 21 |
| Noise Complaints | 23 |
| Ground Noise Complaints | 27 |
| Glossary | 28 |

Introduction

ABOUT THIS REPORT

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

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

| | | 12 month perfo | ormance averages* | | |
|---------------------------------------------------------------------------|---|------------------------|-------------------------|---------|----------|
| Parameter | | Year to date (2015) | Previous year (2014) | 2011 | 2006 |
| Track keeping performance (% on track) | | 99.67% | 98.99% | 97.47% | 98.17%** |
| 24hr CDA (% achievement) | | 90.95% | 92.58% | 90.49% | 80.79% |
| Day/Shoulder CDA (% achievement) | | 90.54% | 92.33% | 90.19% | 79.9% |
| Core night CDA (% achievement) | | 95.13% | 95.31% | 93.96% | 89.6% |
| 1,000ft Infringements (No.) | V | 0 | 0 | 3 | 11 |
| 1,000ft Infringements (No. below 900ft) | • | 0 | 0 | 1 | 6 |
| Departure Noise Infringements (Day) | - | 0 | 0 | 0 | 10 |
| Departure Noise Infringements (Night/Shoulder) | • | 0 | 0 | 4 | 2 |
| Callers | | 2084 | 3016 | 343 | 587 |
| Noise complaints*** | | 17609 | 16937 | 2673 | 4791 |
| Enquiry response performance target is 95% within 8 days (July-Sept 2015) | • | 87.83% | 80.23% | KPI 95% | |
| West/East Runway Split (%) | - | 69/31 | 70/30 | 67/33 | 68/32 |

KEY MONITORING INDICATORS – 1ST JULY 2015 – 30TH SEPTEMBER 2015

* The colour indicates the most recent 12 month performance compared to 2011, with green showing improvement and red a decline in performance.

** This figure did not include deviations from prop types or those due to weather.

*** Complaints are recorded in line with our published complaints handling policy. The revised policy published in November 2014 advises that only one complaint per day is recorded per individual.

Executive Summary Performance Headlines

AIRPORT OPERATIONS

Between 1st July and 30th September, there were a total of 80,142 fixed wing aircraft movements at Gatwick, an increase in traffic of about 3.4% compared to the same period in 2014. The direction of operation is determined by wind direction and this was split 69% on the westerly runway and 31% on the easterlyrunway for the period. The rolling 20 year average for the split in runway usage is approximately 70% westerly and 30% easterly.

NORTHERN RUNWAY (26R/08L) USAGE

Although Gatwick has the main runway and the 'reserve' or northern runway, they cannot be operated simultaneously.

The northern runway is normally only utilised during the night when maintenance on the main runway is planned. During these three months, there were a total of 931 movements from the northern runway.

TRACK KEEPING

Track keeping performance has improved again on the previous year's performance, details of which will follow later in this report. As part of our continuing commitment to increase on track performance, the FPT also continues to engage with the airlines directly and through the Flight Operations Performance and Safety Committee (FLOPSC) on a range of initiatives.

WOULD YOU LIKE TO KNOW MORE ABOUT AIRCRAFT NOISE OR TRACK A FLIGHT?

To track aircraft, see noise readings or make a complaint about aircraft noise at Gatwick you can visit our website: www.gatwickairport.com/noise

The website provides detailed maps on aircraft traffic around the airport as well as useful information on noise and statistics on aircraft movements. It also details the work we undertake with others in the aviation industry to try and alleviate the impact of our operations on both the local and wider community.

CONTINUOUS DESCENT APPROACH (CDA) PERFORMANCE

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While the Noise and Track Keeping (NTK) system utilises the most up-to-date format of radar data currently available, the

algorithm that measures CDA performance has remained unchanged since the definition was initially defined several years ago. As part of a development project to improve the accuracy of CDA measurement, the Flight Performance Team has worked closely with NATS to upgrade the current algorithm. The core algorithm remains unaltered, although some additional rules have been added with the result that some marginal profiles, previously classified as CDA compliant, will now be re-classified as non-CDA flights. These changes came into effect from May 2015 and the resulting variance in recorded levels of performance is in the order of 1%, therefore we expect to see a minor drop off in recorded performance from this date. Historical observations have consistently shown a reduction in performance during the winter months due to instances of inclement weather.

Despite these factors, the level of Continuous Descent Approach (CDA) performance remains very positive.

COMMUNITY NOISE MONITORING

In addition to fixed monitors located close to the ends of the runway, there are currently mobile noise monitors deployed at sites in Lingfield, Rusper, Okewood Hill, Hever, Bidborough, Cowden, South Holmwood and Slinfold.

For several years, we have run a programme of noise monitoring to get a better understanding of the levels of aircraft noise in the communities surrounding Gatwick Airport. The noise monitors provide a method of monitoring and recording noise from both aircraft, and background sources. This allows us to evaluate trends and make comparisons between the noise environments at different location.

COMPLAINTS

The number of complaints has increased compared to the previous twelve months; however, the number of individual callers has declined. The increase in the number of complaints has been caused by a number of contributing factors. As well as the publicity surrounded a potential second runway at Gatwick, 2015 will be the busiest year in the airports history.

The postcode areas with the greatest number of enquiries during the three month period were Tunbridge Wells, the Holmwoods, Reigate and Crowborough. The number of individual complainants between July and September was 910. Complaints about aircraft operations are processed in accordance with our published Complaints Handling Policy. Details of this policy are available on our website. With regards individuals making multiple complaints, these are recorded as one complaint per individual per day.

Runway Direction

The graph below represents the direction of runway operation at Gatwick. Aircraft operating in a westerly direction take off towards the west and land from the east. Aircraft operating in an easterly direction take off towards the east and land from the west.

Although the long term average is approximately 70:30 in favour of westerly operations, it is not unusual to experience long periods of prolonged operation in either one direction or another.



RUNWAY DIRECTION SPLIT %

THE GRAPH BELOW SHOWS THE SPLIT OVER THE 15 MONTH PERIOD (JULY 2014 – SEPTEMBER 2015)



Gatwick Airport Flight Performance Team Report covering the period July to September 2015 4

The Aeronautical Information Publication

An Aeronautical Information Publication (or AIP) is defined by the International Civil Aviation Organisation (ICAO) as a publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.

It is designed to be a manual containing thorough details of regulations, procedures and other information pertinent to flying aircraft in the particular country to which it relates. It is usually issued by or on behalf of the respective civil aviation administration.

The structure and contents of AIPs are standardized by international agreement through ICAO. AIPs normally have three parts - GEN (general), ENR (en route) and AD (aerodromes).

The Gatwick Aerodrome AIP contains details regarding the noise mitigation measures in place and adherence to these is reported in this section.

ADHERENCE TO NOISE MITIGATION MEASURES AS DETAILED IN THE GATWICK AIP

Each element of this report is preceded where applicable by the relevant Aeronautical Information Publication (AIP) reference and summary text detailing the purpose of the requirement. Data is then presented on current performance.

It should be noted that Gatwick is 202ft above mean sea level and the Noise and Track Keeping system (NTK) measures height relative to Gatwick elevation and not sea level.

References in the AIP are usually above sea level (quoted as Gatwick QNH) and therefore need to be reduced by 202ft to be comparable with heights, as measured by the NTK. For example, the requirement to join the ILS at 3,000ft would equate to 2,798ft in the NTK system.

No account is taken of the variability of heights as measured by the radar which, depending on the distance from the radar head, can be +/- 200ft from that indicated. This is obviously allowed for by NATS when managing operations.

Departures - Noise Infringements

DEPARTURE NOISE LIMITS (DAYTIME)

EGKK AD 2.21 (3(3)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day (0700 to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated level during the day.

| Year | Number of Day Infringements | Year | Number of Day Infringements |
|------|--------------------------------|------|--------------------------------|
| 2006 | 9 | 2011 | 0 |
| 2007 | 13 | 2012 | 0 |
| 2008 | 2 | 2013 | 0 |
| 2009 | 0 | 2014 | 0 |
| 2010 | 0 | 2015 | 0 |

DEPARTURE NOISE LIMITS (CORE NIGHT & SHOULDERS)

EGKK AD 2.21 (3(4)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (2300 to 0700 hours local time) and that it will not cause more than 87 dBA Lmax during the night quota period (2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated levels during the night and shoulder periods.

| Year | Number of Night & Shoulder Infringements | Year | Number of Night & Shoulder Infringements |
|------|------------------------------------------------|------|------------------------------------------------|
| 2006 | 2 | 2011 | 4 |
| 2007 | 2 | 2012 | 0 |
| 2008 | 2 | 2013 | 0 |
| 2009 | 1 | 2014 | 0 |
| 2010 | 0 | 2015 | 0 |

Departures - Initial Climb Performance

EGKK AD 2.21 (3(1)) After take-off, the aircraft shall be operated in such a way that it is at a height of not less than 1,000ft aal (above airfield level) at 6.5 km from start of roll as measured along the departure track of the aircraft. This is to ensure departing aircraft achieve at least that climb gradient in order to reduce the impact on the ground.

Comment:

There were no infringements of the 1,000ft rule during the three month period.

Historically, the summer months are typically the peak period for aircraft failing to meet the 1,000ft requirement primarily due to the warmer weather, which reduces aircraft climb performance.

1,000ft INFRINGEMENT TABLE

| Year | Total Infringements | Year | Total Infringements |
|------|------------------------|------|------------------------|
| 2006 | 11 | 2011 | 3 |
| 2007 | 26 | 2012 | 2 |
| 2008 | 11 | 2013 | 0 |
| 2009 | 22 | 2014 | 0 |
| 2010 | 6 | 2015 | 0 |

THE GRAPH BELOW ILLUSTRATES 1,000ft INFRINGEMENT PERFORMANCE

Initial Climb Performance



Gatwick Airport Flight Performance Team Report covering the period July to September 2015

Departures – Track Keeping

All jet aircraft leaving Gatwick Airport should follow flight paths known as Noise Preferential Routes (NPRs) up to a height of 3,000ft or 4,000ft depending on the route.

In 2012, Gatwick Airport publicly consulted on the implementation of a more modern form of aircraft navigation called P-RNAV (Precision Route Navigation). After having assessed all consultation feedback, the Civil Aviation Authority (CAA) granted the airport permission to implement P-RNAV on all of our departure routes.

Implementing P-RNAV on the published departure routes has resulted in the tracks of departing aircraft being more concentrated within the boundaries of the current NPR's, with one exception.

This is the NPR designed 26LAM that heads west then turns back on itself and passes to the north of the airfield. This route has always presented a challenge for modern jets as it was designed to accommodate propeller-driven aircraft and early jets that were around in the 1960's.

Implementing P-RNAV on this route now requires aircraft to fly outside of the current NPR. Therefore, as approved by the CAA, aircraft on a P-RNAV departure on this route are not classified as off-track as they are following the published route.

Air Traffic Control (ATC) are responsible for the routing of aircraft once airborne and when 3,000 or 4,000ft has been reached, they may give a flight a more direct heading (known as vectoring) off the route. This is subject to certain factors, including weather conditions or other traffic in the vicinity.

An NPR is a corridor 3 kilometres wide and aircraft are not obliged to follow any particular track within it. These NPR's are mapped below. As long as aircraft remain within the corridor boundaries, they are deemed to be on-track. A map illustrating the Noise Preferential Routes at Gatwick is available on our website: www.gatwickairport.com/noise

Flights leaving the route below the required height are automatically tagged and details sent to the airline for investigation. Our Flight Operations Performance & Safety Committee (FLOPSC) regularly review track keeping performance.



THE MAP BELOW ILLUSTRATES THE NOISE PREFERENTIAL ROUTES USED BY DEPARTING AIRCRAFT WITH MINIMUM ALTITUDE FIGURES

Gatwick Airport Flight Performance Team Report covering the period July to September 2015

THE TABLE BELOW ILLUSTRATES TRACK KEEPING PERFORMANCE OVER 15 MONTHS

| | | Total | | | Westerly | | | Easterly | |
|--------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | % | | | % | | | % |
| Month | Deviations | Departures | Deviations | Deviations | Departures | Deviations | Deviations | Departures | Deviations |
| Jul-14 | 56 | 12856 | 0.44% | 30 | 8796 | 0.34% | 26 | 4060 | 0.64% |
| Aug-14 | 102 | 13307 | 0.77% | 83 | 11890 | 0.70% | 19 | 1417 | 1.34% |
| Sep-14 | 40 | 12384 | 0.32% | 22 | 4085 | 0.54% | 18 | 8299 | 0.22% |
| Oct-14 | 82 | 11428 | 0.72% | 77 | 9501 | 0.81% | 5 | 1927 | 0.26% |
| Nov-14 | 61 | 8706 | 0.70% | 43 | 4610 | 0.93% | 18 | 4096 | 0.44% |
| Dec-14 | 11 | 9180 | 0.12% | 10 | 7705 | 0.13% | 1 | 1475 | 0.07% |
| Jan-15 | 13 | 8849 | 0.15% | 13 | 8030 | 0.16% | 0 | 819 | 0.00% |
| Feb-15 | 23 | 8584 | 0.27% | 14 | 5601 | 0.25% | 9 | 2983 | 0.30% |
| Mar-15 | 15 | 10075 | 0.15% | 7 | 3962 | 0.18% | 8 | 6104 | 0.13% |
| Apr-15 | 26 | 10916 | 0.24% | 16 | 5610 | 0.29% | 10 | 5306 | 0.19% |
| May-15 | 47 | 12206 | 0.39% | 46 | 10001 | 0.46% | 1 | 2205 | 0.05% |
| Jun-15 | 31 | 12440 | 0.25% | 19 | 8910 | 0.21% | 12 | 3530 | 0.34% |
| Jul-15 | 34 | 13448 | 0.25% | 26 | 10843 | 0.24% | 8 | 2605 | 0.31% |
| Aug-15 | 68 | 13718 | 0.50% | 31 | 9158 | 0.34% | 37 | 4558 | 0.81% |
| Sep-15 | 44 | 12904 | 0.34% | 34 | 7505 | 0.45% | 10 | 5399 | 0.19% |

THE GRAPH BELOW ILLUSTRATES TRACK KEEPING PERFORMANCE OVER 15 MONTHS WITH A TREND LINE



Gatwick Airport Flight Performance Team Report covering the period July to September 2015 8

Departures – Over Congested Areas

THE WIZAD NOISE PREFERENTIAL ROUTE

The Wizad Noise Preferential Route was designated by the Government at the same time as all other Gatwick departure routes. However, it is not used on an equal basis with the other routes. It is a Tactical Offload Route and is not usually offered as part of a flight path. If the 26 LAM Route (to the North of Horley) is very busy, Wizad will be offered as a last minute alternative to ease the load.

As it is only a Tactical Offload Route, it is not well known and it is only offered to local pilots and usually used by more modern, high performance aircraft. It will also be used during periods of poor weather when an alternative to the usual routes may be required as aircraft should not fly through thunderstorms.

EGKK AD 2.21 (8)(c) The ATC clearance, via Mayfield, specified in the second column of the table, will not be available between 2300 hours and 0700 hours local time. Aircraft following the Noise Preferential Routing, which relates to that clearance, shall not fly over Crawley, Crawley Down or East Grinstead. This is to avoid aircraft noise from departing aircraft over areas of high population at night on the 26 WIZAD NPR.

Comment: During this three month period, there were no departures during the restricted period, on the '26 WIZAD' Noise Preferential Route.



THE MAP BELOW ILLUSTRATES THE CRAWLEY TOWN BOUNDARY WITH NOISE PREFERENTIAL ROUTE '26 WIZAD'

Overflight of Crawley and Horley

EGKK AD 2.21 (9) *After take-off, the aircraft shall avoid flying over the congested areas of Horley and Crawley.* This is to avoid aircraft noise from departing aircraft over areas of high population.

Comment: During this period, there was a single departing flight that passed over Crawley between 9,000ft and 11,000ft. This was a Norwegian Boeing 737-800 following the NPR 26 LAM on the 14th August at 19:42. This flight is mapped below. The reason for this deviation was due to weather avoidance.



THE MAP BELOW ILLUSTRATES THE AIRCRAFT OVERFLYING CRAWLEY DURING THE THREE MONTH PERIOD

THE MAP BELOW ILLUSTRATES THE TRACK DENSITY OF DEPARTING AIRCRAFT ON THE '26 LAM' DEPARTURE ROUTE DURING THE THREE MONTH PERIOD WITH HORLEY TOWN HIGHLIGHTED



 Gatwick Airport Flight Performance Team Report covering the period July to September 2015
 10

| Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate |
|--------|---------------------------|----------------|--------------------------------|--------|---------------------------|----------------|--------------------------------|--------|---------------------------|----------------|--------------------------------|
| Jan-13 | 2196 | 67 | 3.05% | Jan-14 | 3048 | 50 | 1.64% | Jan-15 | 3237 | 95 | 2.93% |
| Feb-13 | 1447 | 101 | 6.98% | Feb-14 | 3089 | 60 | 1.94% | Feb-15 | 2251 | 64 | 2.84% |
| Mar-13 | 1427 | 70 | 4.91% | Mar-14 | 2447 | 60 | 2.45% | Mar-15 | 2453 | 38 | 1.55% |
| Apr-13 | 2499 | 78 | 3.00% | Apr-14 | 2043 | 40 | 1.96% | Apr-15 | 2197 | 43 | 1.96% |
| May-13 | 3545 | 186 | 5.25% | May-14 | 2805 | 46 | 1.64% | May-15 | 4048 | 65 | 1.61% |
| Jun-13 | 3114 | 153 | 4.91% | Jun-14 | 2606 | 38 | 1.46% | Jun-15 | 3686 | 55 | 1.49% |
| Jul-13 | 2777 | 78 | 2.81% | Jul-14 | 3466 | 52 | 1.50% | Jul-15 | 4365 | 42 | 0.96% |
| Aug-13 | 4157 | 152 | 3.66% | Aug-14 | 4512 | 35 | 0.78% | Aug-15 | 3559 | 38 | 1.07% |
| Sep-13 | 3590 | 185 | 5.15% | Sep-14 | 1686 | 24 | 1.42% | Sep-15 | 2838 | 61 | 2.15% |
| Oct-13 | 3614 | 139 | 3.85% | Oct-14 | 3826 | 31 | 0.81% | Oct-15 | - | - | - |
| Nov-13 | 2659 | 128 | 4.81% | Nov-14 | 1881 | 19 | 1.01% | Nov-15 | - | - | - |
| Dec-13 | 3438 | 60 | 1.75% | Dec-14 | 3079 | 79 | 2.57% | Dec-15 | - | - | - |

THE TABLE BELOW ILLUSTRATES THE ANALYSIS OF HORLEY OVERFLIGHT

GRAPH OF THE ANALYSIS OF HORLEY OVERFLIGHT

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Arrivals – Continuous Descent Approaches (CDA)

A Continuous Descent Approach (CDA) is a noise abatement technique of flight during which a pilot descends at a rate with the intention of achieving a continuous descent to join the glide path at the correct height for the distance. This procedure thereby avoids the need for extended periods of level flight and results in keeping the aircraft higher for longer reducing the need for thrust. In addition to aiding noise reduction, this also reduces fuel burn thereby cutting emissions and producing an overall environmental benefit.

CDA is a procedure designed to try and avoid prolonged periods of level flight below 6000ft. Studies have determined that elements of prolonged level flight are noisier than when following CDA. The aviation industry is working very hard to improve compliance and an Arrivals Code of Practice (ACoP) has been produced by the Department for Transport which aims to promote the use of CDA as a regular practice for all arriving aircraft:

'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 6,000ft 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.'

A CDA is not a precise art and relies on the accuracy of track miles provided by ATC to the flight crew coupled with pilot skill, weather conditions and operational circumstances. Additionally different aircraft types perform differently requiring varying operating practices to be utilised in order to slow the aircraft down and meet speed restrictions therefore the procedures in the ACoP are advisory rather than compulsory so there are no sanctions against pilots or airlines that fail to comply with the measures. Despite this, publication of the ACoP has resulted in significant improvements in CDA achievement at all times of day and night. Airlines and pilots are keen to adopt this procedure for economic as well as environmental reasons.

CDA data is measured over three time periods:

- The Core Night period (2330-0600)
- The Day and Shoulder periods (0600–2330)
- The 24-hour period

The following text appears in the UK Aeronautical Information Package (AIP) Noise Abatement Procedures for Gatwick Airport:

EGKK AD 2.21 (10) Where the aircraft is approaching the aerodrome to land, it shall commensurate with it ATC clearance to minimise noise disturbance by the use of continuous decent and low power, low drag, operating procedures (referred to in Detailed Procedures for descent clearance in AD (2-EGKK-1-17)). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including in the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduce flaps, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft. This is to avoid prolonged periods of level flight and keep aircraft as high as possible for as long as possible.



CORE NIGHT PERIOD (2330-0600)

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THE TABLE BELOW ILLUSTRATES THE BREAKDOWN OF THE CDA CORE NIGHT TIME PERIOD

| Month | | All Arrivals | | C | 08 Easterly Arr | ivals | 2 | 6 Westerly Arı | rivals |
|--------|-------|--------------|--------|-------|-----------------|--------|-------|----------------|--------|
| | Total | Non CDA | % CDA | Total | Non CDA | % CDA | Total | Non CDA | % CDA |
| Jul-14 | 1713 | 48 | 97.20% | 546 | 28 | 94.87% | 1167 | 20 | 98.29% |
| Aug-14 | 1866 | 80 | 95.71% | 275 | 15 | 94.55% | 1591 | 65 | 95.91% |
| Sep-14 | 1574 | 85 | 94.60% | 1009 | 76 | 92.47% | 465 | 9 | 98.06% |
| Oct-14 | 1046 | 56 | 94.65% | 118 | 10 | 91.53% | 984 | 46 | 95.33% |
| Nov-14 | 294 | 20 | 93.20% | 104 | 3 | 97.12% | 190 | 17 | 91.05% |
| Dec-14 | 366 | 21 | 94.26% | 50 | 5 | 90.00% | 316 | 16 | 94.94% |
| Jan-15 | 324 | 16 | 95.06% | 20 | 1 | 95.00% | 289 | 15 | 94.81% |
| Feb-15 | 280 | 8 | 97.14% | 70 | 1 | 98.57% | 210 | 7 | 96.67% |
| Mar-15 | 386 | 12 | 96.89% | 135 | 3 | 97.78% | 242 | 9 | 96.28% |
| Apr-15 | 847 | 22 | 97.40% | 408 | 7 | 98.28% | 439 | 15 | 96.58% |
| May-15 | 1297 | 56 | 95.68% | 295 | 20 | 93.22% | 1002 | 36 | 96.41% |
| Jun-15 | 1569 | 96 | 93.88% | 416 | 22 | 94.71% | 1153 | 74 | 93.58% |
| Jul-15 | 1887 | 102 | 94.59% | 360 | 18 | 95.00% | 1527 | 84 | 94.50% |
| Aug-15 | 1849 | 86 | 95.35% | 579 | 36 | 93.78% | 1270 | 50 | 96.06% |
| Sep-15 | 1597 | 77 | 95.18% | 737 | 57 | 92.27% | 860 | 20 | 97.67% |

THE GRAPH BELOW ILLUSTRATES THE CORE NIGHT TIME CDA COMPLIANCE WITH A TREND LINE



 Gatwick Airport Flight Performance Team Report covering the period July to September 2015
 13

DAYTIME AND SHOULDER PERIOD (0600-2330)

THE TABLE BELOW ILLUSTRATES THE BREAKDOWN OF THE CDA DAYTIME AND SHOULDER PERIOD

| | All Arrivals | | | 08 Easte | erly Arrivals | 26 Westerly Arrivals | | | | |
|--------|--------------|---------|--------|----------|---------------|----------------------|-------|---------|--------|--|
| Month | Total | Non CDA | % CDA | Total | Non CDA | % CDA | Total | Non CDA | % CDA | |
| Jun-14 | 10455 | 861 | 91.76% | 5000 | 479 | 90.42% | 5455 | 382 | 93.00% | |
| Jul-14 | 11144 | 895 | 91.97% | 3413 | 355 | 89.60% | 7731 | 540 | 93.02% | |
| Aug-14 | 11404 | 870 | 92.37% | 1099 | 107 | 90.26% | 10305 | 763 | 92.60% | |
| Sep-14 | 10853 | 848 | 92.19% | 7149 | 590 | 91.75% | 3704 | 258 | 93.03% | |
| Oct-14 | 10344 | 726 | 92.98% | 1691 | 160 | 90.54% | 8653 | 566 | 93.46% | |
| Nov-14 | 8413 | 627 | 92.55% | 4229 | 344 | 91.87% | 4184 | 283 | 93.24% | |
| Dec-14 | 8841 | 643 | 92.73% | 1429 | 122 | 91.46% | 7412 | 521 | 92.97% | |
| Jan-15 | 8487 | 632 | 92.55% | 811 | 84 | 89.64% | 7676 | 548 | 92.86% | |
| Feb-15 | 8278 | 555 | 93.30% | 2635 | 207 | 92.14% | 5436 | 348 | 93.60% | |
| Mar-15 | 9633 | 870 | 90.97% | 3731 | 442 | 88.15% | 5902 | 428 | 92.75% | |
| Apr-15 | 10028 | 927 | 90.76% | 4849 | 475 | 90.20% | 5179 | 452 | 91.27% | |
| May-15 | 10825 | 1219 | 88.74% | 1999 | 237 | 88.14% | 8826 | 982 | 88.87% | |
| Jun-15 | 10802 | 1230 | 88.61% | 3107 | 402 | 87.06% | 7695 | 828 | 89.24% | |
| Jul-15 | 11518 | 1218 | 89.43% | 2132 | 286 | 86.59% | 9386 | 995 | 89.40% | |
| Aug-15 | 11822 | 1421 | 87.98% | 3914 | 521 | 86.69% | 7908 | 900 | 88.62% | |
| Sep-15 | 11284 | 1306 | 88.43% | 4687 | 543 | 88.41% | 6597 | 763 | 88.43% | |

THE GRAPH BELOW ILLUSTRATES THE DAY & SHOULDER CDA COMPLIANCE WITH A TREND LINE



..... 14 Gatwick Airport Flight Performance Team Report covering the period July to September 2015

24 HOUR PERIOD CDA ACHIEVEMENT

THE TABLE BELOW ILLUSTRATES THE BREAKDOWN OF THE CDA 24 HOUR TIME PERIOD

| | | All Arrivals | | C | 08 Easterly Arri | vals | 26 Westerly Arrivals | | | | |
|--------|-------|--------------|--------|-------|------------------|--------|----------------------|---------|--------|--|--|
| Month | Total | Non CDA | % CDA | Total | Non CDA | % CDA | Total | Non CDA | % CDA | | |
| Jul-14 | 12857 | 943 | 92.67% | 3959 | 383 | 90.33% | 8898 | 560 | 93.71% | | |
| Aug-14 | 13270 | 950 | 92.84% | 1374 | 122 | 91.12% | 11896 | 728 | 93.88% | | |
| Sep-14 | 12427 | 933 | 92.49% | 8258 | 666 | 91.94% | 4169 | 267 | 93.60% | | |
| Oct-14 | 11446 | 782 | 93.17% | 1809 | 170 | 90.60% | 9637 | 612 | 93.65% | | |
| Nov-14 | 8707 | 647 | 92.57% | 4333 | 347 | 91.99% | 4374 | 300 | 93.14% | | |
| Dec-14 | 9207 | 656 | 92.87% | 1479 | 124 | 91.62% | 7728 | 532 | 93.12% | | |
| Jan-15 | 8811 | 648 | 92.65% | 831 | 85 | 89.77% | 7980 | 563 | 92.94% | | |
| Feb-15 | 8558 | 563 | 93.42% | 2912 | 208 | 92.86% | 5646 | 355 | 93.71% | | |
| Mar-15 | 10019 | 882 | 91.20% | 3866 | 445 | 88.49% | 6153 | 437 | 92.90% | | |
| Apr-15 | 10875 | 894 | 91.78% | 5257 | 482 | 90.83% | 5608 | 467 | 91.67% | | |
| May-15 | 12122 | 1275 | 89.48% | 2294 | 257 | 88.80% | 9828 | 1018 | 89.64% | | |
| Jun-15 | 12371 | 1326 | 89.28% | 3523 | 391 | 88.90% | 8848 | 789 | 91.08% | | |
| Jul-15 | 13405 | 1383 | 89.68% | 2492 | 304 | 87.80% | 10913 | 1079 | 90.11% | | |
| Aug-15 | 13671 | 1507 | 88.98% | 4493 | 557 | 87.60% | 9178 | 950 | 89.65% | | |
| Sep-15 | 12885 | 1384 | 89.26% | 5424 | 600 | 88.94% | 7461 | 784 | 89.49% | | |

THE GRAPH BELOW ILLUSTRATES THE 24 HOUR PERIOD CDA COMPLIANCE WITH A TREND LINE



Gatwick Airport Flight Performance Team Report covering the period July to September 2015 15

Arrivals – Over Congested Areas

OVERFLIGHT OF CONGESTED AREAS

AD 2-EGKK1-12 (11) Before landing at the aerodrome, the aircraft shall maintain as high an altitude as practical and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3,000ft (Gatwick QNH), nor over the congested area of Lingfield at an altitude of less than 2,000ft (Gatwick QNH). NB. 2,000ft–(202ft (airfield elevation) + 100ft (radar/ILS tolerance)) = 1,698ft on ANOMS

Comment:

There were no arriving flights which passed over the towns of Crawley, Horley and Horsham below the required altitude for this period.

OVERFLIGHT BELOW 2,000ft

EGKK AD 2.21 (13(a)) Where the aircraft is using the ILS in IMC or VMC, it shall not descend below 2,000ft (Gatwick QNH) before intercepting the glide path, nor thereafter fly below the glide path. This is aimed at keeping aircraft as high as possible for as long as possible.

A polygon located over the urban area at about 7 nautical miles (nm) from touchdown is normally used to analyse tracks over the Lingfield area. During the analysis period, there were a total of 28 arrivals that passed through this area. There were no arriving aircraft that passed over the town below a height of less than 1,698 feet.

Comment:

Aircraft tracks were analysed for July, August and September 2015 and with the exception of a small number of go-arounds there was one inbound flight that passed over the town of East Grinstead between 2,175ft above mean sea level.

This flight was an inbound Aer Lingus A319 Airbus on the 18th September at 18:24. The map below shows the track of this aircraft. The cause of this overflight is currently being investigated with the airline concerned.



Gatwick Airport Flight Performance Team Report covering the period July to September 2015 16

A) DAY TIME JOINING HEIGHT (0700-2300)

The map below shows the congested urban areas, a series of gates running parallel to the extended runway centreline for around 6nm east and west of the airport, used to monitor low arrivals, joining the ILS below 2,000ft.

There were 40,069 arrivals recorded by the Casper NTK system between July and September 2015. Of these, the number of arrivals that were operating below an altitude of 2,000ft (equivalent to a height in the NTK system of 1,798ft) through one or more of the analysis gates was 62 (0.16%). In addition, there were 33 go-arounds' that were not included in this figure.

THE FOLLOWING MAP ILLUSTRATES THE ANALYSIS ZONES USED FOR LATE AND LOW ARRIVALS FOR BOTH ENDS OF THE AIRFIELD AND THE CONGESTED URBAN AREAS



B) NIGHT JOINING HEIGHT AND DISTANCE (2300-0700)

EGKK AD 2.21 (14) Aircraft which land at Gatwick Airport between the hours of 2300 (local) and 0700 (local), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre line:

a) below 3,000ft, or

b) closer than 10 nm from touchdown.

This aims to keep aircraft higher for longer and avoid overflying areas en route to the ILS below 3,000ft.

THE GRAPH BELOW ILLUSTRATES THE NIGHT TIME JOINING POINTS OVER THE 15 MONTH PERIOD



Go-Around Statistics 2004 - 2015

A go-around is a procedure adopted when an arriving aircraft on final approach aborts landing by applying take-off power and climbing a way 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 Air Traffic Control (ATC) and the pilots can anticipate where the aircraft will go following the decision to go-around.

The number and reasons for go-arounds are routinely discussed at FLOPSC meetings and Pilot Forums. All parties are focussed on minimising the number of occasions when a go-around is required but expect some to occur given the fact that Gatwick is a busy single runway airport.

It should be stated that there are well established standard procedures which both pilots and controllers are trained in and are familiar with. GatwickAirport Limited, as the airport operator, actively encourages airlines operating at the airport to fly to the best possible environmental standards; however, safety must and always will be the number one priority.



NATS CURRENTLY RECORD GO-AROUNDS UNDER ONE OF THE FOLLOWING CAUSAL FACTORS

THE TABLE BELOW ILLUSTRATES GO-AROUND STATISTICS 2004 - 2015

.....

| Year | Total | Total Arrivals | % of Arrivals |
|------|-------|----------------|---------------|
| 2004 | 344 | 124665 | 0.28 |
| 2005 | 450 | 129509 | 0.35 |
| 2006 | 405 | 130954 | 0.31 |
| 2007 | 434 | 133271 | 0.33 |
| 2008 | 359 | 131858 | 0.35 |
| 2009 | 455 | 125861 | 0.36 |
| 2010 | 364 | 120263 | 0.3 |
| 2011 | 386 | 125541 | 0.31 |
| 2012 | 520 | 123408 | 0.42 |
| 2013 | 473 | 125290 | 0.38 |
| 2014 | 512 | 129966 | 0.39 |
| 2015 | 380 | 103128 | 0.37 |

THE GRAPH BELOW ILLUSTRATES TOTAL NUMBER OF GO-AROUNDS BY MONTH JANUARY - SEPTEMBER 2015



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Night Flights

The Secretary of State, in exercise of his powers under Section 78 of the Civil Aviation Act 1982, has imposed restrictions at Gatwick Airport on aircraft operating at night. These restrictions are in place to limit and mitigate noise disturbance from aircraft operating at night and to prohibit aircraft of specified descriptions from operating, also to limit the number of occasions on which other aircraft may take-off or land.

The night flying restrictions are divided into summer and winter seasons which coincide with the start and end of British Summer Time. They consist of a movement limit and a quota count system. The quota count (QC) means that points are allocated to different aircraft types according to how noisy they are. The noisier the aircraft type, the higher the points allocated. This provides an incentive for airlines to use quieter aircraft types. Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce and are classified separately for both take-off and landing.

For the purposes of night flying operations, the night quota period is defined as the period between 2330-0600 (local time). In addition, there are two further shoulder periods of 2300–2330 and 0600–0700 (local time), where other restrictions apply to the scheduling and operation of aircraft of specified descriptions. The Department for Transport has confirmed that the current night flight restrictions will remain in force until October 2017.

Overleaf is a mid-season report for summer 2015. The summer season started at 02:00 on 29th March 2015. The total number of movements available will be 11,525 which includes a 10% carry-over of the unused quota from the winter season.

DISPENSATIONS

There were a total of 343 dispensations applied during the 2015 summer season.

- 218 dispensations were due to extreme bad weather.
- 101 dispensations were due to ATC strikes at European Airports.
- 21 dispensations were added due to low visibility procedures in place during week 27 and week 28.
- 3 dispensations were due to the airport closure because of a localised bush fire on the 29th July.

QC4, QC8 and QC16 MOVEMENTS

There have been no QC8 or QC16 movements during either the 'night quota' or 'shoulder periods'. These QC values are not to be scheduled to take off or land between 2300 and 0700. There were no QC4 movements during the 'night quota period'. QC4 types may not be scheduled to take off or land during this period.

| Winter | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 |
|------------------|---------|---------|---------|---------|---------|---------|---------|
| Movements Limits | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 |
| Quota Points | 2060 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 |
| | | | | | | | |
| Summer | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| Movements Limits | 12000 | 11200 | 11200 | 11200 | 11200 | 11200 | 11200 |
| Quota Points | 6400 | 6300 | 6200 | 6200 | 6200 | 6200 | 6200 |

RESTRICTIONS

London Gatwick

AIRPORT MOVEMENTS and QUOTA SUMMARY to WEEK 30 (29 MARCH to 24 OCTOBER 2015 inc.)

| Season Quota Points Limit Total Quota Points Allowed | | | | | 6200 6400 |) | | Season Movement Limit Total Movements Allowed | | | 11200 11525 | | | | | | | | |
|---------------------------------------------------------|-------------------------|--------|-------|-------|-----------------------------|----------------|---------------------------------|--------------------------------------------------|---------------|-------------------|----------------|------------|---------|-----------|------------|------------|-------|-------|-------|
| Wk | Week Ending | QC0.25 | QC0.5 | QC1 | QC2 | QC4 | QC8 | QC16 | Total | Mvmts | Exmpt | Not | Not | Not | Total | Total | Total | Total | Total |
| No. | Date | No. | No. | No. | No. | No. | No. | No. | Quota | Against | Types | Cnt'd | Cnt'd | Cnt'd | Arvls | Arvls | Deps | Deps | Rnwy |
| | | | | | | | | | Value | Limit | | Delays | Govt | Emgcy | No. | % | No. | % | Mvmts |
| 1 | 04/04/2015 | 133 | 50 | 23 | 3 | 0 | 0 | 0 | 87.25 | 209 | 1 | 43 | 0 | 0 | 226 | 89.3 | 27 | 10.7 | 253 |
| 2 | 11/04/2015 | 137 | 79 | 23 | 0 | 0 | 0 | 0 | 96.75 | 239 | 1 | 17 | 0 | 0 | 224 | 87.2 | 33 | 12.8 | 257 |
| 3 | 18/04/2015 | 126 | 68 | 22 | 2 | 0 | 0 | 0 | 91.5 | 218 | 2 | 0 | 0 | 0 | 185 | 84.1 | 35 | 15.9 | 220 |
| 4 | 25/04/2015 | 131 | 59 | 16 | 1 | 0 | 0 | 0 | 80.25 | 207 | 1 | 0 | 0 | 0 | 180 | 86.5 | 28 | 13.5 | 208 |
| 5 | 02/05/2015 | 155 | 69 | 30 | 1 | 0 | 0 | 0 | 105.25 | 255 | 2 | 0 | 0 | 0 | 221 | 86.0 | 36 | 14.0 | 257 |
| 6 | 09/05/2015 | 158 | 112 | 30 | 0 | 0 | 0 | 0 | 125.5 | 300 | 0 | 0 | 0 | 0 | 272 | 90.7 | 28 | 9.3 | 300 |
| 7 | 16/05/2015 | 137 | 99 | 34 | 1 | 0 | 0 | 0 | 119.75 | 271 | 2 | 0 | 0 | 0 | 244 | 89.4 | 29 | 10.6 | 273 |
| 8 | 23/05/2015 | 206 | 104 | 48 | 1 | 0 | 0 | 0 | 153.5 | 359 | 1 | 0 | 0 | 0 | 325 | 90.3 | 35 | 9.7 | 360 |
| 9 | 30/05/2015 | 207 | 125 | 44 | 5 | 0 | 0 | 0 | 168.25 | 381 | 3 | 0 | 0 | 0 | 339 | 88.3 | 45 | 11.7 | 384 |
| 10 | 06/06/2015 | 232 | 124 | 31 | 6 | 0 | 0 | 0 | 163 | 393 | 3 | 20 | 0 | 0 | 373 | 89.7 | 43 | 10.3 | 416 |
| 11 | 13/06/2015 | 230 | 133 | 34 | 2 | 0 | 0 | 0 | 162 | 399 | 2 | 6 | 0 | 0 | 364 | 89.4 | 43 | 10.6 | 407 |
| 12 | 20/06/2015 | 227 | 145 | 38 | 3 | 0 | 0 | 0 | 173.25 | 413 | 4 | 0 | 0 | 0 | 368 | 88.2 | 49 | 11.8 | 417 |
| 13 | 27/06/2015 | 224 | 143 | 44 | 5 | 0 | 0 | 0 | 181.5 | 416 | 0 | 0 | 0 | 0 | 369 | 88.7 | 47 | 11.3 | 416 |
| 14 | 04/07/2015 | 251 | 159 | 32 | 10 | 0 | 0 | 0 | 194.25 | 452 | 2 | 20 | 0 | 0 | 418 | 88.2 | 56 | 11.8 | 474 |
| 15 | 11/07/2015 | 246 | 154 | 33 | 12 | 0 | 0 | 0 | 195.5 | 445 | 0 | 9 | 0 | 0 | 400 | 88.1 | 54 | 11.9 | 454 |
| 16 | 18/07/2015 | 235 | 144 | 43 | 7 | 0 | 0 | 0 | 187.75 | 429 | 2 | 26 | 0 | 0 | 403 | 88.2 | 54 | 11.8 | 457 |
| 17 | 25/07/2015 | 277 | 158 | 42 | 7 | 0 | 0 | 0 | 204.25 | 484 | 1 | 17 | 0 | 0 | 447 | 89.0 | 55 | 11.0 | 502 |
| 18 | 01/08/2015 | 274 | 155 | 49 | 4 | 0 | 0 | 0 | 203 | 482 | 1 | 40 | 0 | 0 | 459 | 87.8 | 64 | 12.2 | 523 |
| 19 | 08/08/2015 | 264 | 154 | 61 | 4 | 0 | 0 | 0 | 212 | 483 | 0 | 1 | 0 | 0 | 429 | 88.6 | 55 | 11.4 | 484 |
| 20 | 15/08/2015 | 260 | 142 | 58 | 3 | 0 | 0 | 0 | 200 | 463 | 5 | 29 | 0 | 0 | 440 | 88.5 | 57 | 11.5 | 497 |
| 21 | 22/08/2015 | 237 | 153 | 67 | 2 | 0 | 0 | 0 | 206.75 | 459 | 3 | 0 | 0 | 0 | 392 | 84.8 | 70 | 15.2 | 462 |
| 22 | 29/08/2015 | 236 | 153 | 50 | 5 | 0 | 0 | 0 | 195.5 | 444 | 3 | 39 | 0 | 0 | 419 | 86.2 | 67 | 13.8 | 486 |
| 23 | 05/09/2015 | 249 | 147 | 59 | 4 | 0 | 0 | 0 | 202.75 | 459 | 0 | 9 | 0 | 0 | 402 | 85.9 | 66 | 14.1 | 468 |
| 24 | 12/09/2015 | 245 | 151 | 53 | 5 | 0 | 0 | 0 | 199.75 | 454 | 2 | 0 | 0 | 0 | 390 | 85.5 | 66 | 14.5 | 456 |
| 25 | 19/09/2015 | 238 | 146 | 47 | 3 | 0 | 0 | 0 | 185.5 | 434 | 1 | 40 | 0 | 0 | 414 | 87.2 | 61 | 12.8 | 475 |
| 26 | 26/09/2015 | 215 | 135 | 45 | 0 | 0 | 0 | 0 | 166.25 | 395 | 7 | 0 | 0 | 0 | 348 | 86.6 | 54 | 13.4 | 402 |
| 27 | 03/10/2015 | 195 | 122 | 40 | 1 | 0 | 0 | 0 | 151.75 | 358 | 0 | 6 | 0 | 0 | 316 | 86.8 | 48 | 13.2 | 364 |
| 28 | 10/10/2015 | 183 | 100 | 29 | 1 | 0 | 0 | 0 | 126.75 | 313 | 2 | 21 | 0 | 0 | 296 | 88.1 | 40 | 11.9 | 336 |
| 29 | 17/10/2015 | 148 | 82 | 33 | 0 | 0 | 0 | 0 | 111 | 263 | 4 | 0 | 0 | 0 | 231 | 86.5 | 36 | 13.5 | 267 |
| 30 | 24/10/2015 | 146 | 95 | 31 | 0 | 0 | 0 | 0 | 115 | 272 | 3 | 0 | 0 | 0 | 237 | 86.2 | 38 | 13.8 | 275 |
| | TOTALS | 6202 | 3660 | 1189 | 98 | 0 | 0 | 0 | 4765.5 | 11149 | 58 | 343 | 0 | 0 | 10131 | 87.7 | 1419 | 12.3 | 11550 |
| Quota Points Available | | | 19 | 85.50 | | | Movement | ts Availabl | e | | | 1218 | | | | | | | |
| Quota Points I lead | | | | 69 | 60.0 Movements Willend 90.4 | | | | | | | | | | | | | | |
| | | | | | 09 | .u Lave I:L | olute la | adte e e | ious conges | tion and d | | ltine free | ، | rood diam | ntion of A | ir Traff:- | | | |
| Note 1 | | a y S | | | De | iaysiik | erytore | autoser | ious conges | u u u anu di - | eidysrest | | nwidesp | reautisfu | PUONOTA | ur irainc. | | | |
| Note 2 | Note 2 Not Ctn'd Delays | | | | | emptio | ns gran | ted by Go | ov't (VIP Pas | sengers, Er | mergency | / Reliet). | | | | | | | |
| Note 3 Not Ctn'd Delays En | | | | | | | Emergency Take-offs and Landing | | | | | | | | | | | | |

Gatwick Airport Flight Performance Team Report covering the period July to September 2015 22
Noise Complaints

It is important that we understand the issues of noise disturbance from individuals and communities who live around the airport. By studying the complaints we receive and by communicating with the affected towns and villages surrounding the airport, we believe that this gives us a greater understanding of the issues related to noise.

This means that we can work together to improve the noise climate around the airport. The complaints we have received are either about specific aircraft events that cause disturbance or generic complaints about airport operations in general. The following charts provide an analysis of the reasons for the numbers of complaints.

REASON FOR SPECIFIC COMPLAINT BY PERCENTAGE



COMPLAINTS BY MONTH



REASON FOR SPECIFIC COMPLAINT BY NUMBER



Gatwick Airport Flight Performance Team Report covering the period July to September 2015

Noise is very subjective and can affect people in different ways. Some people can tolerate a certain noise level whilst it can cause disturbance to others. As well as identifying the issues of noise, it is important to understand the location of each individual complaint. The charts below provide further analysis of the location of the complainants and whether they have been disturbed by arriving or departing flights, or by noise from within the airport boundary.

CATEGORIES OF AIRCRAFT OPERATION FROM SPECIFIC COMPLAINTS



METHOD OF COMPLAINT



NUMBER OF INDIVIDUAL COMPLAINANTS BY TOWN



THE MAP BELOW ILLUSTRATES THE LOCATION OF NOISE COMPLAINTS RECEIVED BETWEEN JULY AND SEPTEMBER 2015



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THE MAP BELOW ILLUSTRATES NOISE COMPLAINTS TO THE WEST (JULY - SEPTEMBER 2015)



Gatwick Airport Flight Performance Team Report covering the period July to September 2015 **26**

Ground Noise Complaints

We occasionally receive complaints about disturbance from noise from within the boundary of the airfield. These can be caused by the normal operation of aircraft moving about the airfield, taking off and landing. Additional sources of noise disturbance can be the use of Auxiliary Power Units (APU) by aircraft on stand or the testing of engines following maintenance or repair (engine runs). Strict regulations exist to minimise this disturbance, which includes a ban on engine running during the night. Details of any ground noise complaints are outlined below.

Comment:

There was a single recorded ground noise complaint in September 2015 located close to Charlwood village, approximately 1nm from the airfield. This was received on the 10th September 2015 at 21:53 at the postcode location RH6 OEL, which is highlighted on the map below. There were no aircraft engine tests on this day so the complaint could be related to the start of roll noise as the airfield was operating in an easterly direction during this period.

THE MAP BELOW ILLUSTRATES THE LOCATION OF THE GROUND NOISE COMPLAINT IN CLOSE PROXIMITY TO THE AIRFIELD



Contact us: noise.line@gatwickairport.com For more information visit us at: www.gatwickairport.com/noise

Glossary

- AIP Aeronautical Information Publication
- ANOMS Noise, track keeping and complaints system.

APU – Auxilary Power Unit. A small auxiliary engine on an aircraft used to provide electrical power when the main engines are shut down.

- ATC Air Traffic Control
- CAA Civil Aviation Authority

CDA – Continuous Descent Approach. A noise a batement procedure for arrivals used to a void periods of level flight, reducing noise and emissions. It is advisory but not compulsory.

dBA – A-weighted decibels that takes closest account of human hearing. It is used to measure aircraft noise.

- Dft Department for Transport
- EGKK London Gatwick Airport
- FLOPSC Flight Operations Performance and Safety Committee
- FPT Flight Performance Team
- Go-Around Ago-around is an aborted landing of an aircraft which is on approach to the runway.
- ICAO International Civil Aviation Organisation
- ILS Instrument Landing System
- IMC Instrument Meteorological Conditions
- **KPI** Key performance indicators
- LGW London Gatwick Airport
- Lmax Maximum noise level
- NATS National Air Traffic Services
- nm Nautical Miles
- NPR Noise Preferential Route, a 3km wide corridor in which departing aircraft must remain to an altitude of 3,000ft or 4,000ft.
- NTK Noise and Track Keeping monitoring system
- P-RNAV Precision Route Navigation
- QC Quota Count
- QNH The barometric pressure at sea level (QFE is the barometric pressure at the airport).
- SID Standard Instrument Departure. A route out of UK airspace assigned to departing aircraft with an NPR in the first section.
- Vectoring Air Traffic Control procedure turning a departure off an NPR onto a more direct heading.
- VMC Visual Meteorological Conditions

YOUR LONDON AIRPORT



Gatwick Airport Flight Performance Report

This report covers the period (1st October – 31st December 2015)



YOUR LONDON AIRPORT

Contents

| Introduction | 2 |
|------------------------------------------------|----|
| Runway Direction | 4 |
| The Aeronautical Information Publication | 5 |
| Departures - Noise Infringements | 5 |
| Departures - Initial Climb Performance | 6 |
| Departures - Track Keeping | 7 |
| Departures – Over Congested Areas | 9 |
| Arrivals – Continuous Descent Operations (CDO) | 12 |
| Arrivals – Over Congested Areas | 15 |
| Go-Around Statistics 2004 - 2015 | 20 |
| Night Flights | 22 |
| Noise Complaints | 24 |
| Ground Noise Complaints | 28 |
| Glossary | 29 |
| | |

Introduction

ABOUT THIS REPORT

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

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

| | 12 month performance averages* | | | | |
|----------------------------------------------------------------------------------|--------------------------------|------------------------|-------------------------|---------|----------|
| Parameter | | Year to date (2015) | Previous year (2014) | 2011 | 2006 |
| Track keeping performance (% on track) | | 99.68% | 99.28% | 97.47% | 98.17%** |
| 24hr CDO (% achievement) | | 89.79% | 92.61% | 90.49% | 80.79% |
| Day/Shoulder CDO (% achievement) | ▼ | 89.26% | 92.43% | 90.19% | 79.9% |
| Core night CDO (% achievement) | | 95.32% | 95.25% | 93.96% | 89.6% |
| 1,000ft Infringements (No.) | • | 0 | 0 | 3 | 11 |
| 1,000ft Infringements (No. below 900ft) | • | 0 | 0 | 1 | 6 |
| Departure Noise Infringements (Day) | - | 0 | 0 | 0 | 10 |
| Departure Noise Infringements (Night/Shoulder) | • | 0 | 0 | 4 | 2 |
| Callers | | 1746 | 3366 | 343 | 587 |
| Noise complaints*** | | 15189 | 21712 | 2673 | 4791 |
| Enquiry response performance target is 95% within 8 days (October-December 2015) | • | 93.89% | 73.39% | KPI 95% | |
| West/East Runway Split (%) | - | 70/30 | 67/33 | 67/33 | 68/32 |

KEY MONITORING INDICATORS – 1st OCTOBER 2015 – 31st DECEMBER 2015

* The colour indicates the most recent 12 month performance compared to 2011, with green showing improvement and red a decline in performance.

** This figure did not include deviations from prop types or those due to weather.

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*** Complaints are recorded in line with our published complaints handling policy. The revised policy, published in November 2014, advises that only one complaint per day is recorded per individual.

Executive Summary Performance Headlines

AIRPORT OPERATIONS

Between 1st October and 31st December 2015, there were a total of 61,484 fixed wingaircraft movements at Gatwick, an increase in traffic of about 4.26% compared to the same period in 2014. The direction of operation is determined by wind direction and this was split 70% on the westerly runway and 30% on the easterlyrunway for the period. The rolling 20 year average for the split in runway usage is approximately 70% westerly and 30% easterly.

NORTHERN RUNWAY (26R/08L) USAGE

Although Gatwick has the main runway and the 'reserve' or northern runway, they cannot be operated simultaneously.

The northern runway is normally only utilised during the night when maintenance on the main runway is planned. During these three months, there were a total of 235 movements from the northern runway.

TRACK KEEPING

Track keeping performance has improved again on the previous year's performance, details of which will follow later in this report. As part of our continuing commitment to increase on-track performance, the FPT also continues to engage with the airlines directly and through the Flight Operations Performance and Safety Committee (FLOPSC) on a range of initiatives to monitor compliance.

WOULD YOU LIKE TO KNOW MORE ABOUT AIRCRAFT NOISE OR TRACK A FLIGHT?

To track aircraft, see noise readings or make a complaint about aircraft noise at Gatwick you can visit our website: www.gatwickairport.com/noise

The website provides detailed maps on aircraft traffic around the airport as well as useful information on noise and statistics on aircraft movements. It also details the work we undertake with others in the aviation industry to try and alleviate the impact of our operations on both the local and wider community.

CONTINUOUS DESCENT OPERATIONS (CDO) PERFORMANCE

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While the Noise and Track Keeping (NTK) system utilises the most up-to-date format of radar data currently available, the

algorithm that measures CDO performance has remained unchanged since the definition was initially defined several years ago. As part of a development project to improve the accuracy of CDO measurement, the Flight Performance Team has worked closely with NATS to upgrade the current algorithm. The core algorithm remains unaltered, although some additional rules have been added with the result that some marginal profiles, previously classified as CDO compliant, will now be re-classified as non-CDO flights. These changes came into effect from May 2015 and the resulting variance in recorded levels of performance is in the order of 1%, therefore we expect to see a minor drop off in recorded performance from this date. Historical observations have consistently shown a reduction in performance during the winter months due to instances of inclement weather. Both November and December saw a procession of severe winter storms driven by Atlantic weather systems.

COMMUNITY NOISE MONITORING

In addition to fixed monitors located close to the ends of the runway, there are currently mobile noise monitors deployed at sites in Lingfield, Rusper, Oakwood Hill, Cowden, South Holmwood and Slinfold.

For several years, we have run a programme of noise monitoring to get a better understanding of the levels of aircraft noise in the communities surrounding Gatwick Airport. The noise monitors provide a method of monitoring and recording noise from both aircraft, and background sources. This allows us to evaluate trends and make comparisons between the noise environments at different location.

COMPLAINTS

The number of complaints has decreased compared to the previous twelve months as well as the number of individual callers which have also declined. Despite this, the number of complaints has still remained higher than in 2011. This year has been the busiest year in the airport's history and there has also been a large amount of publicity surrounding the potential second runway which may be contributing factors for the number of complaints in 2015.

The postcode areas with the greatest number of enquiries during the three month period were Tunbridge Wells, the Holmwoods, Speldhurst and Crowborough. The number of individual complainants between October and December was **483**. Complaints about aircraft operations are processed in accordance with our published Complaints Handling Policy. Details of this policy are available on our website. With regards to individuals making multiple complaints, these are recorded as one complaint per individual per day.

Runway Direction

The graph below represents the direction of runway operation at Gatwick. Aircraft operating in a westerly direction take off towards the west and land from the east. Aircraft operating in an easterly direction take off towards the east and land from the west.

Although the long term average is approximately 70:30 in favour of westerly operations, it is not unusual to experience long periods of prolonged operation in either one direction or another.



RUNWAY DIRECTION SPLIT

THE GRAPH BELOW SHOWS THE SPLIT OVER THE 15 MONTH PERIOD (OCTOBER 2014 – DECEMBER 2015)



The Aeronautical Information Publication

An Aeronautical Information Publication (or AIP) is defined by the International Civil Aviation Organisation (ICAO) as a publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.

It is designed to be a manual containing thorough details of regulations, procedures and other information pertinent to flying aircraft in the particular country to which it relates. It is usually issued by or on behalf of the respective civil aviation administration.

The structure and contents of AIPs are standardized by international agreement through ICAO. AIPs normally have three parts - GEN (general), ENR (en route) and AD (aerodromes).

The Gatwick Aerodrome AIP contains details regarding the noise mitigation measures in place and adherence to these is reported in this section.

ADHERENCE TO NOISE MITIGATION MEASURES AS DETAILED IN THE GATWICK AIP

Each element of this report is preceded, where applicable, by the relevant Aeronautical Information Publication (AIP) reference and summary text detailing the purpose of the requirement. Data is then presented on current performance.

It should be noted that Gatwick is 202ft above mean sea level (amsl) and the Noise and Track Keeping system (NTK) measures height relative to Gatwick elevation and not sea level.

References in the AIP are usually above sea level (quoted as Gatwick QNH) and therefore need to be reduced by 202ft to be comparable with heights, as measured by the NTK. For example, the requirement to join the ILS at 3,000ft would equate to 2,798ft in the NTK system.

No account is taken of the variability of heights as measured by the radar which, depending on the distance from the radar head, can be +/- 200ft from that indicated. This is obviously allowed for by NATS when managing operations.

Departures - Noise Infringements

DEPARTURE NOISE LIMITS (DAYTIME)

EGKK AD 2.21 (3(3)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day (0700 to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated level during the day.

| Year | Number of Day Infringements | Year | Number of Day Infringements |
|------|--------------------------------|------|--------------------------------|
| 2006 | 9 | 2011 | 0 |
| 2007 | 13 | 2012 | 0 |
| 2008 | 2 | 2013 | 0 |
| 2009 | 0 | 2014 | 0 |
| 2010 | 0 | 2015 | 0 |

DEPARTURE NOISE LIMITS (CORE NIGHT & SHOULDERS)

EGKK AD 2.21 (3(4)) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (2300 to 0700 hours local time) and that it will not cause more than 87 dBA Lmax during the night quota period (2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2). This is to ensure that departing aircraft do not exceed the stated levels during the night and shoulder periods.

| Year | Number of Night & Shoulder Infringements | Year | Number of Night & Shoulder Infringements |
|------|------------------------------------------------|------|------------------------------------------------|
| 2006 | 2 | 2011 | 4 |
| 2007 | 2 | 2012 | 0 |
| 2008 | 2 | 2013 | 0 |
| 2009 | 1 | 2014 | 0 |
| 2010 | 0 | 2015 | 0 |

Departures - Initial Climb Performance

EGKK AD 2.21 (3(1)) After take-off, the aircraft shall be operated in such a way that it is at a height of not less than 1,000ft aal (above airfield level) at 6.5 km from start of roll as measured along the departure track of the aircraft. This is to ensure departing aircraft a chieve at least that climb gradient in order to reduce the impact on the ground.

Comment:

There were no infringements of the 1,000ft rule during the three month period.

Historically, the summer months are typically the peak period for aircraft failing to meet the 1,000ft requirement, primarily due to the warmer weather which reduces aircraft climb performance.

1,000ft INFRINGEMENT TABLE

| Year | Total Infringements | Year | Total Infringements |
|------|------------------------|------|------------------------|
| 2006 | 11 | 2011 | 3 |
| 2007 | 26 | 2012 | 2 |
| 2008 | 11 | 2013 | 0 |
| 2009 | 22 | 2014 | 0 |
| 2010 | 6 | 2015 | 0 |

THE GRAPH BELOW ILLUSTRATES 1,000ft INFRINGEMENT PERFORMANCE SINCE 2007

Initial Climb Performance



Departures – Track Keeping

All jet aircraft leaving Gatwick Airport should follow flight paths known as Noise Preferential Routes (NPRs) up to a height of 3,000ft or 4,000ft depending on the route.

An NPR is a corridor 3 kilometres wide and aircraft are not obliged to follow any particular track within it. These NPR's are mapped below. As long as aircraft remain within the corridor boundaries, they are deemed to be on-track. A map illustrating the Noise Preferential Routes at Gatwick is available on our website: www.gatwickairport.com/noise

Air Traffic Control (ATC) are responsible for the routing of aircraft once airborne and when 3,000 or 4,000ft has been reached, they may give a flight a more direct heading, known as vectoring, off the route. This is subject to certain factors, including weather conditions and other traffic in the vicinity.

Flights leaving the route below the required height are automatically tagged and details are sent to the airline for investigation. Our Flight Operations Performance & Safety Committee (FLOPSC) regularly review track keeping performance.

In 2012, Gatwick Airport publicly consulted on the implementation of a more modern form of aircraft navigation called P-RNAV (Precision Route Navigation).

After having assessed all consultation feedback, the Civil Aviation Authority (CAA) granted the airport permission to implement P-RNAV on all of our departure routes.

Implementing P-RNAV on the published departure routes has resulted in the tracks of departing aircraft being more concentrated within the boundaries of the current NPR's, with one exception.

This is the NPR designed 26LAM that heads west then turns back on itself and passes to the north of the airfield. This route has always presented a challenge for modern jets as it was designed to accommodate propeller-driven aircraft and early jets that were around in the 1960's.

Implementing P-RNAV on this route now requires aircraft to fly outside of the current NPR. Therefore, as approved by the CAA, aircraft on a P-RNAV departure on this route are not classified as off-track as they are following the published route.

Following the introduction of P-RNAV at Gatwick, the CAA conducted a Post Implementation Review on all routes. The Review has recommended that this particular route be modified so that departing aircraft are compliant and remain within the published NPR swathe. The Airport is currently in the process of designing these modifications.



THE MAP BELOW ILLUSTRATES THE NOISE PREFERENTIAL ROUTES USED BY DEPARTING AIRCRAFT WITH MINIMUM **ALTITUDE FIGURES**

7

Gatwick Airport Flight Performance Team Report covering the period October to December 2015

THE TABLE BELOW ILLUSTRATES TRACK KEEPING PERFORMANCE OVER 15 MONTHS

| | | Total | | | Westerly | | | Easterly | |
|--------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | % | | | % | | | % |
| Month | Deviations | Departures | Deviations | Deviations | Departures | Deviations | Deviations | Departures | Deviations |
| Oct-14 | 82 | 11428 | 0.72% | 77 | 9501 | 0.81% | 5 | 1927 | 0.26% |
| Nov-14 | 61 | 8706 | 0.70% | 43 | 4610 | 0.93% | 18 | 4096 | 0.44% |
| Dec-14 | 11 | 9180 | 0.12% | 10 | 7705 | 0.13% | 1 | 1475 | 0.07% |
| Jan-15 | 13 | 8849 | 0.15% | 13 | 8030 | 0.16% | 0 | 819 | 0.00% |
| Feb-15 | 23 | 8584 | 0.27% | 14 | 5601 | 0.25% | 9 | 2983 | 0.30% |
| Mar-15 | 15 | 10075 | 0.15% | 7 | 3962 | 0.18% | 8 | 6104 | 0.13% |
| Apr-15 | 26 | 10916 | 0.24% | 16 | 5610 | 0.29% | 10 | 5306 | 0.19% |
| May-15 | 47 | 12206 | 0.39% | 46 | 10001 | 0.46% | 1 | 2205 | 0.05% |
| Jun-15 | 31 | 12440 | 0.25% | 19 | 8910 | 0.21% | 12 | 3530 | 0.34% |
| Jul-15 | 34 | 13448 | 0.25% | 26 | 10843 | 0.24% | 8 | 2605 | 0.31% |
| Aug-15 | 68 | 13718 | 0.50% | 31 | 9158 | 0.34% | 37 | 4558 | 0.81% |
| Sep-15 | 44 | 12904 | 0.34% | 34 | 7505 | 0.45% | 10 | 5399 | 0.19% |
| Oct-15 | 31 | 11960 | 0.26% | 19 | 6941 | 0.27% | 12 | 5019 | 0.24% |
| Nov-15 | 21 | 9057 | 0.23% | 19 | 8100 | 0.23% | 2 | 957 | 0.21% |
| Dec-15 | 30 | 9704 | 0.31% | 27 | 8873 | 0.30% | 3 | 831 | 0.36% |

THE GRAPH BELOW ILLUSTRATES TRACK KEEPING PERFORMANCE OVER 15 MONTHS WITH A TREND LINE



Gatwick Airport Flight Performance Team Report covering the period October to December 2015

8

Departures – Over Congested Areas

THE WIZAD NOISE PREFERENTIAL ROUTE

The Wizad Noise Preferential Route was designated by the Government at the same time as all other Gatwick departure routes; however, it is not used on an equal basis with the other routes. It is a Tactical Offload Route and is not usually offered as part of a flight path. If the 26 LAM Route (to the North of Horley) is very busy, Wizad will be offered as a last minute alternative to ease the load.

As it is only a Tactical Offload Route, it is not well known and it is only offered to local pilots and usually used by more modern, high performance aircraft. It will also be used during periods of poor weather when an alternative to the usual routes may be required as aircraft should not fly through thunderstorms. **EGKK AD 2.21 (8)(c)** The ATC clearance, via Mayfield, specified in the second column of the table, will not be available between 2300 hours and 0700 hours local time. Aircraft following the Noise Preferential Routing, which relates to that clearance, shall not fly over Crawley, Crawley Down or East Grinstead. This is to avoid aircraft noise from departing aircraft over areas of high population at night on the 26 WIZAD NPR.

Comment: During this three month period, there were no departures during the restricted period on the '26 WIZAD' Noise Preferential Route.



THE MAP BELOW ILLUSTRATES THE CRAWLEY TOWN BOUNDARY WITH NOISE PREFERENTIAL ROUTE '26 WIZAD'

Overflight of Crawley and Horley

EGKK AD 2.21 (9) After take-off, the aircraft shall avoid flying over the congested areas of Horley and Crawley. This is to avoid aircraft noise from departing aircraft over areas of high population.

Comment:

During this period, there were no departing flights that passed over Crawley.

THE MAP BELOW ILLUSTRATES THE TRACK DENSITY OF DEPARTING AIRCRAFT ON THE '26 LAM' DEPARTURE ROUTE DURING THE THREE MONTH PERIOD WITH HORLEY TOWN HIGHLIGHTED



THE TABLE BELOW ILLUSTRATES THE ANALYSIS OF HORLEY OVERFLIGHT

| Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate | Month | Departures on 26LAM | Horley gate | % through Horley gate |
|--------|---------------------------|----------------|--------------------------------|--------|---------------------------|----------------|--------------------------------|--------|---------------------------|----------------|--------------------------------|
| Jan-13 | 2196 | 67 | 3.05% | Jan-14 | 3048 | 50 | 1.64% | Jan-15 | 3237 | 95 | 2.93% |
| Feb-13 | 1447 | 101 | 6.98% | Feb-14 | 3089 | 60 | 1.94% | Feb-15 | 2251 | 64 | 2.84% |
| Mar-13 | 1427 | 70 | 4.91% | Mar-14 | 2447 | 60 | 2.45% | Mar-15 | 2453 | 38 | 1.55% |
| Apr-13 | 2499 | 78 | 3.00% | Apr-14 | 2043 | 40 | 1.96% | Apr-15 | 2197 | 43 | 1.96% |
| May-13 | 3545 | 186 | 5.25% | May-14 | 2805 | 46 | 1.64% | May-15 | 4048 | 65 | 1.61% |
| Jun-13 | 3114 | 153 | 4.91% | Jun-14 | 2606 | 38 | 1.46% | Jun-15 | 3686 | 55 | 1.49% |
| Jul-13 | 2777 | 78 | 2.81% | Jul-14 | 3466 | 52 | 1.50% | Jul-15 | 4365 | 42 | 0.96% |
| Aug-13 | 4157 | 152 | 3.66% | Aug-14 | 4512 | 35 | 0.78% | Aug-15 | 3559 | 38 | 1.07% |
| Sep-13 | 3590 | 185 | 5.15% | Sep-14 | 1686 | 24 | 1.42% | Sep-15 | 2838 | 61 | 2.15% |
| Oct-13 | 3614 | 139 | 3.85% | Oct-14 | 3826 | 31 | 0.81% | Oct-15 | 2039 | 36 | 1.77% |
| Nov-13 | 2659 | 128 | 4.81% | Nov-14 | 1881 | 19 | 1.01% | Nov-15 | 3302 | 77 | 2.33% |
| Dec-13 | 3438 | 60 | 1.75% | Dec-14 | 3079 | 79 | 2.57% | Dec-15 | 3707 | 13 | 0.35% |

GRAPH OF THE ANALYSIS OF HORLEY OVERFLIGHT

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Arrivals – Continuous Descent Operations (CDO)

A Continuous Descent Operation (CDO) (formerly known as a CDA) is a noise a batement technique of flight during which a pilot descends at a rate with the intention of achieving a continuous descent to join the glide path at the correct height for the distance. This procedure thereby avoids the need for extended periods of level flight and results in keeping the aircraft higher for longer reducing the need for thrust. In addition to aiding noise reduction, this also reduces fuel burn thereby cutting emissions and producing an overall environmental benefit.

A CDO is a procedure designed to try and avoid prolonged periods of level flight below 6,000ft. Studies have determined that elements of prolonged level flight are noisier than when following CDO. The aviation industry is working very hard to improve compliance and an Arrivals Code of Practice (ACoP) has been produced by the Department for Transport which aims to promote the use of CDO as a regular practice for all arriving aircraft:

'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 6,000ft 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.'

A CDO is not a precise art and relies on the accuracy of track miles provided by ATC to the flight crew coupled with pilot skill, weather conditions and operational circumstances. Additionally, different aircraft types perform differently requiring varying operating practices to be utilised in order to slow the aircraft down and meet speed restrictions, therefore the procedures in the ACoP are advisory rather than compulsory, so there are no sanctions against pilots or airlines that fail to comply with the measures. Despite this, publication of the ACoP has resulted in significant improvements in CDO achievement at all times of day and night. Airlines and pilots are keen to adopt this procedure for economic as well as environmental reasons.

CDO data is measured over three time periods:

- The Core Night period (2330-0600)
- The Day and Shoulder periods (0600–2330)
- The 24-hour period

The following text appears in the UK Aeronautical Information Package (AIP) Noise Abatement Procedures for Gatwick Airport:

EGKK AD 2.21 (10) Where the aircraft is approaching the aerodrome to land, it shall commensurate with it ATC clearance to minimise noise disturbance by the use of continuous decent and low power, low drag, operating procedures (referred to in Detailed Procedures for descent clearance in AD (2-EGKK-1-17)). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including in the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduce flaps, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft. This is to avoid prolonged periods of level flight and keep aircraft as high as possible for as long as possible.



CORE NIGHT PERIOD (2330-0600)

THE TABLE BELOW ILLUSTRATES THE BREAKDOWN OF THE CDO CORE NIGHT TIME PERIOD

| Month | All Arrivals | | | (| 08 Easterly Arr | ivals | 2 | 26 Westerly Arrivals | | |
|---------|--------------|---------|--------|-------|-----------------|--------|-------|----------------------|--------|--|
| | Total | Non CDO | % CDO | Total | Non CDO | % CDO | Total | Non CDO | % CDO | |
| Oct-14 | 1046 | 56 | 94.65% | 118 | 10 | 91.53% | 984 | 46 | 95.33% | |
| Nov-14 | 294 | 20 | 93.20% | 104 | 3 | 97.12% | 190 | 17 | 91.05% | |
| Dec-14 | 366 | 21 | 94.26% | 50 | 5 | 90.00% | 316 | 16 | 94.94% | |
| Jan-15 | 324 | 16 | 95.06% | 20 | 1 | 95.00% | 289 | 15 | 94.81% | |
| Feb-15 | 280 | 8 | 97.14% | 70 | 1 | 98.57% | 210 | 7 | 96.67% | |
| Mar-15 | 386 | 12 | 96.89% | 135 | 3 | 97.78% | 242 | 9 | 96.28% | |
| Apr-15 | 847 | 22 | 97.40% | 408 | 7 | 98.28% | 439 | 15 | 96.58% | |
| May-15 | 1397 | 56 | 95.68% | 295 | 20 | 93.22% | 1002 | 36 | 96.41% | |
| Jun-15 | 1569 | 96 | 93.88% | 416 | 22 | 93.58% | 1153 | 74 | 93.58% | |
| Jul-15 | 1887 | 102 | 94.59% | 360 | 18 | 94.50% | 1527 | 84 | 94.50% | |
| Aug-15 | 1849 | 86 | 95.35% | 579 | 36 | 96.06% | 1270 | 50 | 96.06% | |
| Sept-15 | 1597 | 77 | 95.18% | 737 | 57 | 97.67% | 860 | 20 | 97.67% | |
| Oct-15 | 1061 | 40 | 96.23% | 651 | 25 | 96.34% | 410 | 15 | 96.34% | |
| Nov-15 | 339 | 15 | 95.58% | 124 | 4 | 94.88% | 215 | 11 | 94.88% | |
| Dec-15 | 361 | 22 | 93.91% | 11 | 0 | 93.71% | 350 | 22 | 93.71% | |

THE GRAPH BELOW ILLUSTRATES THE CORE NIGHT TIME CDO COMPLIANCE WITH A TREND LINE



DAYTIME AND SHOULDER PERIOD CDO ACHIEVEMENT (0600-2330)

THE TABLE BELOW ILLUSTRATES THE BREAKDOWN OF THE CDO DAYTIME AND SHOULDER PERIOD

| | All Arrivals | 08 Easte | rly Arrivals | ivals 26 Westerly Arrivals | | | | | |
|--------|--------------|----------|--------------|----------------------------|---------|--------|-------|---------|--------|
| Month | Total | Non CDO | % CDO | Total | Non CDO | % CDO | Total | Non CDO | % CDO |
| Oct-14 | 10344 | 726 | 92.98% | 1691 | 160 | 90.54% | 8653 | 566 | 93.46% |
| Nov-14 | 8413 | 627 | 92.55% | 4229 | 344 | 91.87% | 4184 | 283 | 93.24% |
| Dec-14 | 8841 | 643 | 92.73% | 1429 | 122 | 91.46% | 7412 | 521 | 92.97% |
| Jan-15 | 8487 | 632 | 92.55% | 811 | 84 | 89.64% | 7676 | 548 | 92.86% |
| Feb-15 | 8278 | 555 | 93.30% | 2635 | 207 | 92.14% | 5436 | 348 | 93.60% |
| Mar-15 | 9633 | 870 | 90.97% | 3731 | 442 | 88.15% | 5902 | 428 | 92.75% |
| Apr-15 | 10028 | 927 | 90.76% | 4849 | 475 | 90.20% | 5179 | 452 | 91.27% |
| May-15 | 10825 | 1219 | 88.74% | 1999 | 237 | 88.14% | 8826 | 982 | 88.87% |
| Jun-15 | 10802 | 1230 | 88.61% | 3107 | 402 | 87.06% | 7695 | 828 | 89.24% |
| Jul-15 | 11518 | 1218 | 89.43% | 2132 | 286 | 86.59% | 9386 | 995 | 89.40% |
| Aug-15 | 11822 | 1421 | 87.98% | 3914 | 521 | 86.69% | 7908 | 900 | 88.62% |
| Sep-15 | 11284 | 1306 | 88.43% | 4687 | 543 | 88.41% | 6597 | 763 | 88.43% |
| Oct-15 | 10879 | 1171 | 89.24% | 6434 | 720 | 88.81% | 4445 | 451 | 89.85% |
| Nov-15 | 8695 | 1209 | 86.10% | 805 | 144 | 82.11% | 7890 | 1065 | 86.50% |
| Dec-15 | 9321 | 1300 | 86.05% | 615 | 110 | 82.11% | 8706 | 1190 | 86.33% |

THE GRAPH BELOW ILLUSTRATES THE DAY & SHOULDER CDO COMPLIANCE WITH A TREND LINE



24 HOUR PERIOD CDO ACHIEVEMENT

THE TABLE BELOW ILLUSTRATES THE BREAKDOWN OF THE CDO 24 HOUR TIME PERIOD

| | | All Arrivals | | C |)8 Easterly Arri | vals | 26 Westerly Arrivals | | |
|--------|-------|--------------|--------|-------|------------------|--------|----------------------|---------|--------|
| Month | Total | Non CDO | % CDO | Total | Non CDO | % CDO | Total | Non CDO | % CDO |
| Oct-14 | 11446 | 782 | 93.17% | 1809 | 170 | 90.60% | 9637 | 612 | 93.65% |
| Nov-14 | 8707 | 647 | 92.57% | 4333 | 347 | 91.99% | 4374 | 300 | 93.14% |
| Dec-14 | 9207 | 656 | 92.87% | 1479 | 124 | 91.62% | 7728 | 532 | 93.12% |
| Jan-15 | 8811 | 648 | 92.65% | 831 | 85 | 89.77% | 7980 | 563 | 92.94% |
| Feb-15 | 8558 | 563 | 93.42% | 2912 | 208 | 92.86% | 5646 | 355 | 93.71% |
| Mar-15 | 10019 | 882 | 91.20% | 3866 | 445 | 88.49% | 6153 | 437 | 92.90% |
| Apr-15 | 10875 | 894 | 91.78% | 5257 | 482 | 90.83% | 5608 | 467 | 91.67% |
| May-15 | 12122 | 1275 | 89.48% | 2294 | 257 | 88.80% | 9828 | 1018 | 89.64% |
| Jun-15 | 12371 | 1326 | 89.28% | 3523 | 391 | 88.90% | 8848 | 789 | 91.08% |
| Jul-15 | 13405 | 1383 | 89.68% | 2492 | 304 | 87.80% | 10913 | 1079 | 90.11% |
| Aug-15 | 13671 | 1507 | 88.98% | 4493 | 557 | 87.60% | 9178 | 950 | 89.65% |
| Sep-15 | 12885 | 1384 | 89.26% | 5424 | 600 | 88.94% | 7461 | 784 | 89.49% |
| Oct-15 | 11940 | 1211 | 89.86% | 7085 | 745 | 89.48% | 4855 | 466 | 90.40% |
| Nov-15 | 9034 | 1224 | 86.45% | 929 | 148 | 84.07% | 8105 | 1076 | 86.72% |
| Dec-15 | 9682 | 1322 | 86.35% | 626 | 110 | 82.43% | 9056 | 1212 | 86.62% |

THE GRAPH BELOW ILLUSTRATES THE 24 HOUR PERIOD CDO COMPLIANCE WITH A TREND LINE



^{.....} 15 **Gatwick Airport Flight Performance Team** Report covering the period October to December 2015

Arrivals – Over Congested Areas

OVERFLIGHT OF CONGESTED AREAS

AD 2-EGKK1-12 (11) Before landing at the aerodrome, the aircraft shall maintain as high an altitude as practical and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3,000ft (Gatwick QNH), nor over the congested area of Lingfield at an altitude of less than 2,000ft (Gatwick QNH).

N.B. 2,000ft - (202ft (airfield elevation) + 100ft (radar/ILS tolerance)) = 1,698ft on Airports Noise & Aircraft Tracking System

Comment: There were no arriving flights which passed over the towns of Crawley and Horley below the required altitude for this period.

There were two inbound flights which passed over the town of Horsham below the required height. These were an Iberia Express A320 Airbus on the 19th October 2015 at 19:18 and a VistaJet Bombardier BD-700 Global Express on the 15th December 2015 at 10.30, flying above Horsham at 2,995ft and 2,406ft (amsl) respectively.

After consulting with ATC about the two Horsham overflights, it was observed that the VistaJet aircraft and the Iberia Express aircraft both initially failed to intersect the ILS; they then proceeded to break off and loop around and then successfully re-joined the ILS.



THE MAP BELOW SHOWS THE IBERIA EXPRESS AIRCRAFT THAT OVERFLEW HORSHAM AT 2,995ft AMSL

16 Gatwick Airport Flight Performance Team Report covering the period October to December 2015

THE MAP BELOW SHOWS THE VISTAJET AIRCRAFT WHICH OVERFLEW HORSHAM AT 2,406 ft AMSL



OVERFLIGHT BELOW 2,000ft

EGKK AD 2.21 (13(a)) Where the aircraft is using the ILS in IMC or VMC, it shall not descent below 2,000ft (Gatwick QNH) below the glide path. This is aimed at keeping aircraft as high as possible for as long as possible.

A polygon located over the urban area at about 7 nautical miles (nm) from touchdown is normally used to analyse tracks over the Lingfield area. During the analysis period, there were a total of 23 arrivals that passed through this area.

Comment: Aircraft tracks were analysed for October, November and December 2015 and with the exception of a small number of go-arounds, there was a single flight which flew over the town of Lingfield below 1,698ft. This was an inbound Pegasus Boeing 787-800 which passed over at a height of 1,593ft (amsl) on the 29th November at 10.38. This flight is mapped below. This flight is currently being investigated with ATC and the airline concerned.



THE MAP BELOW SHOWS THE PEGASUS AIRCRAFT WHICH OVERFLEW LINGFIELD AT 1,593ft AMSL

Gatwick Airport Flight Performance Team Report covering the period October to December 2015 17

A) DAY TIME JOINING HEIGHT (0700-2300)

The map below shows the congested urban areas, a series of gates running parallel to the extended runway centreline for around 6nm east and west of the airport, used to monitor low arrivals, joining the ILS below 2,000ft.

There were 30,773 arrivals recorded by the Casper NTK system between 1st October and 31st December 2015. Of these, the number of arrivals that were operating below an altitude of 2,000ft (equivalent to a height in the NTK system of 1,798ft) through one or more of the analysis gates was 35 (0.11%). In addition, there were 14 go-arounds' that were not included in this figure.

THE FOLLOWING MAP ILLUSTRATES THE ANALYSIS ZONES USED FOR LATE AND LOW ARRIVALS FOR BOTH ENDS OF THE AIRFIELD AND THE CONGESTED URBAN AREAS



B) NIGHT TIME JOINING HEIGHT AND DISTANCE (2300-0700)

EGKK AD 2.21 (14) Aircraft which land at Gatwick Airport between the hours of 2300 (local time) and 0700 (local time), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre line:

a) below 3,000ft, or

b) closer than 10 nm from touchdown.

This aims to keep aircraft higher for longer and avoid overflying areas en route to the ILS below 3,000ft.



THE GRAPH BELOW ILLUSTRATES THE NIGHT TIME JOINING POINTS OVER THE 15 MONTH PERIOD

Go-Around Statistics 2004 - 2015

A go-around is a procedure adopted when an arriving aircraft on final approach aborts landing by applying take-off power and climbing a way 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 Air Traffic Control (ATC) and the pilots can anticipate where the aircraft will go following the decision to go-around.

The number and reasons for go-arounds are routinely discussed at FLOPSC meetings and Pilot Forums. All parties are focussed on minimising the number of occasions when a go-around is required, but expect some to occur given the fact that Gatwick is a busy single runway airport.

It should be stated that there are well established standard procedures which both pilots and controllers are trained in and are familiar with. Gatwick Airport Limited, as the airport operator, actively encourages airlines operating at the airport to fly to the best possible environmental standards; however, safety must and always will be the number one priority.

NATS CURRENTLY RECORD GO-AROUNDS UNDER ONE OF THE FOLLOWING CAUSAL FACTORS (OCTOBER - DECEMBER 2015)



THE TABLE BELOW ILLUSTRATES GO-AROUND STATISTICS 2004 – 2015

| Year | Total | Total Arrivals | % of Arrivals |
|------|-------|----------------|---------------|
| 2004 | 344 | 124665 | 0.28 |
| 2005 | 450 | 129509 | 0.35 |
| 2006 | 405 | 130954 | 0.31 |
| 2007 | 434 | 133271 | 0.33 |
| 2008 | 359 | 131858 | 0.35 |
| 2009 | 455 | 125861 | 0.36 |
| 2010 | 364 | 120263 | 0.3 |
| 2011 | 386 | 125541 | 0.31 |
| 2012 | 520 | 123408 | 0.42 |
| 2013 | 473 | 125290 | 0.38 |
| 2014 | 512 | 129966 | 0.39 |
| 2015 | 520 | 133869 | 0.39 |

THE GRAPH BELOW ILLUSTRATES TOTAL NUMBER OF GO-AROUNDS PER MONTH (JANUARY - DECEMBER 2015)



Gatwick Airport Flight Performance Team Report covering the period October to December 2015

21

Night Flights

The Secretary of State, in exercise of his powers under Section 78 of the Civil Aviation Act 1982, has imposed restrictions at Gatwick Airport on aircraft operating at night. These restrictions are in place to limit and mitigate noise disturbance from aircraft operating at night and to prohibit aircraft of specified descriptions from operating, also to limit the number of occasions on which other aircraft may take-off or land.

The night flying restrictions are divided into summer and winter seasons which coincide with the start and end of British Summer Time. They consist of a movement limit and a quota count system. The quota count (QC) means that points are allocated to different aircraft types according to how noisy they are. The noisier the aircraft type, the higher the points allocated. This provides an incentive for airlines to use quieter aircraft types. Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce and are classified separately for both take-off and landing.

For the purposes of night flying operations, the night quota period is defined as the period between 2330-0600 (local time). In addition, there are two further shoulder periods of 2300–2330 and 0600–0700 (local time), where other restrictions apply to the scheduling and operation of aircraft of specified descriptions. The Department for Transport has confirmed that the current night flight restrictions will remain in force until October 2017.

Overleaf is a mid-season report for winter 2015. The winter season commenced at 02:00 on the 24th October 2014. The total number of movements available for the winter season is 3250.

DISPENSATIONS

There have been a total of 92 dispensations applied during the winter season which began on the 24th October 2015.

- 88 dispensations were due to arrival flow rate restrictions at the beginning of November 2015.
- 4 dispensations were due to disruption caused by a security incident which resulted in closure of Gatwick Airport's North Terminal for a 6 hour period on the 14th November 2015.

QC4, QC8 and QC16 MOVEMENTS

There have been no QC8 or QC16 movements during either the 'night quota' or 'shoulder periods'. These QC values are not to be scheduled to take off or land between 2300 and 0700. There were no QC4 movements during the 'night quota period'. QC4 types may not be scheduled to take off or land during this period.

| Winter | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 |
|------------------|---------|---------|---------|---------|---------|---------|---------|
| Movements Limits | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 | 3250 |
| Quota Points | 2060 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 |
| | | | | | | | |
| Summer | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| Movements Limits | 12000 | 11200 | 11200 | 11200 | 11200 | 11200 | 11200 |
| Quota Points | 6400 | 6300 | 6200 | 6200 | 6200 | 6200 | 6200 |

RESTRICTIONS

London Gatwick

AIRPORT MOVEMENTS and QUOTA SUMMARY to WEEK 10 (24 OCTOBER 2015 to 02 JANUARY 2016 inc.)

| Season Quota Points Limit Total Quota Points Allowed | | | | | 2000 2000 | | | Season Movement Limit Total Movements Allowed | | | | 3250 3250 | | | | | | | |
|---------------------------------------------------------|---------------------|---------------|--------------|------------|--------------|------------|------------|--------------------------------------------------|-------------------------|---------------------------|----------------|------------------------|----------------------|-----------------------|-----------------------|------------------|----------------------|--------------------|------------------------|
| Wk No. | Week Ending Date | QC0.25 No. | QC0.5 No. | QC1 No. | QC2 No. | QC4 No. | QC8 No. | QC16 No. | Total Quota Value | Mvmts Against Limit | Exmpt Types | Not Cnt'd Delays | Not Cnt'd Govt | Not Cnt'd Emerg | Total Arvis No. | Total Arvls % | Total Deps No. | Total Deps % | Total Rnwy Mvmts |
| 1 | 31/10/2015 | 77 | 85 | 19 | 1 | 0 | 0 | 0 | 82.75 | 182 | 5 | 0 | 0 | 0 | 166 | 88.8 | 21 | 11.2 | 187 |
| 2 | 07/11/2015 | 39 | 55 | 16 | 3 | 0 | 0 | 0 | 96.75 | 113 | 3 | 88 | 0 | 0 | 164 | 80.4 | 40 | 19.6 | 204 |
| 3 | 14/11/2015 | 22 | 34 | 7 | 3 | 0 | 0 | 0 | 91.5 | 66 | 4 | 0 | 0 | 0 | 60 | 85.7 | 10 | 14.3 | 70 |
| 4 | 21/11/2015 | 18 | 28 | 6 | 2 | 0 | 0 | 0 | 80.25 | 54 | 1 | 4 | 0 | 0 | 52 | 88.1 | 7 | 11.9 | 59 |
| 5 | 28/11/2015 | 10 | 31 | 5 | 2 | 0 | 0 | 0 | 27.00 | 48 | 5 | 0 | 0 | 0 | 47 | 88.7 | 6 | 11.3 | 53 |
| 6 | 05/12/2015 | 11 | 27 | 8 | 1 | 0 | 0 | 0 | 26.25 | 47 | 2 | 0 | 0 | 0 | 43 | 87.8 | 6 | 12.2 | 49 |
| 7 | 12/12/2015 | 28 | 32 | 8 | 3 | 0 | 0 | 0 | 37.00 | 71 | 2 | 0 | 0 | 0 | 66 | 90.4 | 7 | 9.6 | 73 |
| 8 | 19/12/2015 | 39 | 43 | 8 | 3 | 0 | 0 | 0 | 45.25 | 93 | 3 | 0 | 0 | 0 | 85 | 88.5 | 11 | 11.5 | 96 |
| 9 | 26/12/2015 | 63 | 45 | 8 | 5 | 0 | 0 | 0 | 56.25 | 121 | 1 | 0 | 0 | 0 | 110 | 90.2 | 12 | 9.8 | 122 |
| 10 | 02/01/2016 | 53 | 46 | 5 | 4 | 0 | 0 | 0 | 49.25 | 108 | 3 | 0 | 0 | 0 | 98 | 88.3 | 13 | 11.7 | 111 |
| | TOTALS | 360 | 426 | 90 | 27 | 0 | 0 | 0 | 447.00 | 903 | 29 | 92 | 0 | 0 | 891 | 87.0 | 133 | 13.0 | 1024 |

Quota Points Available Quota Points Used Note 1 Not Cnt'd Delays Note 2 Not Ctn'd Delays Note 3 Not Ctn'd Delays 1553.0Movements Available234722.4Movements % Used27.8Delays likely to lead to serious congestion and delays resulting from widespread disruption of Air Traffic.Exemptions granted by Gov't (VIP Passengers, Emergency Relief).

Emergency Take-offs and Landing

Noise Complaints

It is important that we understand the issues of noise disturbance from individuals and communities who live around the airport. By studying the complaints we receive and by communicating with the affected towns and villages surrounding the airport, we believe that this gives us a greater understanding of the issues related to noise. This means that we can work together to improve the noise climate around the airport. The complaints we have received are either about specific aircraft events that cause disturbance or generic complaints about airport operations in general. The following charts provide an analysis of the reasons for the numbers of complaints.

REASON FOR SPECIFIC COMPLAINT BY PERCENTAGE



COMPLAINTS BY MONTH



REASON FOR SPECIFIC COMPLAINT BY NUMBER



Noise is very subjective and can affect people in different ways. Some people can tolerate a certain noise level whilst it can cause disturbance to others. As well as identifying the issues of noise, it is important to understand the location of each individual complaint. The charts below provide further analysis of the location of the complainants and whether they have been disturbed by arriving or departing flights, or by noise from within the airport boundary.

CATEGORIES OF AIRCRAFT OPERATION FROM SPECIFIC COMPLAINTS



METHOD OF COMPLAINT



NUMBER OF INDIVIDUALCOMPLAINANTS BY TOWN/VILLAGE



THE MAP BELOW ILLUSTRATES THE LOCATION OF NOISE COMPLAINTS RECEIVED BETWEEN OCTOBER AND DECEMBER 2015



THE MAP BELOW ILLUSTRATES NOISE COMPLAINTS TO THE EAST (OCTOBER - DECEMBER 2015)



THE MAP BELOW ILLUSTRATES NOISE COMPLAINTS TO THE WEST (OCTOBER - DECEMBER 2015)



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Ground Noise Complaints

We occasionally receive complaints about disturbance from noise from within the boundary of the airfield. These can be caused by the normal operation of aircraft moving about the airfield, taking off and landing. Additional sources of noise disturbance can be the use of Auxiliary Power Units (APU) by aircraft on stand or the testing of engines following maintenance or repair (engine runs). Strict regulations exist to minimise this disturbance, which includes a ban on engine running during the night. Details of any ground noise complaints are outlined below.

Comment:

There were no recorded ground noise complaints during the three month period.



THE MAP BELOW ILLUSTRATES THE GATWICK AIRPORT AIRFIELD

Contact us: noise.line@gatwickairport.com

For more information visit us at: www.gatwickairport.com/noise
Glossary

- ACoP Arrivals Code of Practice
- AIP Aeronautical Information Publication
- AMSL Above Mean Sea Level

APU – Auxiliary Power Unit. A small auxiliary engine on an air craft used to provide electrical power when the main engines are shut down.

- ATC Air Traffic Control
- CAA Civil Aviation Authority

CDO – Continuous Descent Operations. A noise a batement procedure for a rrivals used to avoid periods of level flight, reducing noise and emissions. It is advisory but not compulsory.

dBA – A-weighted decibels that takes closest account of human hearing. It is used to measure aircraft noise.

- Dft Department for Transport
- EGKK or LGW London Gatwick Airport
- FLOPSC Flight Operations Performance and Safety Committee
- FPT Flight Performance Team
- Go-Around Ago-around is an aborted landing of an aircraft which is on approach to the runway.
- ICAO International Civil Aviation Organisation
- ILS Instrument Landing System
- IMC Instrument Meteorological Conditions
- **KPI** Key Performance Indicators
- Lmax Maximum noise level
- NATS National Air Traffic Services
- nm Nautical Miles

NPR – Noise Preferential Route, a 3km wide corridor in which departing aircraft must remain to an altitude of 3,000ft or 4,000ft.

- NTK Noise and Track Keeping monitoring system using CASPER.
- P-RNAV Precision Route Navigation
- QC Quota Count
- QNH The barometric pressure at sea level (QFE is the barometric pressure at the airport).
- SID Standard Instrument Departure. A route out of UK airspace assigned to departing aircraft with an NPR in the first section.
- **Vectoring** Air Traffic Control procedure turning a departure off an NPR onto a more direct heading.
- VMC Visual Meteorological Conditions

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