Gatwick Airport Limited
Airspace Office
2025 Quarter 4 Report

This report covers the period 1st October – 31st December 2025

LONDON GATWICK

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Executive Summary

In Q4 2025, a total of 60,255 movements were recorded, representing a 2.82% reduction compared to Q4 2024. Usage of Chapter 14 aircraft increased by 3.01%, with 99.9% of all aircraft classified as Chapter 4 or above. There have been no noise infringements recorded this year.

Track keeping conformance dropped slightly relative to Q4 2024, falling by 0.93% to 91.83% - however this is still an improvement on Q3 of this year. A slightly higher proportion of westerly operations compared to Q4 2024 (70% compared to 63%) has likely affected overall performance due to the ongoing flyability issue associated with the 26LAM departure route (Route 4) and the subsequent lower conformance relative to other Noise Preferential Routes (NPRs).

Continuous Descent Operations (CDO) performance for the 24-hour period has improved by 1.68% year-on-year, reaching 92.05% this quarter – this is the highest figure amongst all quarters this year and again meets the KPI target of 90%. CDO performance during the core night period remains above 90%, with an overall figure very similar to Q4 2024.

Complaint volumes increased in comparison to Q4 2024, as did the number of individual complainants (up 8.02% and 16%, respectively). October recorded the highest number of complaints (859) and complainants (48) for the quarter. The westerly arrival swathe remains the most common complaint category, accounting for 61.5% of all complaints received. Enquiry response performance rose slightly with 99.51% of enquiries being responded to within 8 days.

The Q4 Airline Noise Performance Table (ANPT) includes 34 airlines, with over three quarters showing improvement in CDO performance compared to the previous year. Wizz Air Malta achieved the most significant improvement (15.7%). Currently, 65% of airlines are rated green for CDO performance, while just 6% are rated red under the RAG system.

Executive Summary (cont'd)

During Q4, the Airspace Office engaged with Wizz Air (UK, Malta and Hungary operators), Tunisair, Vueling, Singapore Airlines, Qanot Sharq, and Gulf Air. Engagement efforts focused on improving CDO performance and track keeping conformance, particularly on Route 4. A standout achievement in Route 4 track keeping conformance was Emirates' performance in Q4, achieving 100% conformance in October and November 2025 on this Noise Preferential Route, a significant improvement from just 6% in July following the airline engagement meeting in the previous quarter. The Airspace Office will continue its engagement programme into 2026, promoting open communication with airlines to drive continuous performance improvement.

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

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

If you would like to know more about aircraft operations and noise, make a complaint about aircraft noise, or learn about the airspace around London Gatwick, we would invite you to visit our website.

We would also encourage you to look at our upgraded "InsightFull" pages which now provide more precise overflight information tailored to your location. We have added more material explaining aircraft noise, how we measure it, and how it has changed over time.

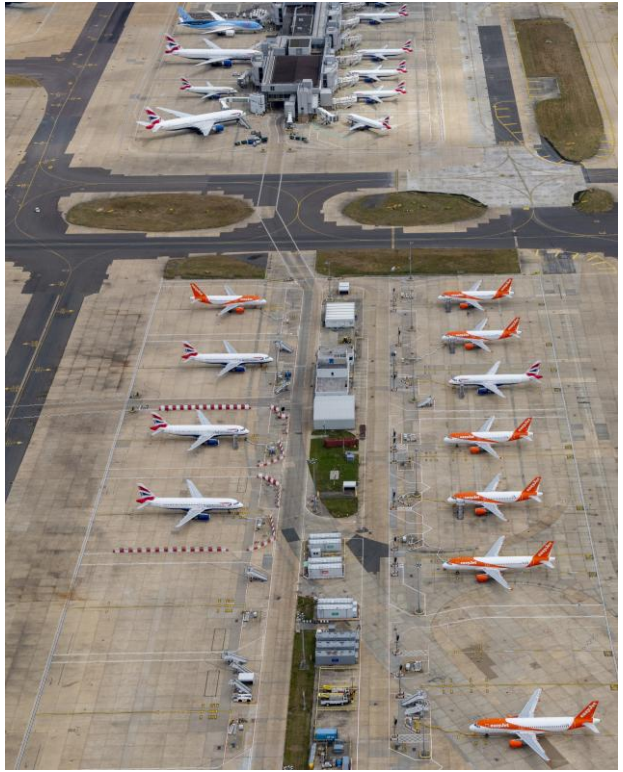
Airspace Office
London Gatwick

About This Report

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

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

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



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Performance Summary – Key Performance Indicators

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

A 19-year KPI table can be found in Annex E where comparisons to previous years can be made.

KPIs	Q1 2025	Q1 2025 vs Q1 2024	Q2 2025	Q2 2025 vs Q2 2024	Q3 2025	Q3 2025 vs Q3 2024	Q4 2025	Q4 2025 vs Q4 2024
Total Aircraft Movements	54,212	1.29%	71,042	-0.16%	77,540	-1.45%	60,255	-2.74%
Percentage of Chapter 14 aircraft	64.46%	2.18%	66.66%	0.24%	67.72%	1.70%	68.44%	3.01%
Percentage of Chapter 4 aircraft & above	99.97%	0.11%	99.93%	0.03%	99.80%	-0.11%	99.92%	0.00%
Percentage of Chapter 3 & Below Aircraft	0.00%	-0.03%	0.02%	0.01%	0.02%	0.01%	0.01%	-0.01%
Continuous Descent Operations (CDO) performance	91.31%	2.07%	90.26%	0.67%	90.20%	1.18%	92.05%	1.68%
Track Keeping Conformance	94.51%	3.23%	93.88%	3.70%	89.59%	1.20%	91.83%	-0.93%
Total Noise Infringements	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Noise Complaints Received	1374	-39.10%	2993	-31.77%	3085	-18.49%	2057	8.32%
Individual complainants	72	-11.11%	162	5.19%	203	18.02%	87	16.00%
Enquiry response performance target is 95% within 8 days	99.80%	0.30%	99.10%	0.48%	99.20%	3.77%	99.51%	0.41%

Figure 1: Summary of KPIs

Performance Summary – Airline Noise Performance Table

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDA performance	Rank (CDA)	Previous Year CDA achievement	CDA achievement YoY%	TK conformance	Rank (TK)
1	**easyJet**	25,344	0.00181	9	96.58%	5	95.67%	1.0%	99.97%	23
2	**BA EuroFlyer**	5,602	0.00192	15	91.74%	14	89.86%	2.1%	99.87%	25
3	Vueling	3,822	0.00194	16	87.28%	21	86.28%	1.2%	99.79%	30
4	easyJet Europe	3,135	0.00186	12	93.74%	9		Data not available	99.85%	26
5	Norwegian	2,558	0.00281	29	88.82%	19	89.63%	-0.9%	100.00%	1
6	**TUI Airways**	2,495	0.00246	26	94.41%	8	93.05%	1.5%	99.79%	29
7	Ryanair	2,152	0.00269	28	97.12%	4	98.16%	-1.1%	99.90%	24
8	**British Airways**	2,040	0.00332	31	89.22%	18	88.82%	0.4%	100.00%	1
9	**WizzAir UK**	1,967	0.00167	7	95.12%	7	93.53%	1.7%	99.82%	28
10	Aurigny	1,093	0.00182	10	90.28%	17	81.66%	10.6%	99.82%	27
11	easyJet Switzerland	694	0.00191	14	93.66%	10		Data not available	100.00%	1
12	Turkish Airlines	606	0.00215	21	93.07%	11	89.34%	4.2%	100.00%	1
13	TAP Portugal	574	0.00222	23	78.05%	27	72.56%	7.6%	100.00%	1
14	WizzAir Hungary	562	0.00176	8	88.26%	20	79.36%	11.2%	100.00%	1
15	Emirates	552	0.00216	22	75.36%	30	68.48%	10.1%	100.00%	1
16	**Norse Atlantic Airways**	520	0.00223	24	96.14%	6	98.80%	-2.7%	99.52%	31
17	Air Europa	368	0.00195	17	90.76%	16	88.59%	2.5%	99.46%	32
18	SunExpress	356	0.00256	27	61.80%	33	58.62%	5.4%	100.00%	1

Figure 2a: Q4 2025 Airline Noise Performance Table

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

This table includes 96.5% of all movements which operated at London Gatwick throughout Q4 2025.

Previous year CDO achievement is shown from the same quarter in 2024. If an airline did not appear on the Q4 2024 table, 'data not available' is shown.

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

Performance Summary – Airline Noise Performance Table

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDA performance	Rank (CDA)	Previous Year CDA achievement	CDA achievement YoY%	TK conformance	Rank (TK)
19	Air Baltic	346	0.0013	3	83.24%	24	82.29%	1.2%	100.00%	1
20	Iberia Airlines	326	0.00206	19	76.69%	29	75.00%	2.3%	100.00%	1
21	Wizz Air Malta	295	0.00162	6	91.84%	13	79.38%	15.7%	98.67%	34
22	Qatar	286	0.00209	20	83.22%	25	87.05%	-4.4%	100.00%	1
23	China Eastern Airlines	274	0.00431	33	60.58%	34	53.68%	12.9%	100.00%	1
24	Air China	258	0.00189	13	97.67%	1	94.44%	3.4%	100.00%	1
25	Jet 2	258	0.0024	25	91.54%	15	87.41%	4.7%	100.00%	1
26	Air Peace	242	0.00578	34	97.52%	3	87.64%	11.3%	99.17%	33
27	Swiss International Airlines	196	0.00153	4	70.41%	32	64.95%	8.4%	100.00%	1
28	Air Transat	194	0.00294	30	82.47%	26	82.08%	0.5%	100.00%	1
29	Singapore Airlines	184	0.00198	18	77.17%	28		Data not available	100.00%	1
30	Sky Express	184	0.00106	2	71.74%	31	67.39%	6.5%	100.00%	1
31	Icelandair	182	0.00161	5	92.31%	12	91.21%	1.2%	100.00%	1
32	Royal Air Maroc	182	0.00335	32	83.52%	23	77.91%	7.2%	100.00%	1
33	KM Malta Airlines	170	0.00097	1	97.65%	2	91.84%	6.3%	100.00%	1
34	Saudia	154	0.00186	11	87.01%	22		Data not available	100.00%	1

Figure 2b: Q4 2025 Airline Noise Performance Table

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

This table includes 96.5% of all movements which operated at London Gatwick throughout Q4 2025.

Previous year CDO achievement is shown from the same quarter in 2024. If an airline did not appear on the Q4 2024 table, 'data not available' is shown.

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

Airline Noise Performance Table – Methodology Statement

This page describes the methodology used to calculate the three metrics that form the Airline Noise Performance Table (ANPT) and explains some of the key terms.
In order to drive continuous improvement and to help showcase airline performance in relation to noise, an Airline Noise Performance Table has been developed. In collaboration with airlines, Gatwick Airport Limited identified strategic and operational metrics which are being monitored and reported against.

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

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

Noise Quota Count (QC) per Seat

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

Airlines operating modern and quieter aircraft will have a lower QC/seat score. For example, a typical A320 has a QC value of 0.25 for arrival and 0.5 for departure and a typical number of seats would be around 180, although this may vary between airlines.

Therefore, an A320 would normally have an average QC/seat score = (0.25 + 0.5) / (180 * 2) = **0.00208**, as each rotation of the aircraft requires one arrival and one departure.
For comparison, an A320 NEO would typically have an arrival and departure QC equal to 0.125, which reflects that it is much quieter than its predecessors within A320 family, but the number of seats is roughly the same. An A320 NEO's QC/seat score would therefore be
= (0.125 + 0.125) / (180 * 2) = **0.00069**.

Continuous Descent Operations (CDO) Performance

CDO performance is the first operational metric in the ANPT and relates to the vertical profiles flown during arrival. CDO performance is equal to the proportion of arrivals that meet the criteria for CDO, i.e., no level segment longer than 2.5 nautical miles below the altitude of 7,000ft. Continuous descent approaches reduce the noise impact because they require lower engine thrust and the aircraft stays higher for longer. The airport-wide CDO performance is also presented separately in this report.
RAG definition: **Green ≥ 85%** **70% ≤ Amber < 85%** **Red < 70%**

Track Keeping (TK) Performance

Track keeping performance is the second operational metric in the ANPT and applies to the lateral departure track. All departures are required to stay within the Noise Preferential Routes (NPRs) defined by the Department for Transport to avoid more densely populated areas. Track keeping performance is equal to the proportion of departures that stay within the NPRs until they reach an altitude of 3,000ft or 4,000ft depending on the route. Note that the Route 4 NPR has been excluded from the ANPT statistics for the time being due to the more challenging flyability and its inclusion would unfairly penalise airlines with a higher proportion of Route 4 departures. Track keeping performance at airport level is also presented separately in this report.
RAG definition: **Green ≥ 95%** **90% ≤ Amber < 95%** **Red < 90%**

Airport and Runway Statistics

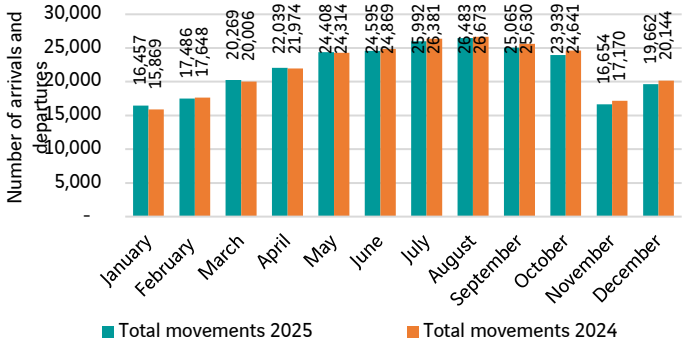

Figure 3: Number of arrivals and departures for this year and last

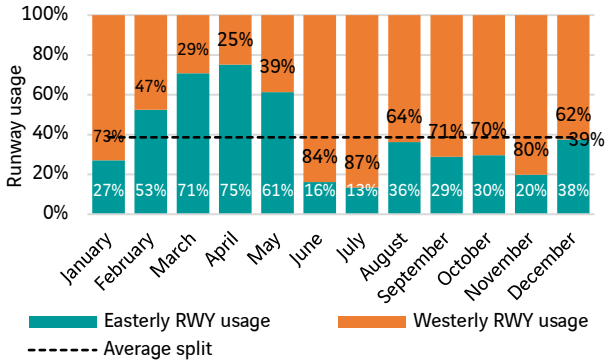

Figure 4: Comparison of easterly and westerly runway usage

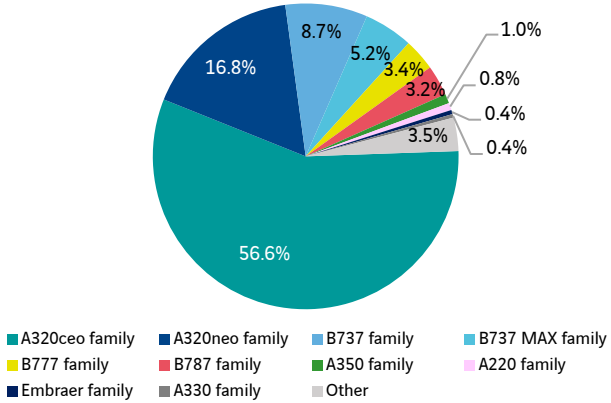

Figure 5: Aircraft fleet mix in 2025

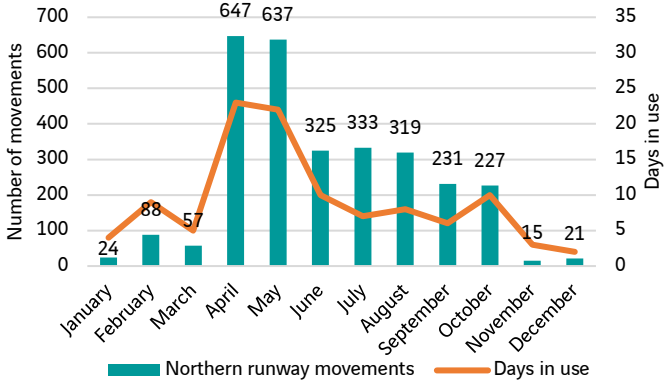

Figure 6: Northern runway usage

The final quarter of 2025 saw a 2.82% reduction in traffic levels compared to the same period in 2024 – an average of 566 fewer movements per month.

All three months saw predominantly westerly operations, with a 70/30 split for the quarter. November saw a slightly higher proportion of westerly operations, though this was offset by a slightly lower proportion in December.

When including Q4 movements, the utilisation of A320ceo aircraft increased from 56.2% in the first three quarters to 56.6%. In comparison to the same period in 2024, there was a 0.8% decrease in the use of the B737 family, alongside a 1.7% increase in the deployment of the more efficient B737 MAX family.

November and December saw a significant reduction in both the number of days the Northern Runway was in use and the total Northern Runway movements - to be expected in the quieter winter season.

Arrivals Statistics – Continuous Descent Operations

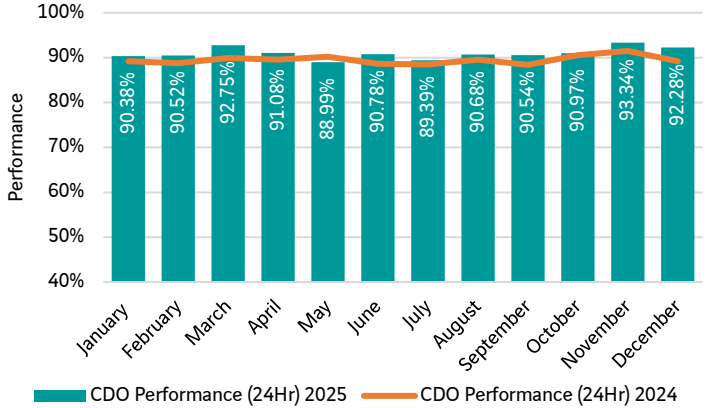

Figure 7: CDO performance (24 hours)

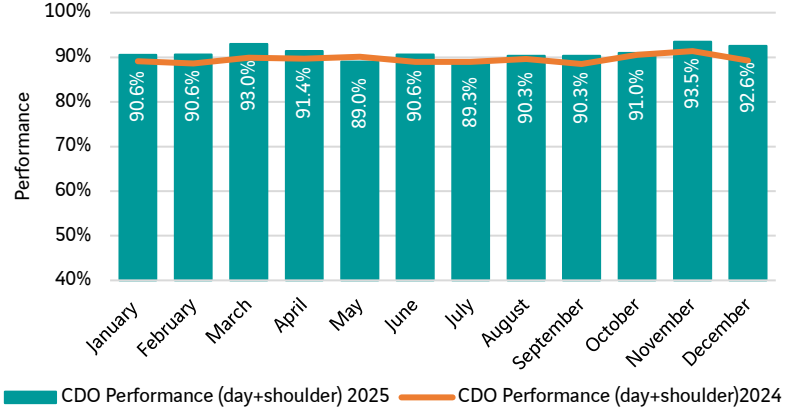

Figure 8: CDO performance (Day & Shoulder periods)

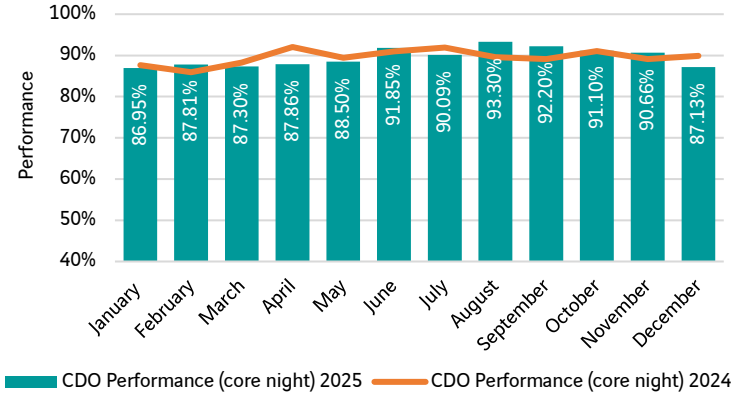

Figure 9: CDO performance (Core Night period)

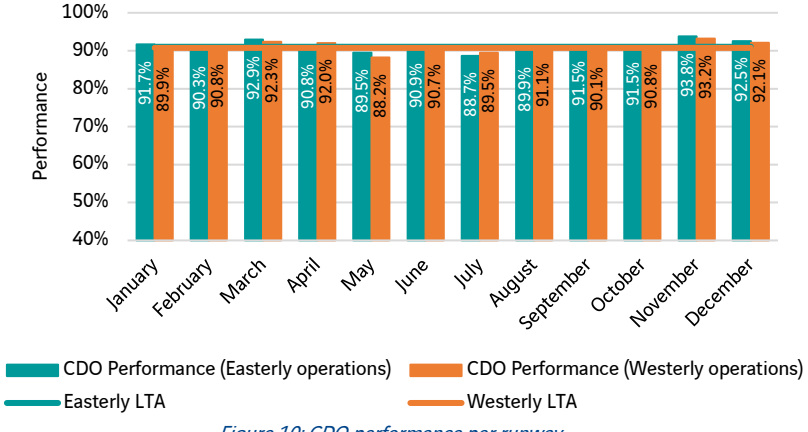

Figure 10: CDO performance per runway

Continuous Descent Operations (CDO) performance across the full 24-hour period exceeded 90% in each of the three months this quarter, with the year's highest performance recorded in November at 93.34%.

Core night performance also remained strong, staying above 90% in both October and November before dipping slightly in December (87.13%).

CDO performance for both easterly and westerly operations in October was broadly in line with long-term averages. Performance improved further in November and December, exceeding those levels in both months.

Arrivals Statistics – Go-arounds

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

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

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

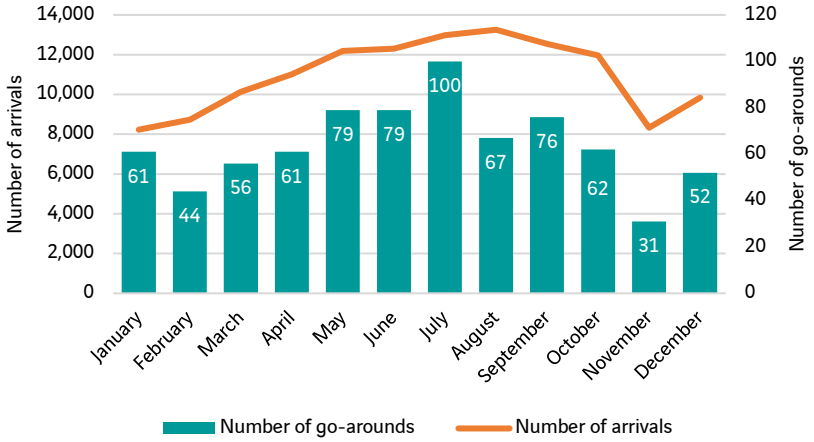

Figure 11: Number of arrivals and go-arounds

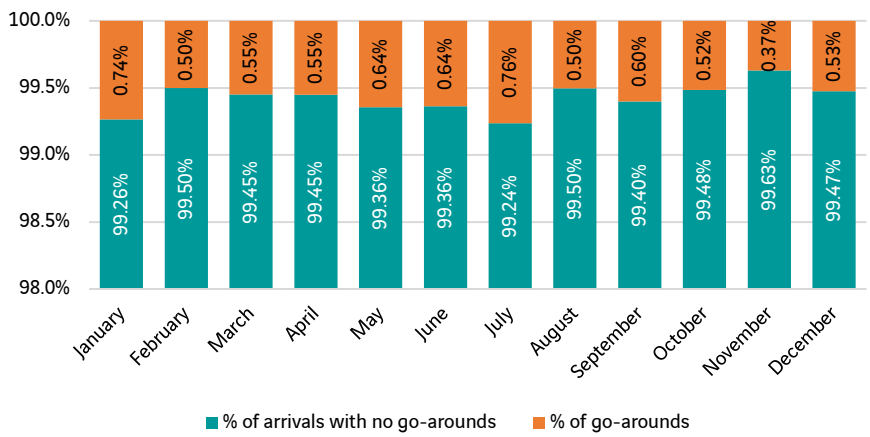

Figure 12: Ratio of go-arounds

Arrivals Statistics – Go-arounds

The causes of go-arounds are recorded by controllers in the ATC tower and provide an insight into the operational situations causing them to happen. The top three reasons this quarter, shown in Figure 13a, are Runway Occupied, Unstable Approach and Operational Reasons (Airline). Runway occupancy can be caused by a range of conditions, so the root causes are further broken down in Figure 13b. Figure 14 shows the ratio of main reasons for go-arounds per month.

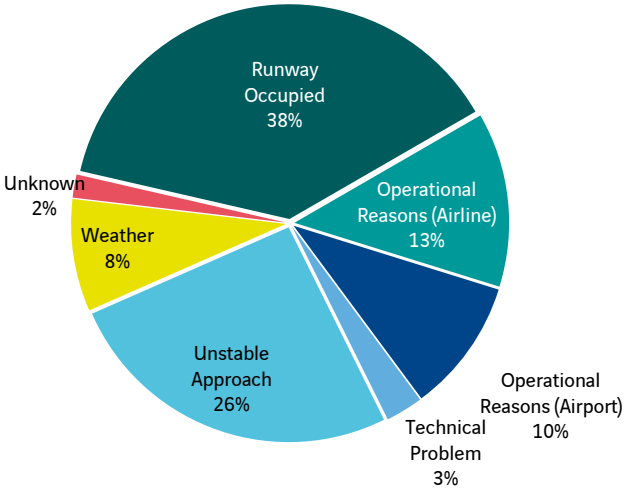

Figure 13a: Main causes for go-arounds in 2025

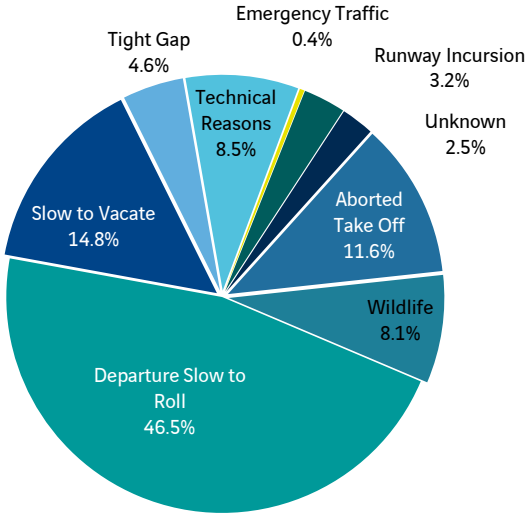

Figure 13b: Runway Occupancy causes in 2025

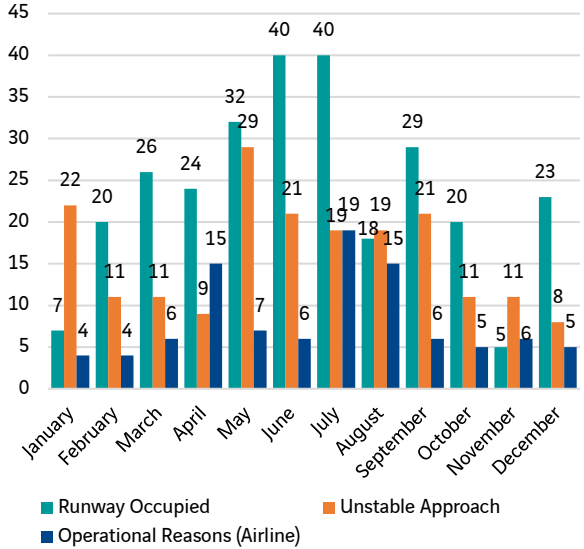

Figure 14: Ratio of main reasons for go-arounds per month

Arrivals Statistics – Joining Point

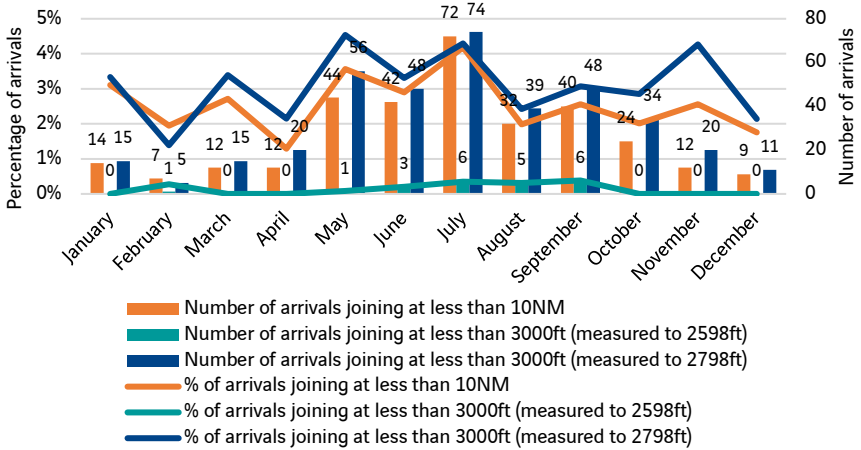

Figure 15: Night-time joining point violations[2]

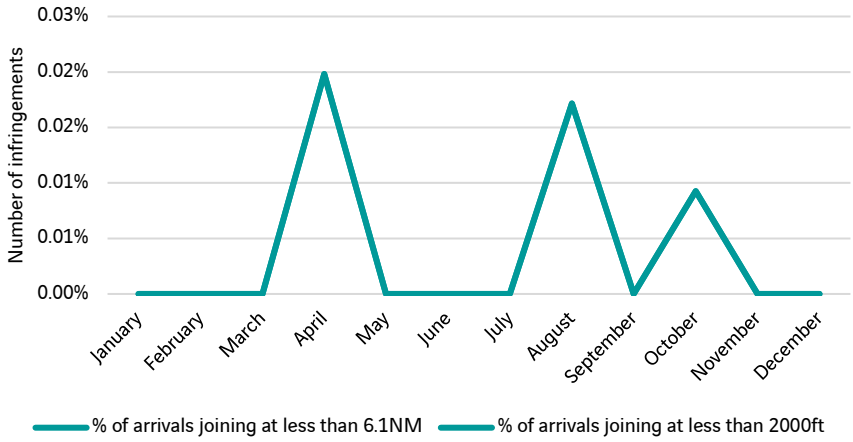

Figure 16: Day time joining point violations

As per the AIP, aircraft shall not join the ILS at less than 10NM from touchdown or below 3,000ft at night. The percentage of aircraft joining at less than 10NM and 3,000ft (measured to 2,798ft) was low for both October and December. The percentage of aircraft joining at less 3,000ft (measured to 2,798ft) did see a small uptake in November likely due to increased rainfall and associated weather avoidance.

DfT noise abatement procedures stipulate that during the day, arrivals shall not descend below 2,000ft before intercepting the ILS glidepath; this equates to 6.1NM from touchdown. We continually monitor this for conformance, and any infringements that occur are passed onto the airline and NATS for feedback and to raise awareness. Helicopters and calibration flights are excluded from this requirement. One arrival joined at less than 6.1nm during the day in Q4 (October) – this was attributed to ATC misjudgment. For detail on the monitoring of the arrivals swathe see Annex C.

Joining point distance is measured from the approximate touchdown point abeam the Precision Approach Path Indicator (PAPI) lights. Joining point altitude is assessed through the Noise & Track Keeping system, see Annex B Note 2.

Arrivals Statistics – Overflight

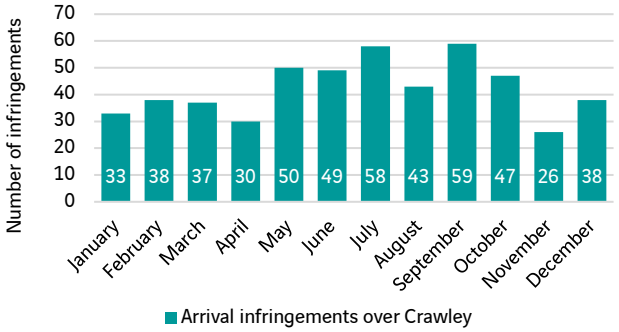

Figure 17: Arrival infringements over Crawley

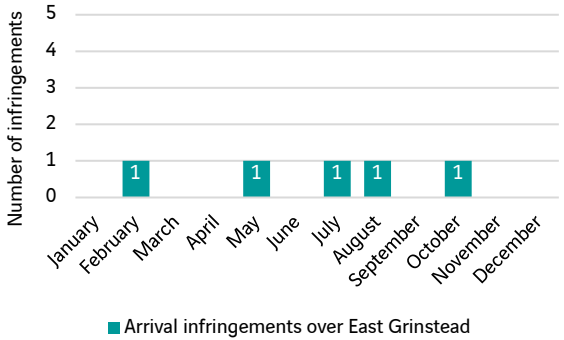

Figure 18: Arrival infringements over East Grinstead

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

Infringements over Crawley in Q4 2025 were caused by go-arounds or discontinued approaches. The infringement over East Grinstead in November was caused by a discontinued approach.

There were two infringements over Horsham in November, both as a result of go-arounds.

The single altitude violation over Lingfield can be attributed to a training flight. They were cleared to 2000' QNH by ATC but the pilot went below this at one point before descending onto the glideslope.

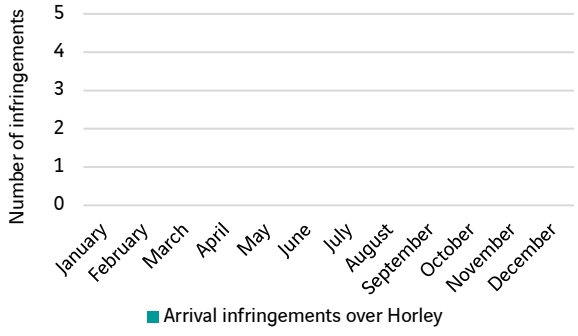

Figure 19: Arrival infringements over Horley

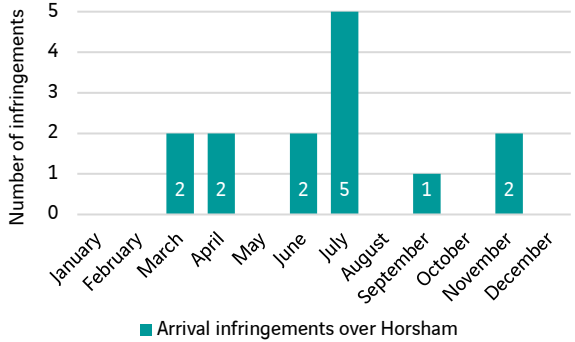

Figure 20: Arrival infringements over Horsham

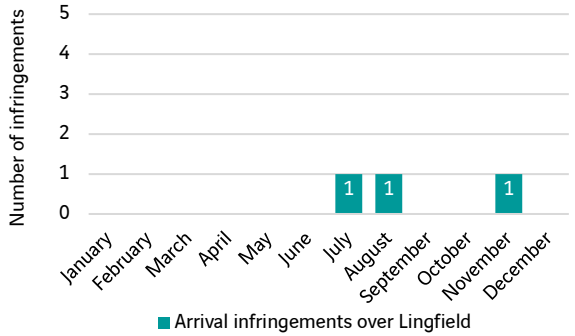

Figure 21: Arrival infringements over Lingfield

Departure Statistics – Track Keeping

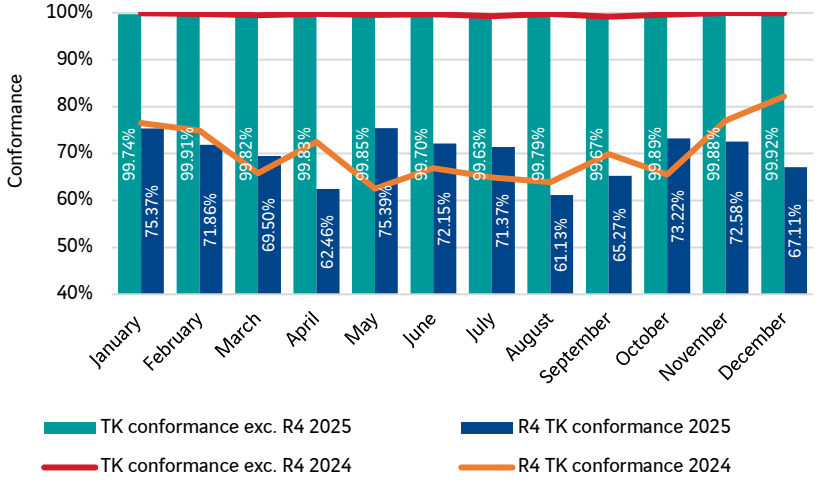

Figure 22: TK conformance (24 hours)

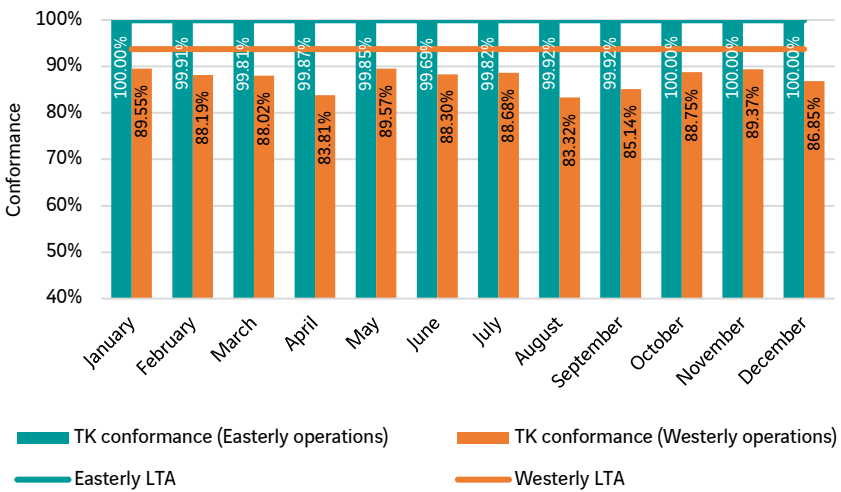

Figure 23: TK conformance per runway

Track keeping conformance on Route 4 decreased month on month in Q4, though not dropping quite as low as in August and September, for example. The Airspace Office continues to engage with airlines which have poor conformance on this departure route.

Track keeping conformance on all other routes remained high throughout 2025, with the majority of deviations occurring as a result of weather avoidance for safety purposes.

Due to the known flyability issue on Route 4 (airspace change process underway to rectify) westerly departure conformance continues to fall below the Long-Term Average (LTA). Conversely, easterly departure conformance was at 100% in all three Q4 months.

Departure Statistics – Track Keeping in 2025

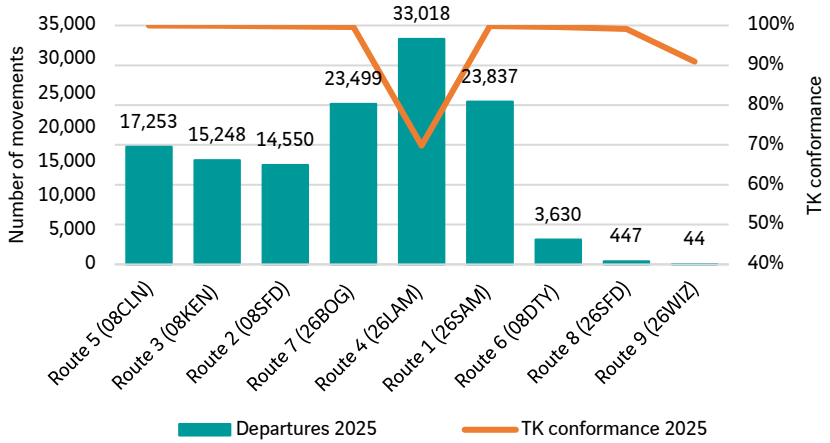

Figure 24: Track keeping and route usage

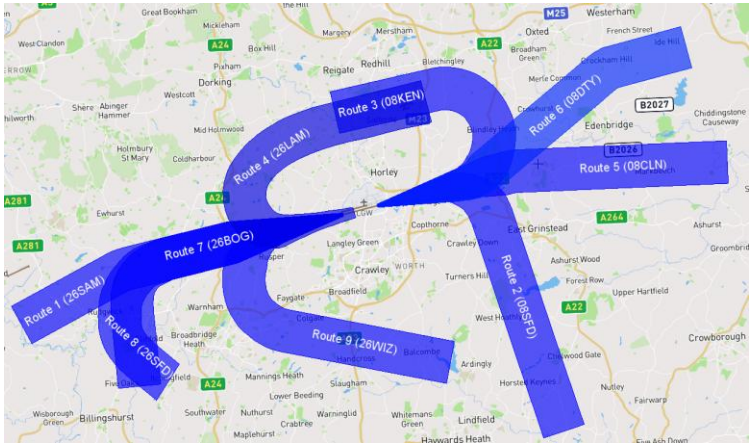

Figure 25: Noise Preferential Routes (NPR) for departures

Figure 24 highlights departure route utilisation during Q4. For westerly departures, Routes 26LAM (Route 4), 26SAM (Route 1) and 26BOG (Route 7) were the most used, whilst Routes 08CLN (Route 5), 08KEN (Route 3) and 08SFD (Route 2) were the most common for easterly departures. Looking at conformance across the 9 routes, Route 4 stands out the most with a conformance rate of 69% due to the known flyability issue. Route 9 also appears as an outlier having achieved 91% conformance, though it is worth noting that Route 9 is used only rarely during periods of adverse weather as a tactical offload route.

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

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

Departure Statistics – Noise, Climb and Overflight

There were no departure noise infringements in 2025.

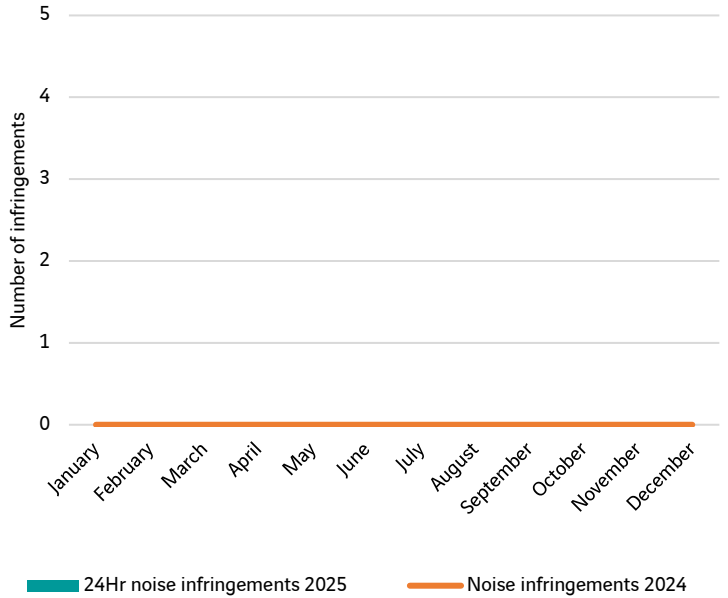

Figure 26: H25 noise infringements[6]

Departure Statistics – Noise, Climb and Overflight

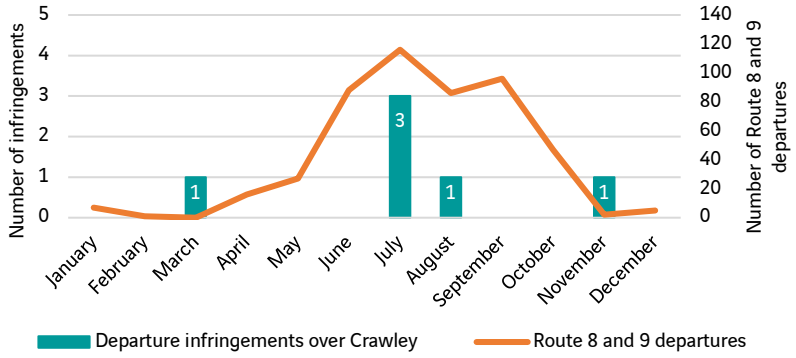

Figure 27: Departure overflight infringements over Crawley[4]

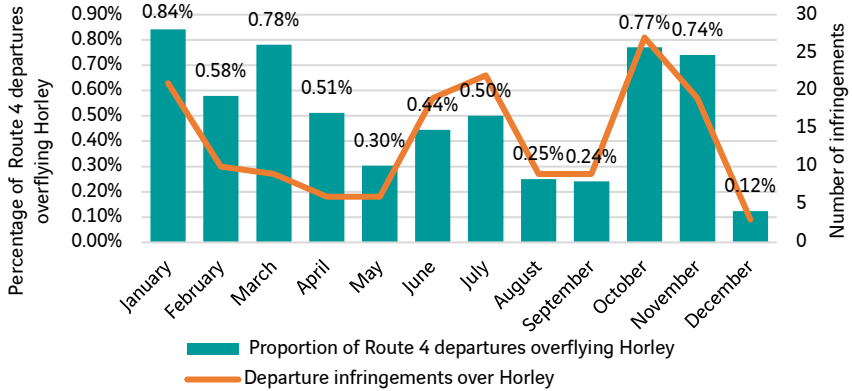

Figure 28: Departure overflight infringement over Horley[4]

During Q4, the single departure infringement over Crawley was due to weather avoidance. There have been no infringements of the 1,000ft altitude rule during 2025.

In October and November, 0.77% and 0.74% of Route 4 departures (respectively) overflew Horley, a proportion consistent with earlier months in the year. This figure dropped significantly to 0.12% in December, representing the lowest rate observed in 2025.

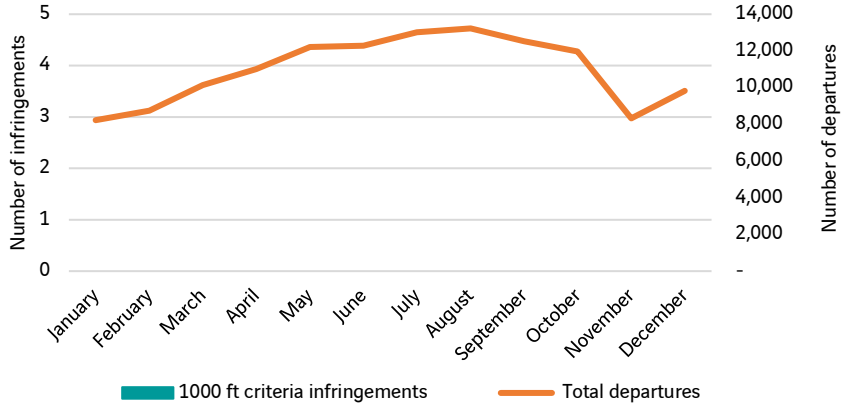

Figure 29: Number of aircraft not meeting the required climb performance[5]

Night Operations – Summer Season

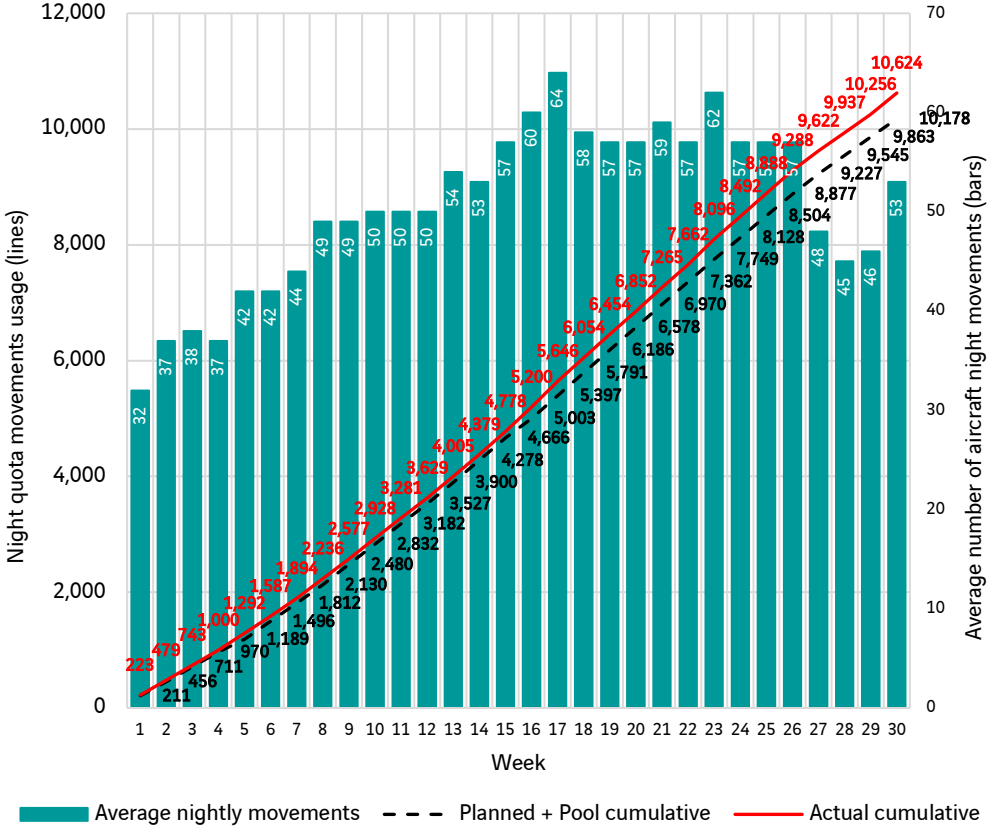

Figure 30: Night flight movements in Summer

The summer 2025 season commenced on 31 March at 0100 local time and ended on 26 October at 0159 local time. Figure 30 illustrates both the planned and actual usage of night flight movements for the duration of the season.

Figure 31 presents a breakdown of flights that either avoided operating during the night quota period (avoided) or utilised quota outside of planned allocations (non-dispensed). A total of 818 dispensations were granted by the DfT over the course of the summer season, Half of these (50%) were attributable to ATC staffing constraints across French and German airspace. A further 43% resulted from thunderstorm activity and strong winds affecting London and the wider European network. Low visibility in London airspace accounted for 3% of the dispensations. There was one government dispensation, issued as the flight was in the national interest.

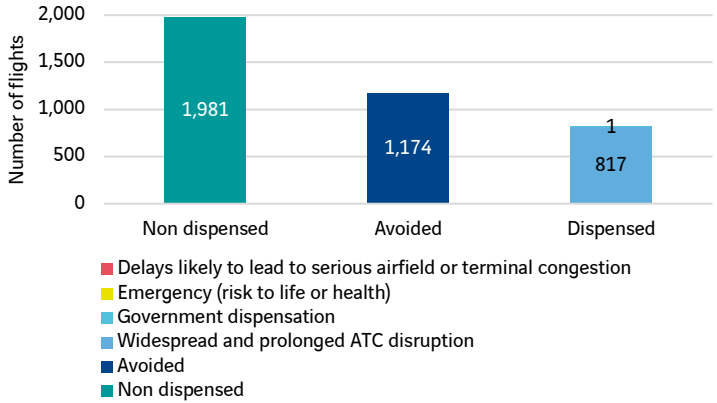

Figure 31: Number of non-dispensed, avoided and dispensed flights

Night Operations – Winter Season

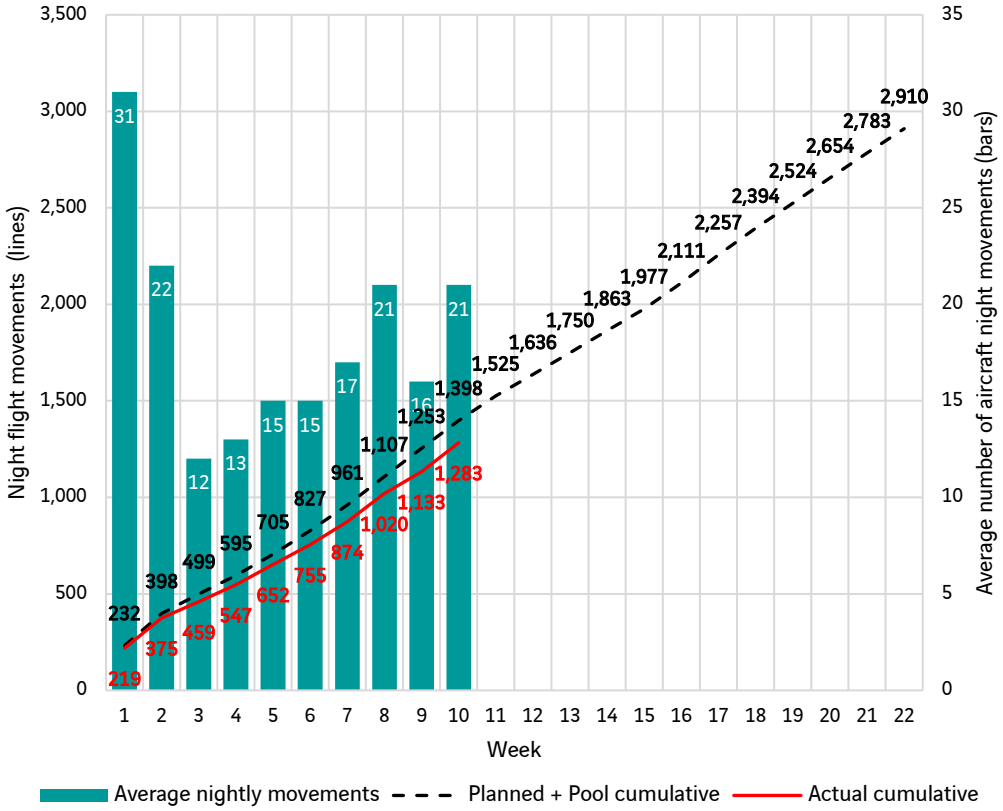

Figure 32: Night flight movements in Winter

The winter 2025/26 season commenced on 26 October at 0200 local time. Figure 32 illustrates both the planned and actual usage of night flight movements up to the end of Q4 2025 (week 10).

Figure 33 presents a breakdown of flights that either avoided operating during the night quota period (avoided) or utilised quota outside of planned allocations (non-dispensed). No dispensations were granted in the first 10 weeks of the season.

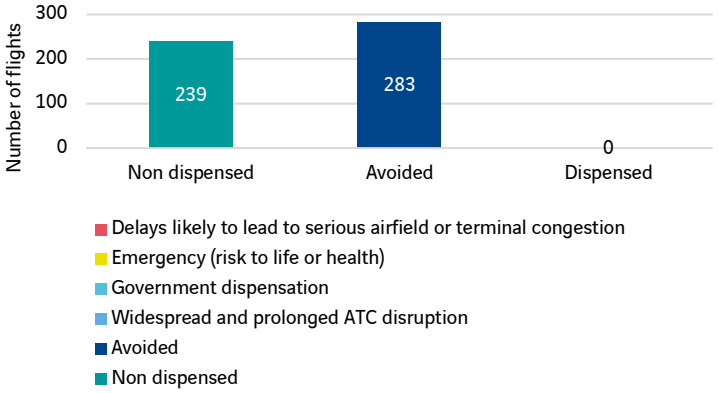

Figure 33: Number of non-dispensed, avoided and dispensed flights

Noise Monitoring

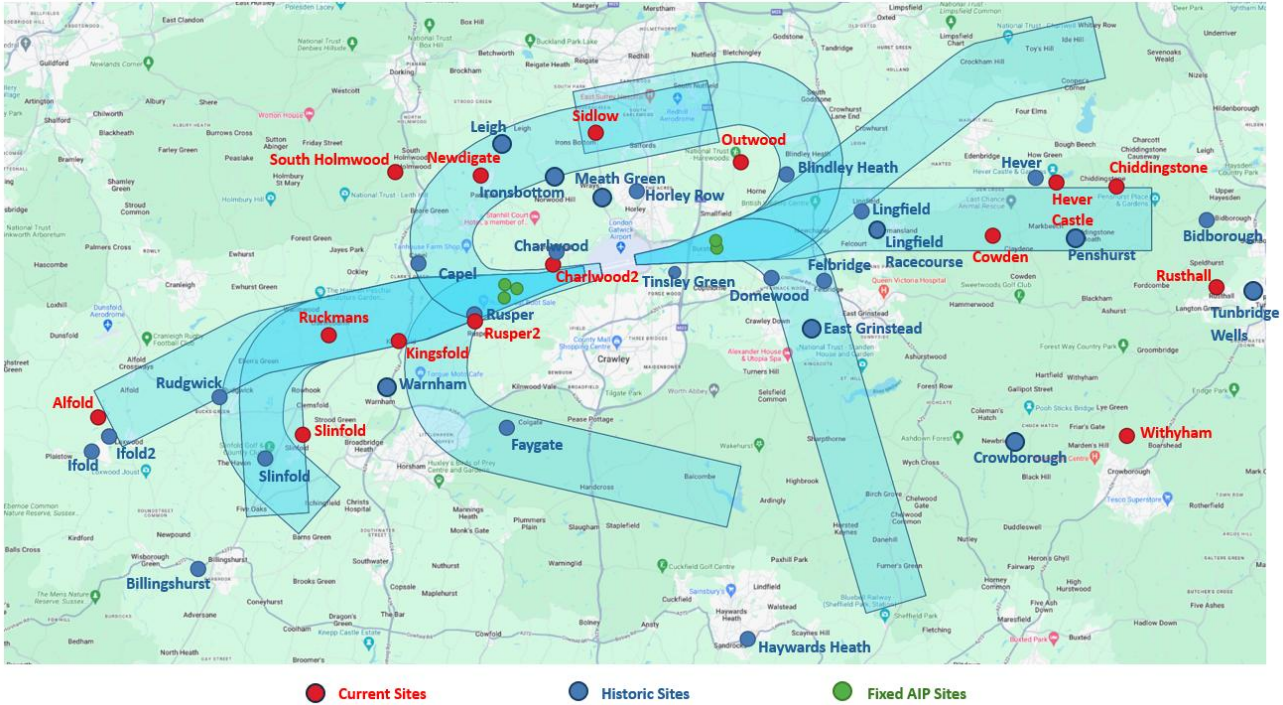

Figure 34: Location of current and historical noise monitors and NPRs

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

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

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

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

Complaints

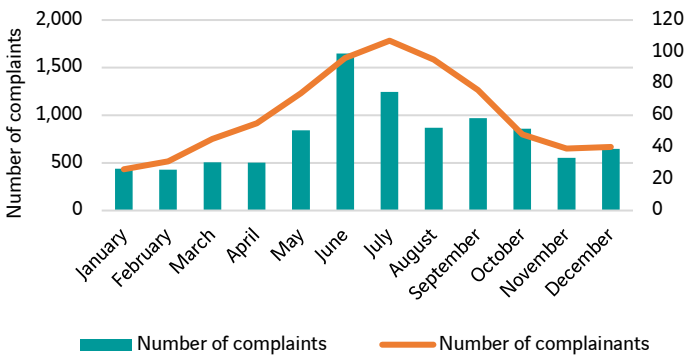

Figure 35: Number of complaints and complainants

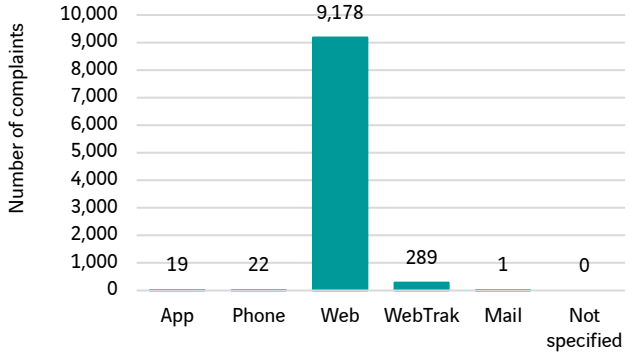

Figure 36: Complaints submission methods (whole year)

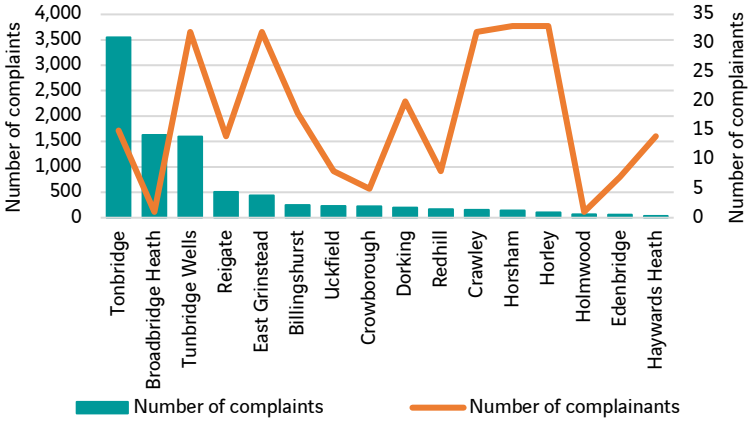

Figure 37: Areas with most complaints

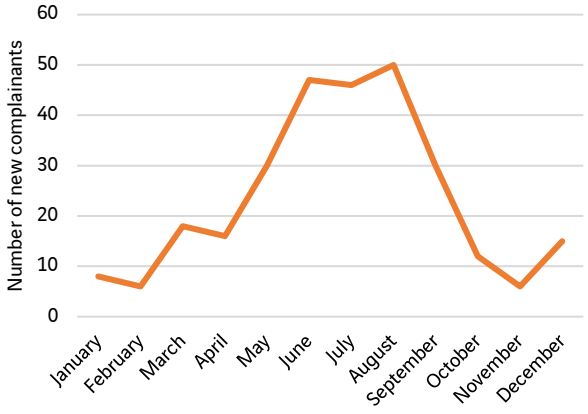

Figure 38: New complainants

The volume of complaints was lower in Q4 than both Q2 and Q3 (2,057 compared to 2,993 and 3,085, respectively) owing to fewer traffic movements as the winter season got underway. The number of individual complainants followed a similar pattern, with a total of 87 for the quarter.

The majority of complaints during this timeframe were submitted via the online webform, with WebTrak the second most common submission method.

Figure 37 shows the regions with the highest complaint numbers, the top three being Tonbridge, Broadbridge Heath (Horsham) and Tunbridge Wells. Worthy of note is that, as with the previous 3 quarters, all the complaints from Broadbridge Heath were submitted by a single individual. Additionally, while Crawley, Horsham, and Horley have a similar number of complainants to Tunbridge Wells, the volume of complaints from these three areas are considerably fewer.

As shown in Figure 38, the number of new complainants saw a significant decline in the final months of the year. The slight rise from November to December is likely due to the additional traffic during the Christmas holidays.

Complaint Categories

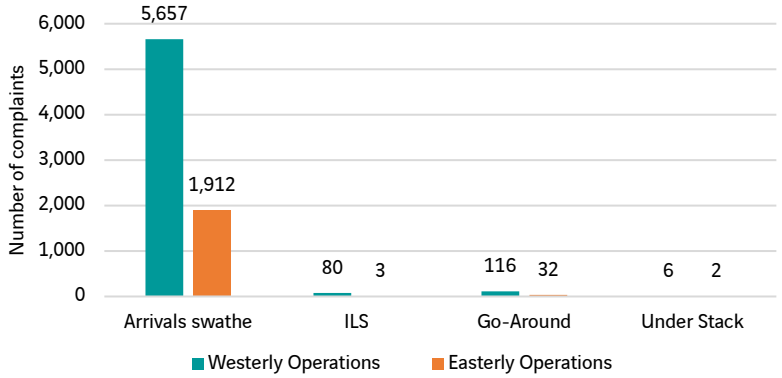

Figure 39: Complaint categories during arrival operations

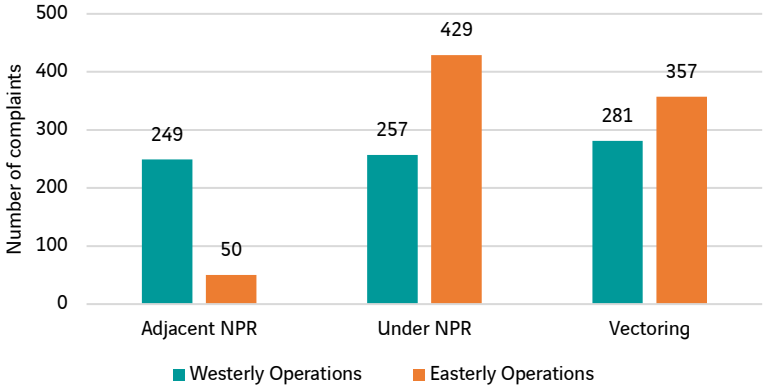

Figure 40: Complaint categories during departure operations

The majority of complaints about arrivals are linked to the westerly arrival swathe, making up nearly three quarters of all arrival-related complaints (74.7%). For departures, complaints are more evenly split between westerly and easterly operations. However, easterly departures drew more complaints in the categories of 'Vectoring' and 'under NPR', while westerly departures saw far more complaints in the 'adjacent to NPR' category.

About 27% of all other complaints related to the 'start of roll'. These were mainly concerns about engine or take-off noise.

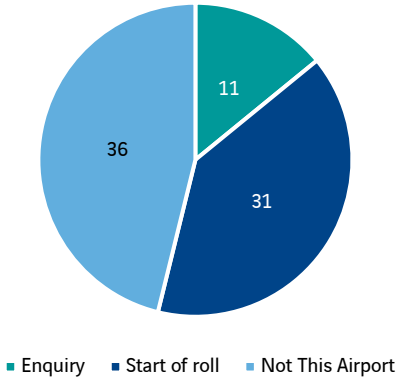

Figure 41: Other complaint categories

Complaints

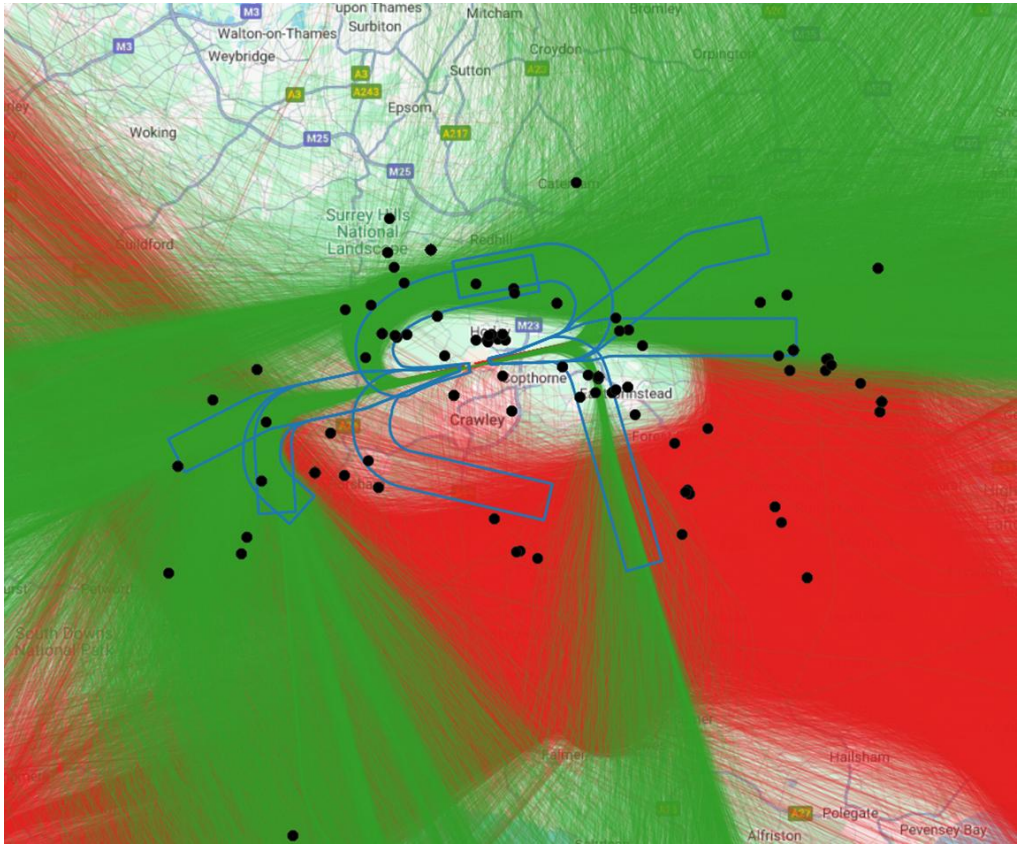

Figure 42a shows the distribution of individual complainants as well as the tracks of all movements this quarter.

Figure 42a: Q4 2025 individual complainants with arrivals (red) and departure (green) tracks, and NPRs

Complaints

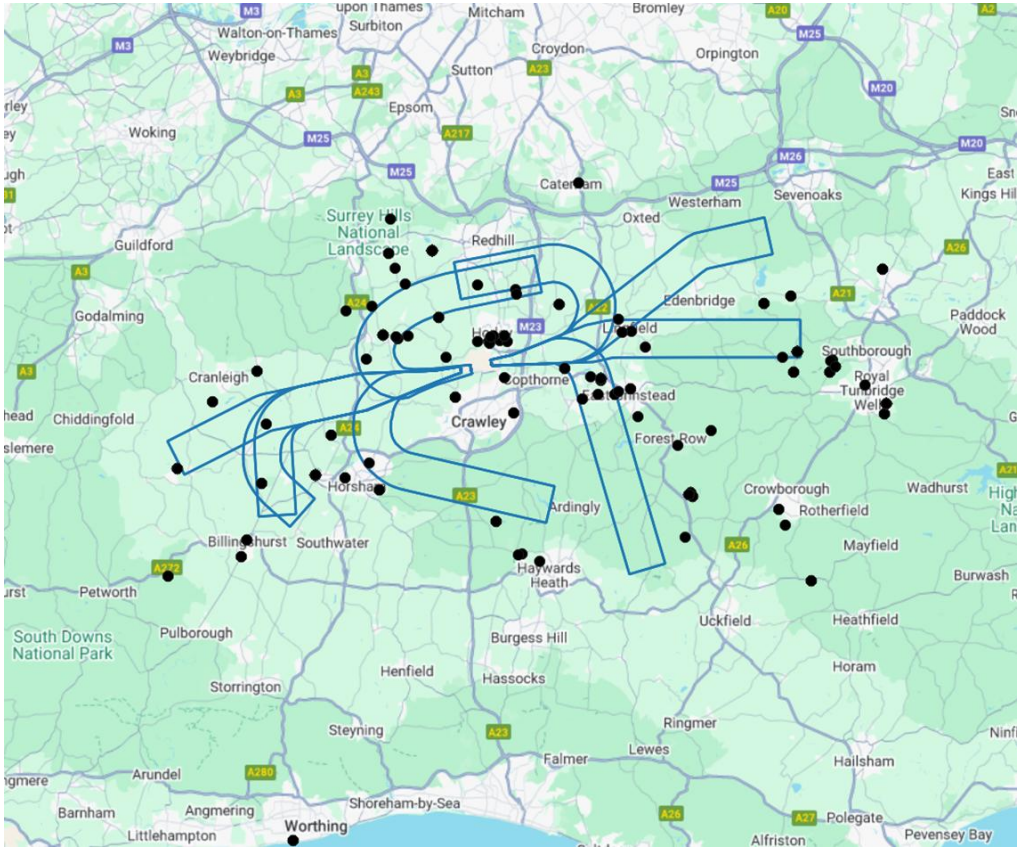

Figure 42b: Q4 2025 individual complainants and Noise Preferential Routes

Figure 42b shows the distribution of individual complainants.

Ground Noise

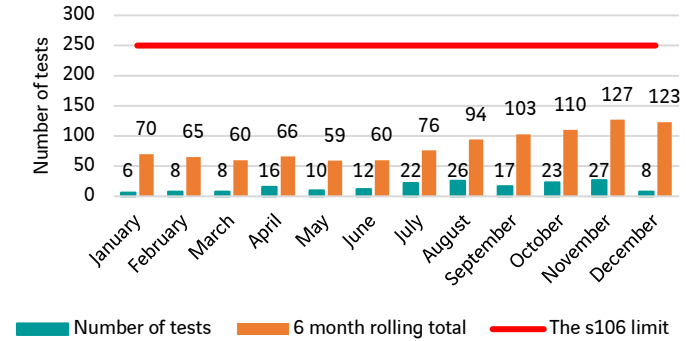

Figure 43: Engine runs

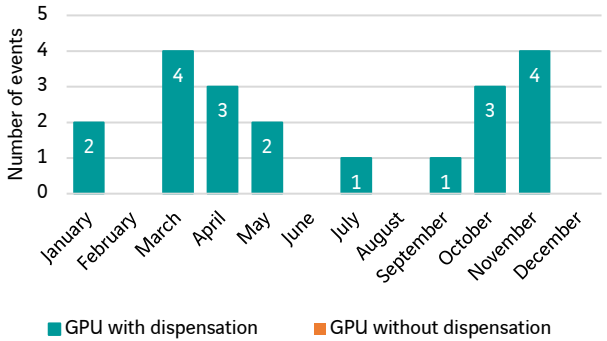

Figure 44: GPU usage

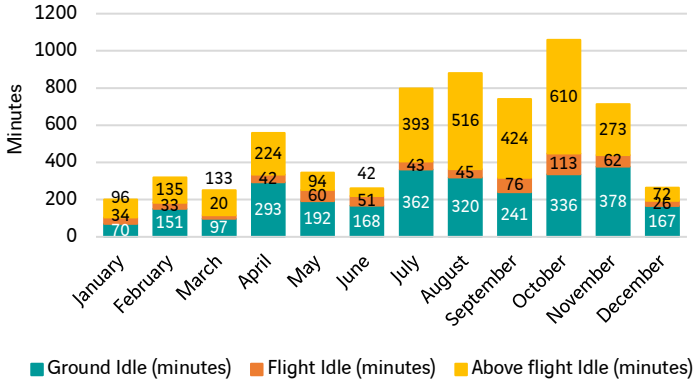

Figure 45: Cumulative minutes of engine tests

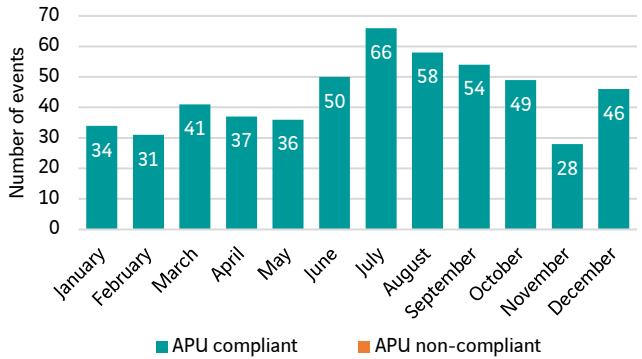

Figure 46: APU usage

Figure 43 demonstrates that the number of engine tests conducted during Q4 remained within the Section 106 agreement limit of 250 tests over a six-month period. The number of engine tests remained high through October and November reflecting maintenance demands following the busy summer schedule but declined again in December.

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

Engine test durations broadly mirrored the number of tests each month – higher in October and November, then falling in December.

No incidents of non-compliant Auxiliary Power Unit (APU) usage were reported in Q4.

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

Annex A – Additional Statistics

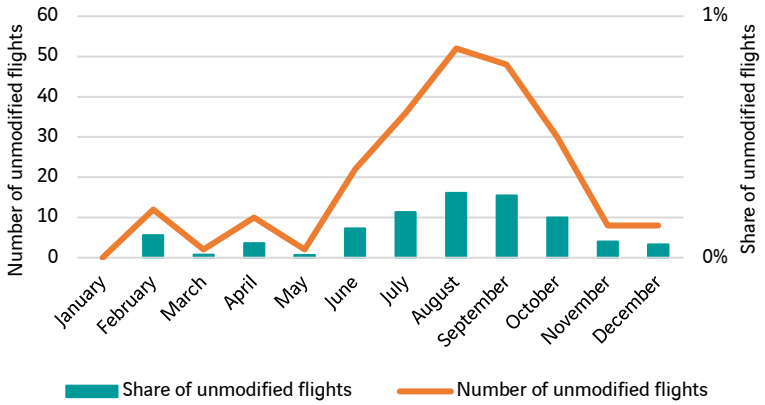

Figure A-1: Number and share of flights by unmodified A320 family aircraft

The number of flights by unmodified Airbus A320 family aircraft (those without the Fuel Over-Pressure Protector (FOPP) modification), after peaking in summer, fell to 8 in each of the final two months of the year. During this period unmodified A320s accounted for just 0.1% of total A320 family movements.

GAL has been applying an additional noise charge to unmodified A320 aircraft since the 1 January 2018. The number of these flights has been reduced by 95% since then.

Annex A – Additional Statistics

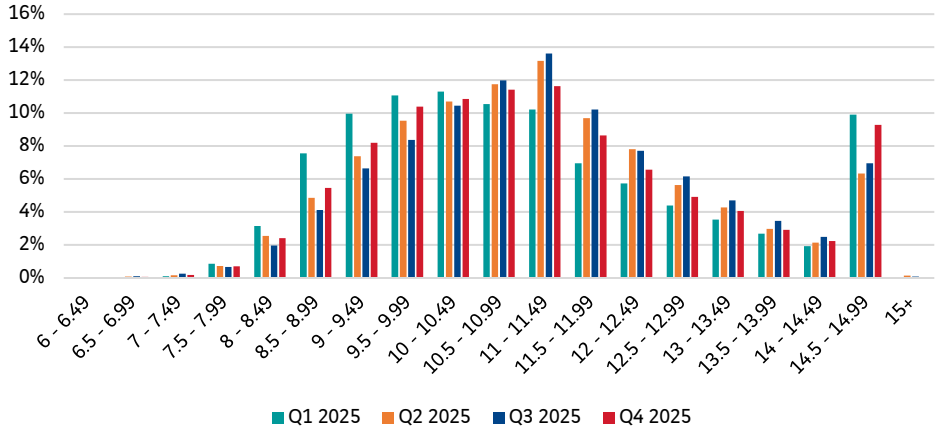

Figure A-2: Traffic Joining ILS per quarter – Runway 26 Only

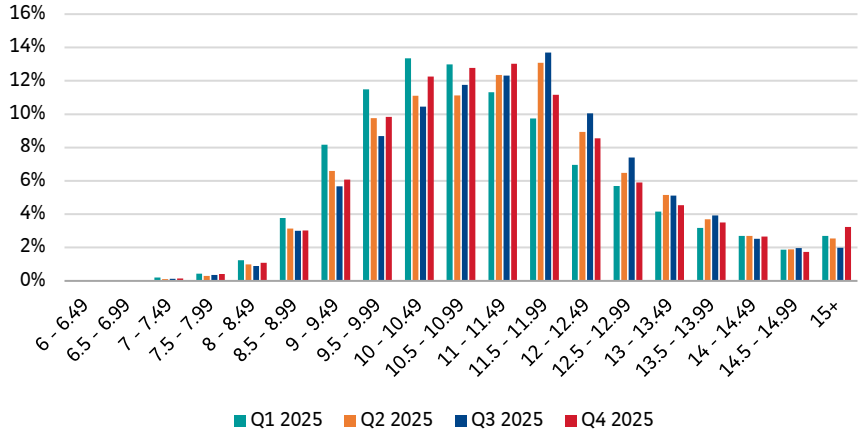

Figure A-3: Traffic Joining ILS per quarter – Runway 08 Only

During the fourth quarter of 2025, the vast majority of arrivals adhered to specific approach patterns for Runways 26 and 08. For Runway 26, 87.48% of arrivals joined the approach between 8 to 14 nautical miles (NM) from the runway threshold. An additional 11.56% of arrivals joined at distances greater than 14 NM. Only 0.99% of arrivals joined at less than 8 NM.

For Runway 08, 91.76% of arrivals joined the approach between 8 to 14 NM. An additional 7.64% of arrivals joined at distances greater than 14 NM. Only 0.61% of arrivals joined at less than 8 NM.

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

Annex B – Noise Abatement Procedures

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

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

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

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

Note on altitude tolerances:
3,000ft (Gatwick QNH) – 202ft (airfield elevation) = 2,798ft
2,798 ft – 200ft ATC radar tolerance = 2,598ft
These values are used to assess conformance within the Airport's Noise & Track Keeping System.

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

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

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

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

Annex B – Noise Abatement Procedures

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

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

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

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

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

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

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

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

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

Annex C – ILS Joining Point – Background and Rationale for Monitoring

Background

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

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

Over the entire evaluation period the joining points between 8NM to 10NM was used by, on average, almost 20% of arrivals. As the evaluation progressed, the number of aircraft making use of joining points between 8NM and 10NM increased, reaching a peak of 31% in January 2017. The increased use of these joining points closer to touch down had increased the geographical dispersal of the arrivals swathe. With the agreement of the CAA and NATS at Noise Management Board (NMB) 5 it was decided that the 8NM minimum ILS joining point would be transitioned to a permanent procedure on the 15 May 2017.

Rationale for continuous monitoring

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

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

Annex D – Roles and Responsibilities

Gatwick Airport Limited

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

Airspace Office

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

NATS

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

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

Department for Transport

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

Civil Aviation Authority

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

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

Annex E – 20-year KPI table

	12 Month Performance																		
Parameter	**2025**	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**	**2013**	**2012**	**2011**	**2010**	**2009**	**2008**	**2007**	**2006**
Track Keeping Conformance (% on track)	92.28%	90.47%	91.17%	97.36%	98.20%	98.49%	98.42%	98.08%	98.06%	98.56%	99.71%	99.28%	98.04%	97.63%	97.42%	96.98%	96.82%	98.45%	98.62%	98.17%
24hr CDO (% achievement)	90.87%	89.53%	88.83%	88.61%	90.89%	89.59%	89.58%	90.74%	90.48%	88.58%	89.75%	92.61%	91.36%	88.56%	90.49%	89.73%	87.92%	83.53%	81.00%	80.79%
Day/Shoulder CDO (% achievement)	90.92%	89.48%	89.04%	89.19%	90.94%	89.79%	89.70%	90.80%	90.56%	88.18%	89.21%	92.43%	91.13%	88.72%	90.19%	89.31%	87.69%	82.98%	80.25%	79.9%
Core Night CDO (% achievement)	90.38%	90.09%	87.11%	83.83%	90.07%	85.74%	88.27%	90.03%	89.60%	92.90%	95.32%	95.25%	94.04%	85.27%	93.96%	93.94%	91.75%	89.65%	89.04%	89.6%
1,000ft Infringements (No.)	0	2	1	0	0	0	0	0	0	0	0	0	0	2	3	6	22	11	26	11
1,000ft Infringements (No. below 900ft)	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	14	6
Departure Noise Infringements (Day)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13	10
Departure Noise Infringements (Night/Shoulder)	0	0	0	0	0	0	0	0	2	1	0	0	0	0	4	0	1	2	2	2
Individual Complainants	357	327	544	664	254	313	698	836	997	2,324	1,746	3,366	533	414	343	411	473	432	672	587
Total Noise Complaints Received	9,509	11,884	10,794	16,431	5,068	6,628	25,593	24,447	24,658	17,715	15,189	21,712	2,296	1,952	2,673	5,033	2,254	6,281	5,288	4,791
Enquiry Response Performance Target is 95% Within 8 Days	99.30%	99.76%	97.70%	99.10%	99.98%	99.49%	77.63%	99.98%	99.89%	46.55%	93.89%	73.39%	99.24%	98.42%	95.65%	99.25%	84.10%	97.50%	94.90%	97.20%
Ground Noise Complaints Received	31	18	19	5	3	10	0	0	0	0	2	0	5	3	4	2	1	8		
Number of Fixed and Mobile Noise Monitors	20	22	22	22	22	23	23	12	11	11	12	12	12	10	10	11	11	11	10	10
Northern Runway Movements	2,924	2,771	6,919	9,616	532	1,042	2,842	3,534	3,722	2,567	2,498	1,496	4,473	14,836	2,444	1,012	904	1,008	1,286	1,458
West/East Runway Split (%)	61/39	72/28	70/30	66/34	68/32	83/17	68/32	62/38	78/22	67/33	70/30	67/33	63/37	71/29	67/33	64/36	70/30	70/30	67/33	68/32
% of Arrivals Performing Go-Arounds	0.58%	0.66%	0.52%	0.55%	0.30%	0.49%	0.58%	0.49%	0.43%	0.46%	0.39%	0.39%	0.38%	0.42%	0.31%	0.30%	0.36%	0.27%	0.33%	0.31%
Percentage of Chapter 4 (or equivalent) Aircraft %	99%	99%	99%	99%	99%	99%	98%	99%	99%	99%	99.70%	99%	99%	99%	96%	98%				
Percentage of Chapter 14 Aircraft %	67%	65%	63%	62%	58%	66%	62%	56%	55%											
Unmodified A320 Family Aircraft (% total ATM's)	0.09%	0.12%	0.08%	0.74%	0.32%	0.61%	0.73%	1.5%	0.4%											
Total Aircraft Movements	263,049	265,319	256,831	217,524	55,225	79,310	284,736	283,926	286,271	280,089	267,777	259,974	250,527	246,792	251,019	240,462	251,714	263,716	266,540	263,371
Total Passengers	42,770,066	43,247,000	40,895,000	32,838,015	6,254,549	10,166,916	46,573,796	46,075,410	45,561,700	43,130,800	40,267,938	38,127,700	35,447,009	34,222,461	33,660,146	31,353,547	32,370,000	34,100,000	35,200,000	34,384,000

Annex F – Ground Noise Tables

	Engine Tests						FEGP Availability[1]	
	Number of Engine Tests	6-month rolling average	6-month totals	Ground Idle	Flight Idle	Above Flight Idle	NT	ST
Jan-25	6	12	70	70	34	96	99.83%	99.50%
Feb-25	8	11	65	151	33	135	99.88%	99.84%
Mar-25	8	10	60	97	20	133	99.87%	99.87%
Apr-25	16	11	66	293	42	224	99.97%	99.98%
May-25	10	10	59	192	60	94	99.94%	99.97%
Jun-25	12	10	60	168	51	42	99.97%	99.98%
Jul-25	22	13	76	362	43	393	99.93%	100.00%
Aug-25	26	16	94	320	45	516	99.90%	99.95%
Sep-25	17	17	103	241	76	424	99.88%	99.95%
Oct-25	23	18	110	336	113	610	99.92%	99.91%
Nov-25	27	21	127	378	62	273	99.86%	99.87%
Dec-25	8	21	123	167	26	72	99.94%	99.89%

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

Annex F – Ground Noise Tables

	APUs							GPUs[3]	
	Number of aircraft running APUs which were compliant	Number of aircraft running APUs which were not compliant[1]	Number of aircraft parked but not running APUs	Total number of aircraft on the airfield	Number of APU checks undertaken (Target 3)	Operations Duty Team audits[2]	Operations Duty Team non-compliances	Used With Dispensation	Used Without Dispensation
Jan-25	34	0	153	187	3	63	0	2	0
Feb-25	31	0	156	187	3	59	0	0	0
Mar-25	41	0	130	171	3	71	0	4	0
Apr-25	37	0	121	158	3	68	1	3	0
May-25	36	0	105	141	3	74	0	2	0
Jun-25	50	0	92	142	3	65	1	0	0
Jul-25	66	0	79	145	3	73	1	1	0
Aug-25	58	0	80	138	3	71	0	0	0
Sep-25	54	0	83	137	3	64	0	1	0
Oct-25	49	0	95	144	3	74	0	3	0
Nov-25	28	0	145	173	3	69	1	4	0
Dec-25	46	0	125	171	3	68	0	0	0

[1] The operation of aircraft Auxiliary Power Units (APU) is restricted and their operation permitted only in certain circumstances.
[2] This includes monitoring of aircraft auxiliary power unit usage.
[3] The operation of Ground Power Units (GPU) is only permitted in certain circumstances.

Glossary of Terms (1)

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

Glossary of Terms (2)

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

Glossary of Terms (3)

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

Glossary of Terms – Night Flight Restrictions

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

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

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

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

Glossary of Terms – Chapter Noise Standards

Aircraft noise ("noise at source") has been controlled since the 1970s by the setting of noise limits for aircraft in the form of Standards and Recommended Practices contained in Annex 16 to the Convention on International Civil Aviation.
The latest amendment to Annex 16, Volume 1 adopted the Chapter 14 noise standard for aeroplanes in 2014, which involved an increased threshold of 7 EPNdB (cumulative) on the then latest standard, Chapter 4.

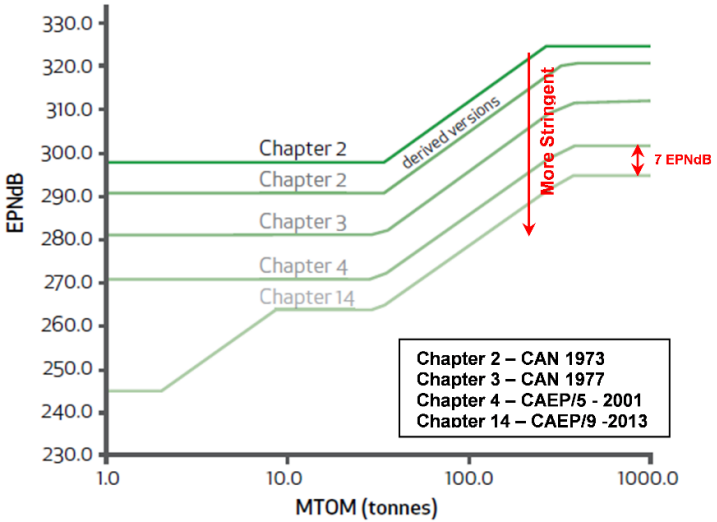

Figure G-2: The progression of the ICAO Noise Standards for aeroplanes (Source: ICAO)

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

Chapter 14 Minus: A320neo family, B737MAX, A350, B787, A380, A220
Chapter 14 Base: A319ceo, B777
Chapter 14 High: A320ceo, A330
Chapter 4: B737-800
Chapter 3 and below: A321ceo, FOPP-unmodified A320ceo

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