



# Gatwick Airport Limited Airspace Office 2023 Quarter 2 Report

This report covers the period 1<sup>st</sup> April – 30<sup>th</sup> June 2023



LONDON GATWICK

# Executive Summary

During the second quarter of 2023, Gatwick Airport had an 8.44% increase in movements when compared to the same quarter in 2022, with 64,645 movements recorded, which is a 35% increase on the previous quarter. When comparing to pre-pandemic levels, Q2 2023 had ~84% of the movements of Q2 2019. Movements increased on a month-on-month basis, as the summer season started and the build up to the peak summer months of July and August for school holidays.

The Airspace Office met with 6 airlines during this quarter as part of our airline engagement program, bringing the total to 16 airline engagements for the year. These included new/returning operators to Gatwick, including Air China, OmniBlu, China Southern, Dan-Air and Air Mauritius as well as existing operator TAP Portugal. The Airspace Office will continue with the programme of engagement into the next

quarter and will invite open communication with airlines to drive continuous improvement.

Track keeping conformance decreased to 91.94% compared to Q1 2023. A major contribution for this is due to Route 4 (26LAM) conformance reducing to 77.5% with the revision to the Noise Preferential Route (NPR) in the Noise and Track Keeping system from the 1st April, as instructed by the Department for Transport. Further information regarding this can be found on page 15.

CDO performance for all arrivals in Q2 saw an increase to 89.22% when compared Q2 2022. This is despite both track keeping and CDO metrics being affected by adverse weather conditions, with several days experiencing strong winds and localised thunderstorms throughout the quarter.

# Executive Summary

There was a 117% reduction in the number of complaints recorded and a 5% reduction in the number of individual complainants during Q2 2023, when compared to Q2 2022. This peak in complaints last year was consistent with increase in traffic experienced in Q2 2022. An unusual period of prolonged easterly operations in May and June saw an increase in the number of new complainants. The majority of complaints received in Q2 were from under the arrival swathe for westerly and easterly operations which follows the same trend from Q1 2023.

Through the ongoing work plan of our Noise Management Board, Gatwick Airport 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 any 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 Gatwick, I would invite you to visit our website. I would also encourage you to visit our upgraded “Insightfull” pages which now provide more precise overflight information tailored to your location. We have also added more material explaining aircraft noise, how we measure it and how it has changed in the past. As before, you can find these pages under “Noise Explained”.

**Kimberley Heather**

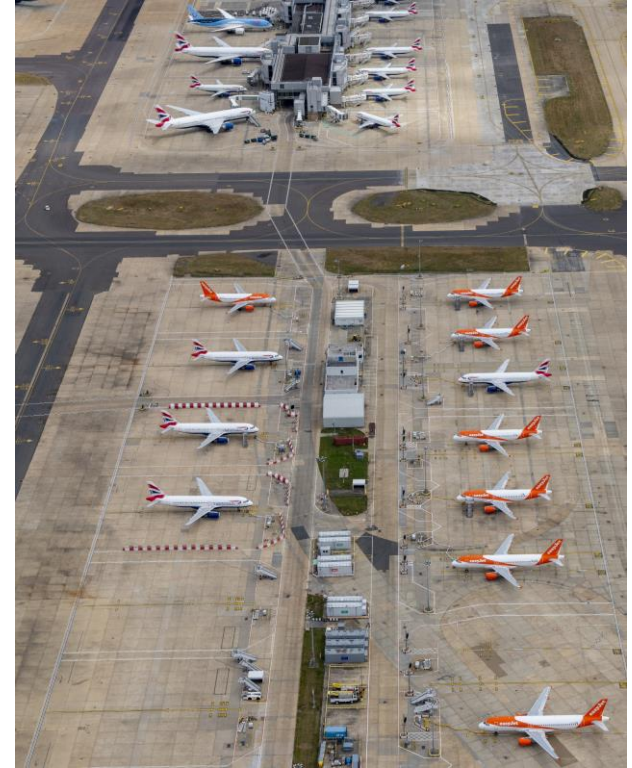
Airspace & Noise Programme Manager

# About This Report

This report is produced by the Gatwick Airport Airspace Office. This team is responsible for recording, investigating and responding to aircraft noise enquiries as well as monitoring airline conformance to noise mitigation measures as detailed in the UK Aeronautical Information Publication (AIP). This team also actively engages with airlines to help improve their adherence to the airport's noise mitigation measures and in addition manages the night-time 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, an airline noise performance table, a report on night flying during the period, and an analysis of noise complaints received during the period.

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



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# Performance Summary

## Key Performance Indicators

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

A 15-year KPI table can be found in [Annex E](#) where comparisons to previous years can be made.

KPIs	Q1 2023		Q1 2023 vs Q1 2022	Q2 2023		Q2 2023 vs Q2 2022
Total Aircraft Movements	50,548	↑	79.59%	68,645	↑	8.44%
Percentage of Chapter 14 aircraft	63.18%	↑	7.15%	65.60%	↑	6.28%
Percentage of Chapter 4 aircraft & above	99.85%	-	0.00%	99.85%	↑	1.07%
Percentage of Chapter 3 & Below Aircraft	0.03%	↑	0.02%	0.08%	↑	0.04%
Continuous Descent Operations (CDO) performance	89.79%	↓	-1.94%	89.22%	↑	2.14%
Track Keeping Conformance	98.24%	↓	-0.57%	91.94%	↓	-5.51%
Total Noise Infringements	0		0	0		0
Noise Complaints Received	1836	↓	-36.29%	2939	↓	-117.39%
Individual complainants	81	↓	-22.86%	233	↓	-5.28%
Enquiry response performance target is 95% within 8 days	99.89%	↓	-0.09%	98.43%	↓	-1.57%

Figure 1: Summary of KPIs

# Airline Noise Performance Table

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDO performance	Rank (CDO)	TK performance	Rank (TK)
1	EasyJet	35,115	0.00174	6	94.51%	3	99.61%	23
2	British Airways	7,677	0.00251	21	87.69%	10	99.12%	31
3	Vueling	4,598	0.00179	7	88.43%	8	99.59%	24
4	TUI Airways	3,893	0.00254	22	87.85%	9	99.69%	20
5	Norwegian	2,817	0.00349	29	89.91%	6	99.35%	29
6	Ryanair	1,826	0.00258	23	98.36%	1	99.88%	18
7	WizzAir UK	1,701	0.00166	5	87.32%	12	99.55%	26
8	Aurigny	1,060	0.00222	18	93.17%	5	99.81%	19
9	Wizz Air Malta	860	0.00187	9	56.51%	30	99.67%	22
10	WizzAir Hungary	808	0.00190	10	61.39%	28	99.57%	25
11	Aer Lingus	672	0.00211	14	85.67%	15	99.68%	21
12	TAP Portugal	648	0.00231	19	78.09%	21	100.00%	1
13	Turkish Airlines	554	0.00182	8	89.17%	7	100.00%	1
14	Emirates	546	0.00216	15	73.99%	22	100.00%	1
15	Eastern Airways	449	0.00198	13	65.16%	25	100.00%	1
16	Air Baltic	388	0.00140	3	86.08%	14	100.00%	1
17	JetBlue	366	0.00153	4	80.33%	18	99.42%	28
18	Air Europa	364	0.00365	30	61.54%	27	99.45%	27
19	Iberia Airlines	342	0.00218	16	72.51%	23	100.00%	1
20	Air Transat	332	0.00246	20	80.12%	20	100.00%	1
21	Air India	312	0.00288	26	85.26%	16	100.00%	1
22	Norse Atlantic Airways	312	0.00218	17	97.44%	2	99.32%	30
23	Sun Express	270	0.00281	25	62.22%	26	100.00%	1
24	Lufthansa	264	0.00261	24	65.65%	24	100.00%	1
25	Qatar Airways	206	0.00195	11	87.38%	11	100.00%	1
26	Corendon Airlines	198	0.00344	28	51.52%	32	100.00%	1
27	Air Malta	184	0.00120	2	86.96%	13	100.00%	1
28	Royal Air Maroc	182	0.00322	27	80.22%	19	98.90%	32
29	Icelandair	180	0.00195	12	93.33%	4	98.21%	33
30	SKY Express	178	0.00117	1	51.69%	31	100.00%	1
31	Delta Air Lines	154	0.00683	33	80.52%	17	100.00%	1
32	Air China	152	0.00435	32	39.47%	33	100.00%	1
33	Enter Air	135	0.00414	31	58.82%	29	100.00%	1

Airlines are ranked by the number of movements in Q2 2023. The ranking within each metric is presented.

This table includes 98.7% of all movements operated at Gatwick Airport throughout Q2 2023.

Figure 2: Q2 2023 Airline Noise Performance Table

\* Route 4 Track-Keeping performance is excluded from 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 during Q2 2023 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 =  $(0.25 + 0.5) / (180 * 2) = \mathbf{0.00208}$ , 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 the fact 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  
 $= (0.125 + 0.125) / (180 * 2) = \mathbf{0.00069}$ .

## 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

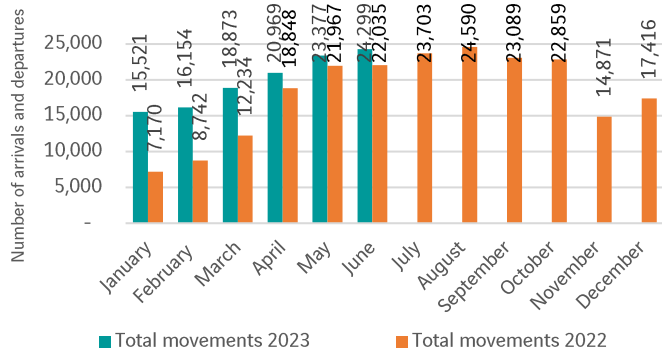


Figure 3: Number of arrivals and departures for this year and last

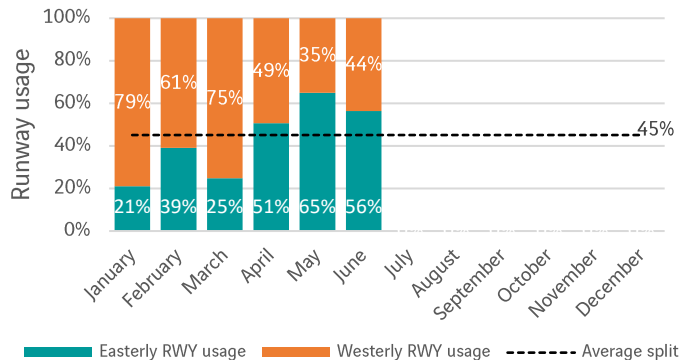


Figure 4: Comparison of easterly and westerly runway usage

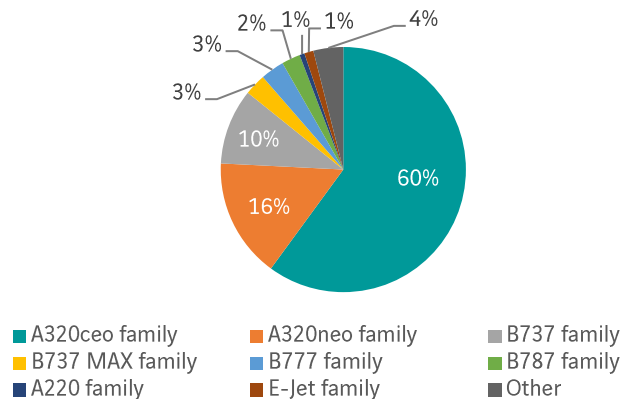


Figure 5: Aircraft fleet mix in 2023

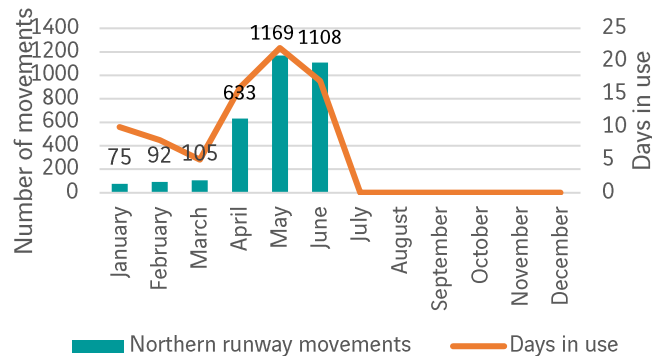


Figure 6: Northern runway usage

Figure 3 shows an 8.4% increase in movements in Q2 2023 when compared to Q2 2022.

Q2 2023 experienced predominantly easterly operations in May and June.

New generation aircraft including A320 NEO and B737 MAXs make up the same total proportion of the aircraft fleet mix of 19% compared to Q1 2023. This is encouraging to see with the increase of movements, meaning airlines are using quieter fleets during the more demanding summer period.

The northern runway was used more in Q2 than the previous quarter due to the main runway being closed overnight for the Rapid Exit Taxiway construction works. The increase in northern runway movements follows the same trend due to the ramp up of night movements into the summer period.

# Arrivals Statistics – Continuous Descent Operations<sup>1</sup>

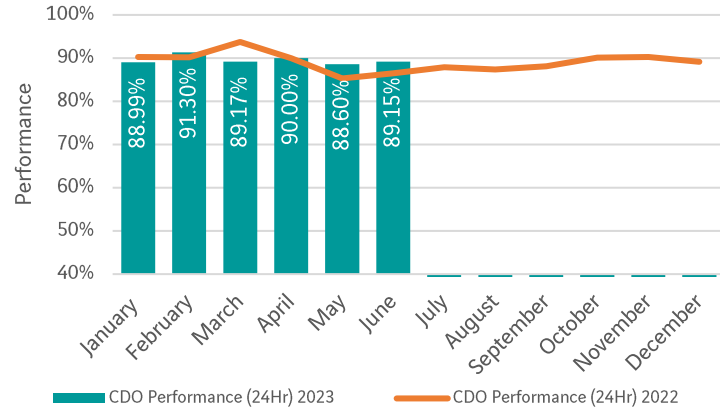


Figure 7: CDO performance (24 hours)

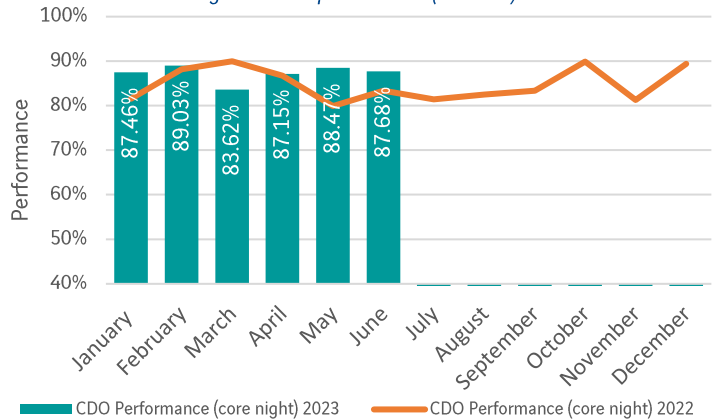


Figure 9: CDO performance (Core Night Period)

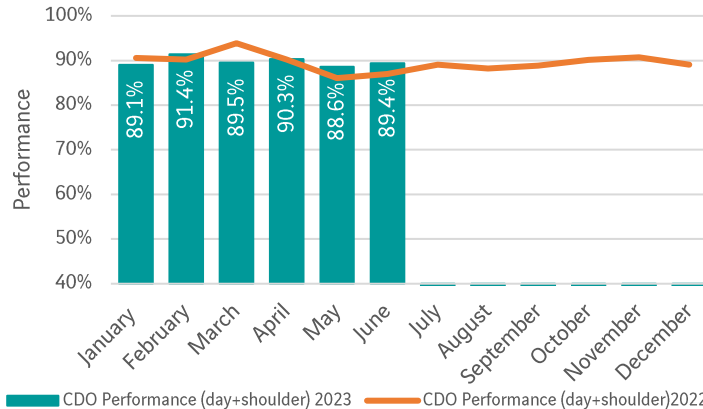


Figure 8: CDO performance (Day & Shoulder periods)

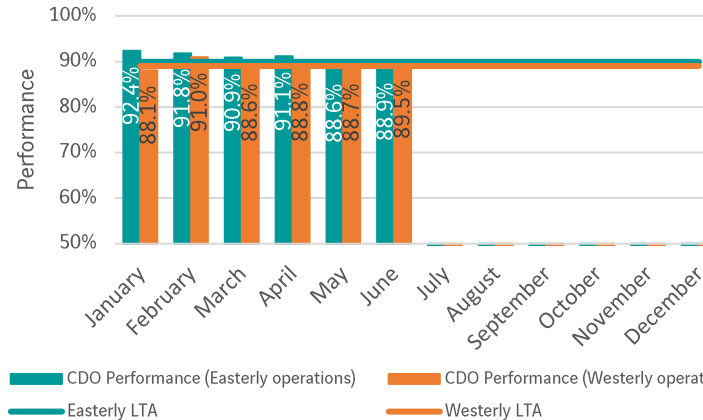


Figure 10: CDO performance per runway

Figures 7, 8 and 9 show that May and June 2023 CDO performance was above that achieved in the same period in 2022 despite multiple days of localised thunderstorms and strong winds which have an adverse effect on CDO performance.

The Airspace Office engaged with 6 airlines over the quarter, specifically highlighting the importance of CDO. These included new airlines operating to the airport for the first time and our regular airlines who would benefit from improved performance based upon last quarter's Airline Noise Performance Table.

During May, CDO performance was slightly better maintained on westerly operations, in contrast to the previous four months as demonstrated in Figure 10. In May, Easterly operations were predominant meaning the adverse weather had a more significant impact on easterly ops CDO.

# Arrivals Statistics – Go-Arounds

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

The standard missed approach procedure at Gatwick Airport requires a climb straight ahead to 3,000ft. On passing 2,000ft or 1DME (Distance Measuring Equipment), whichever is later, aircraft will turn heading 180 to the runway direction. 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.

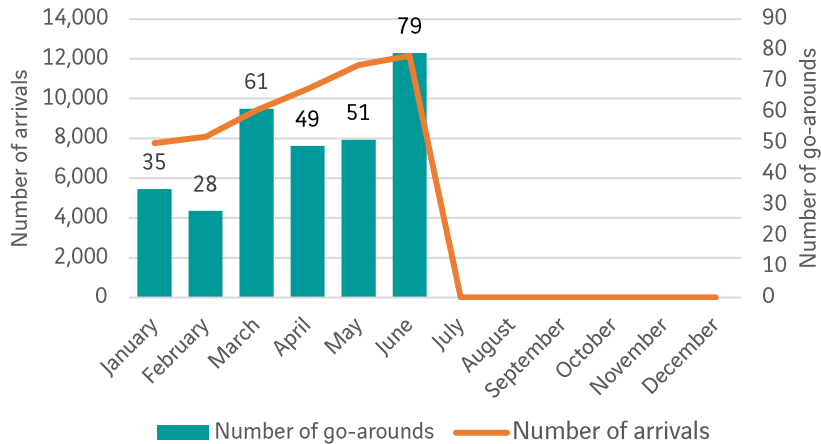


Figure 11: Number of arrivals and go-arounds

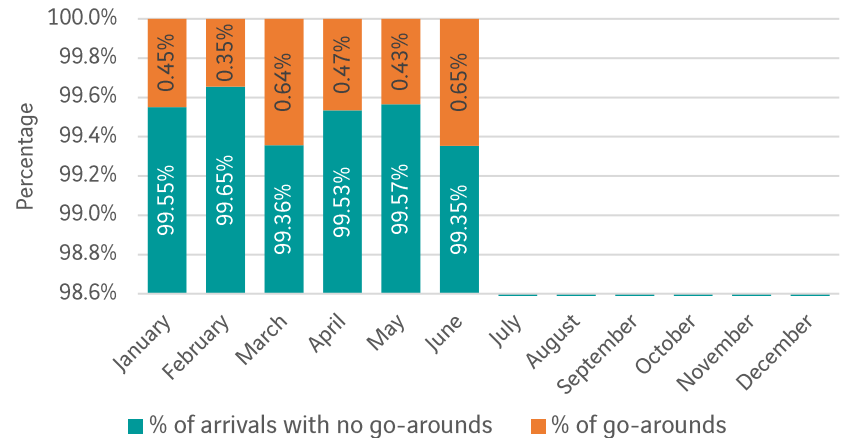


Figure 12: Ratio of go-arounds

# Arrivals Statistics – Go-Arounds

The causes for 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 in Figure 13 (left) are runway occupancy, weather and unstable approaches. As an occupied runway may be caused by a range of conditions, the root causes are further broken down in Figure 13 (right).

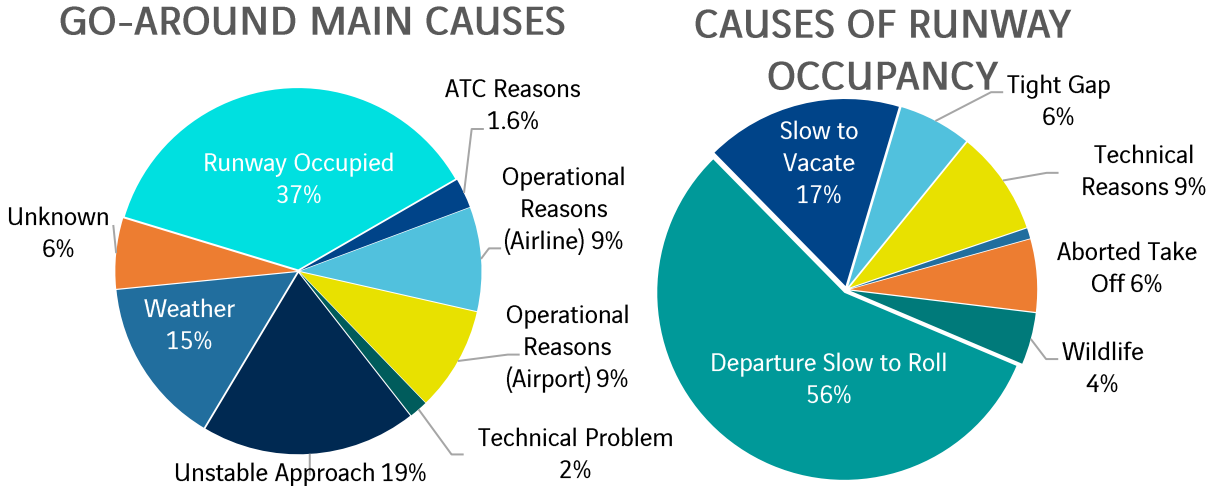


Figure 13: Reasons for go-arounds in 2023

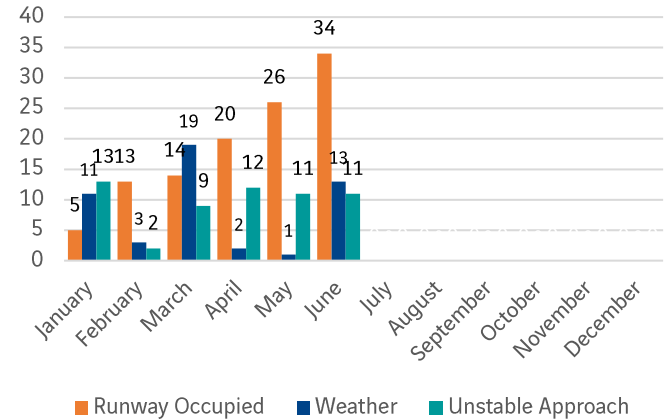


Figure 14: Ratio of main reasons for go-arounds per month

# Arrivals Statistics – Joining Point

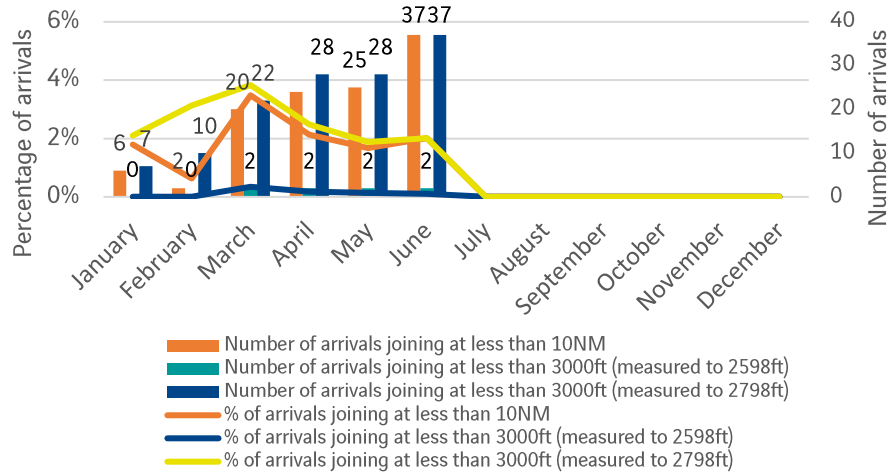


Figure 15: Night time joining point violations<sup>2</sup>

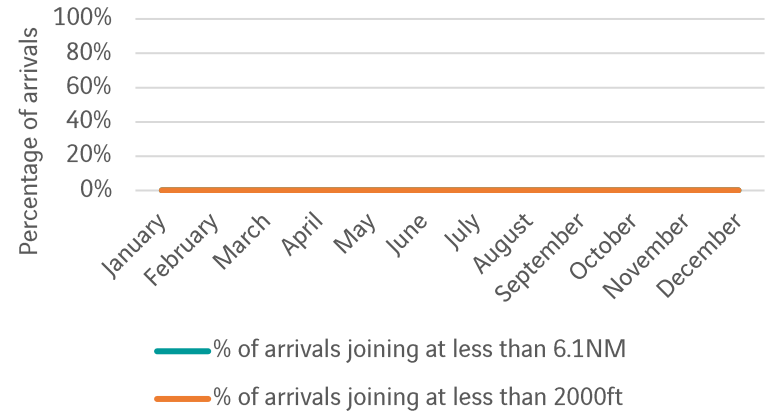


Figure 16: Day time joining point violations

As per the [AIP](#), aircraft shall not join the ILS at less than 10NM from touchdown or below 3,000ft at night. The number of these occurrences increased in Q2 shown in Figure 15, although the percentage of these decreased when compared to March 2023. Increase usage of the northern runway, weather avoidance and medical emergency diversions contribute to these violations in Q2 2023.

During the day, the DfT noise abatement procedures stipulate that 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 infringements are followed up with the airline and NATS for feedback on the event to prevent future infringements. Helicopters and calibration flights are excluded from this requirement. For detail on the monitoring of the arrivals swathe see [Annex C](#).

Joining point distance is measured from the approximate touchdown point abeam the Precision Approach Path Indicator (PAPI) lights. Joining point altitude is assessed through the noise & track keeping system, see [Annex B Note 2](#).

# Arrivals Statistics – Overflight

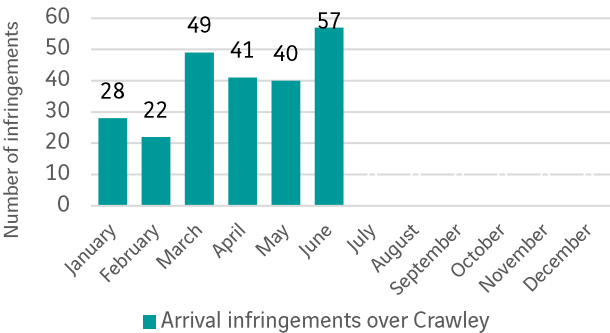


Figure 17: Arrival infringements over Crawley

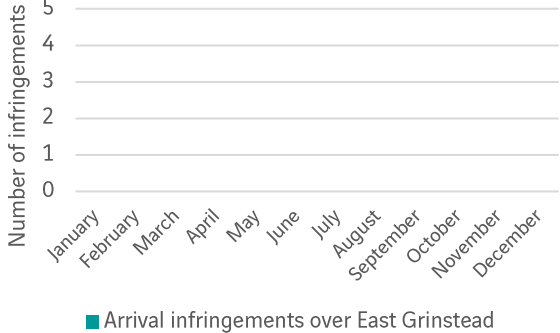


Figure 18: Arrival infringements over East Grinstead

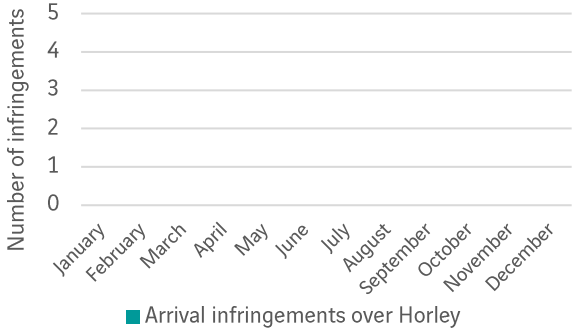


Figure 19: Arrival infringements over Horley

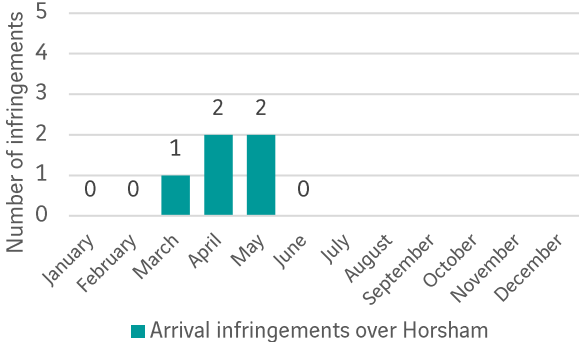


Figure 20: Arrival infringements over Horsham

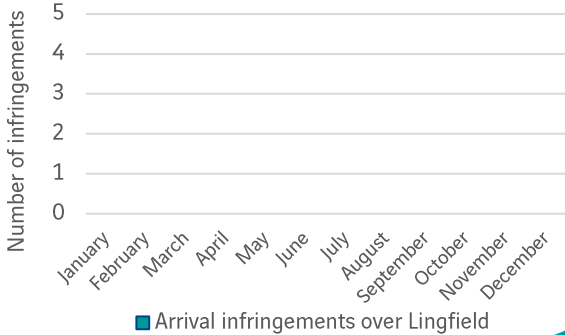


Figure 21: Arrival infringements over Lingfield

The Gatwick [AIP](#) does not allow arriving aircraft to pass over the congested areas of Crawley, East Grinstead, Horley or Horsham below the altitude of 3,000ft or Lingfield below 2,000ft.

The Q2 2023 infringements shown in Figure 17 & 20 occurred as a result of go-arounds and missed approaches.

## Departure Statistics – Track Keeping

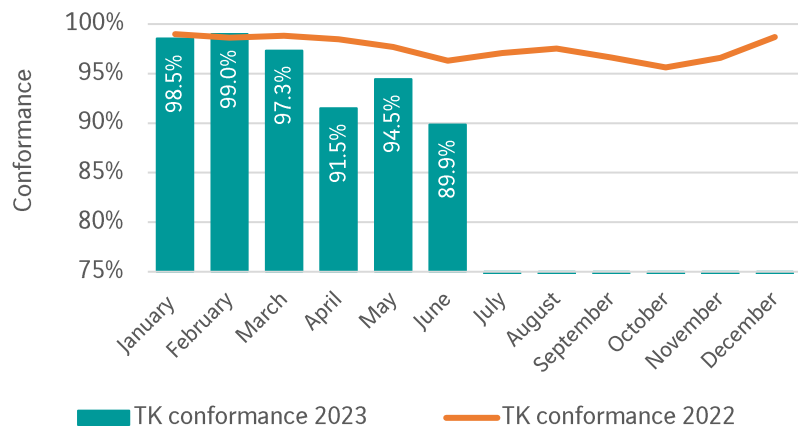


Figure 22: TK conformance (24 hours)

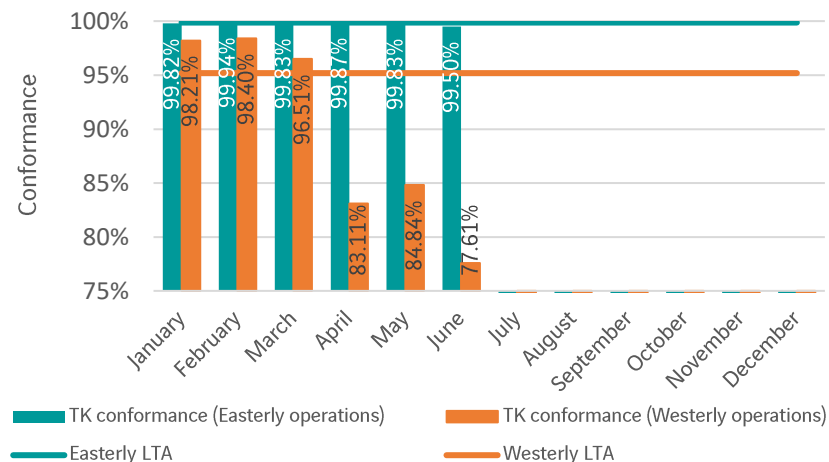


Figure 23: TK conformance per runway

From 1 April 2023, the Noise Preferential Route for Route 4 (26LAM) was updated in the Noise and Track Keeping system to conform with the conventional SID routings as specified by the DfT. This has only changed how track keeping conformance is monitored in the system and has had no effect on flight tracks over the ground. Due to this change, there has been a decline in conformance which can be seen in the westerly operations for Q2 2023 detailed in Figure 23. Easterly operations remain at 99% and have been unaffected by this change.

This decline in Route 4 conformance, as well as several days of thunderstorms and strong winds in the local area in Q2, account for the decrease in conformance shown in Figure 22. May's conformance was higher than April and June due to predominantly easterly operations.



# Departure Statistics – Track Keeping in 2023

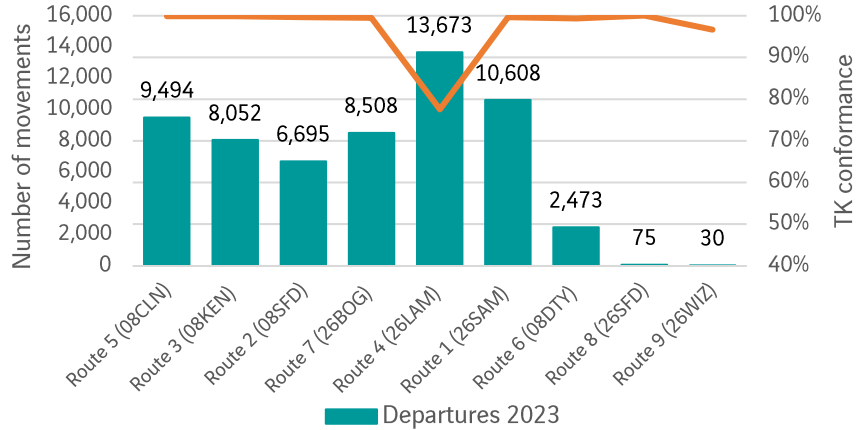


Figure 24: Track keeping and route usage

Figure 24 shows the routes most utilised in 2023 were 26LAM / Route 4, 26SAM / Route 1 and 26BOG / Route 7. Track keeping conformance was above 99.3% for all routes, except Route 4 (77.5%) and Route 9 (96.7%) which has had 30 departures in the first half of the year.

Figure 25 shows a map of all nine noise preferential routes for departures in use at Gatwick Airport. 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, Air Traffic Control may provide pilots with vectors to facilitate a more direct path towards their destination.

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

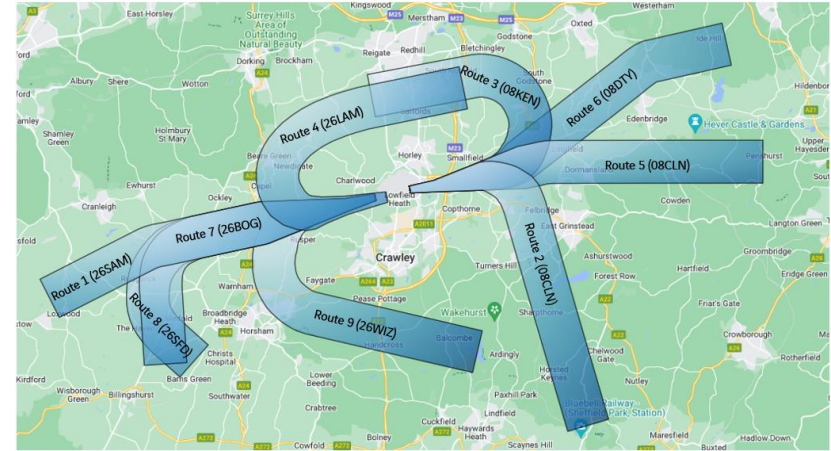


Figure 25: Noise Preferential Routes for departures

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 during 2022 or 2023.

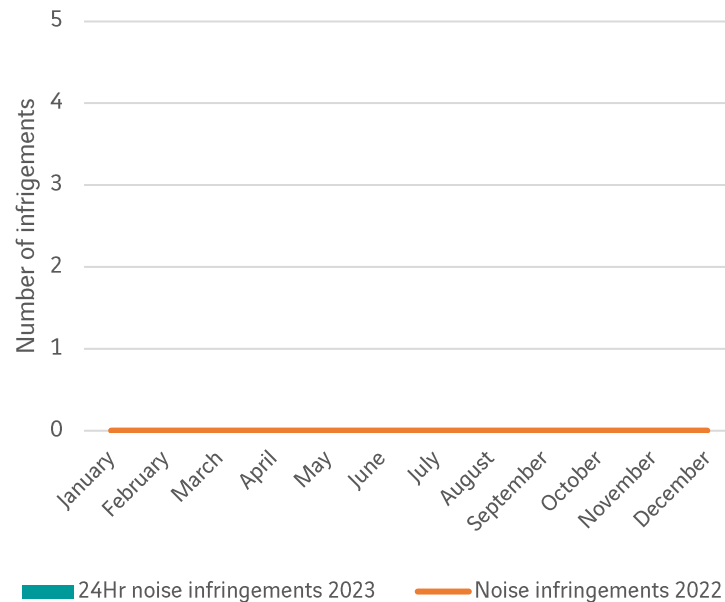


Figure 26: H24 noise infringements<sup>6</sup>

# Departure Statistics – Noise, Climb and Overflight

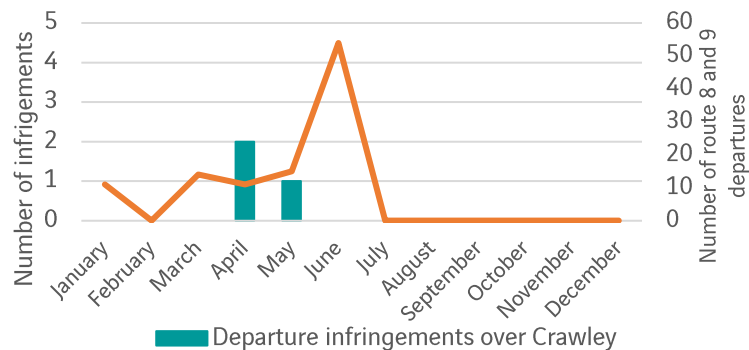


Figure 27: Departure overflight infringements over Crawley<sup>4</sup>

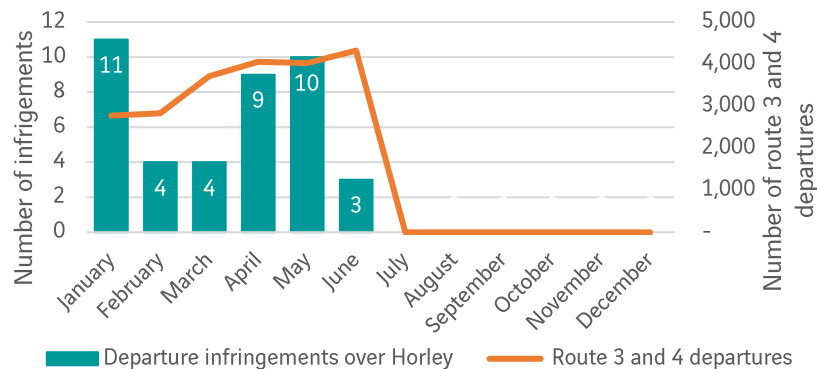


Figure 28: Departure overflight infringement over Horley<sup>4</sup>

The three departures overflying Crawley in Figure 27 all occurred due to actions taken to avoid adverse weather conditions which is a safety procedure. This graph does not include go-arounds which are exempt from the rule.

The number of overflights over Horley increased in April and May, following an increase in the use of Routes 3 and 4. However, the number of infringements remains low at 0.2% of all total departures of Q1 and Q2 2023 using these routes. These overflights were due to weather avoidance and ATC vectoring.

Figure 29 shows that there were no 1,000ft departure noise infringements in 2023 so far.

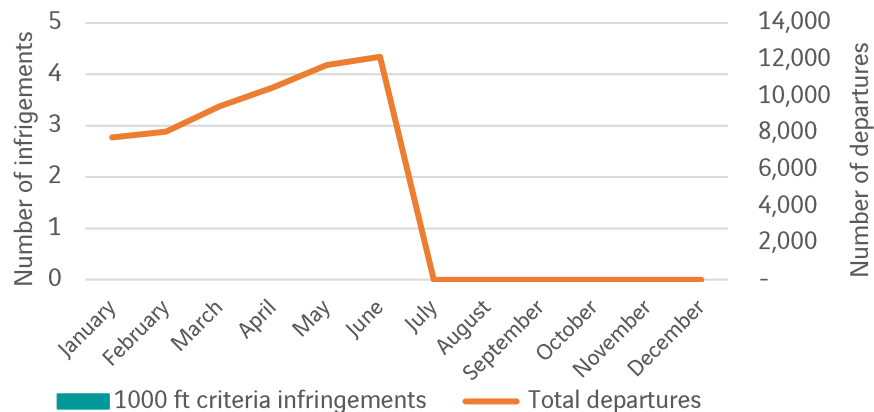


Figure 29: Number of aircraft not meeting the required climb performance<sup>5</sup>

## Night Operations – Summer Season

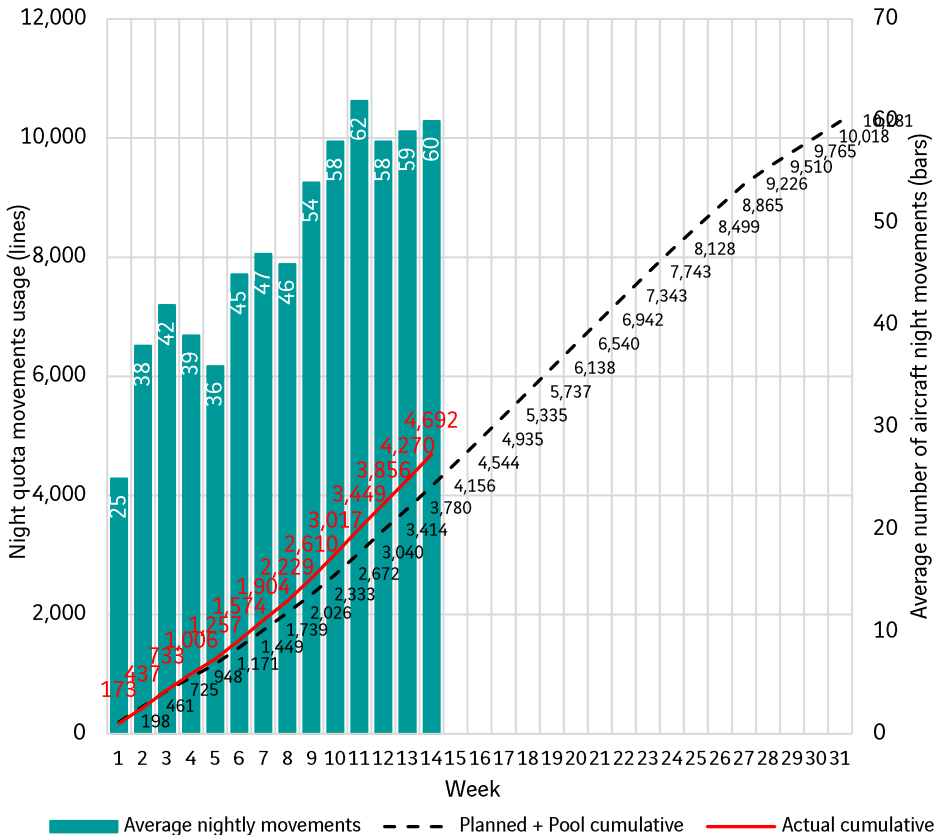


Figure 32: Night flight movements in summer

The Summer 2023 season began on 26<sup>th</sup> March (0100hrs local) and will end on 29<sup>th</sup> October (0159hrs local). Figure 32 depicts the planned and actual usage of the night flight movement and quota limits for the summer season thus far.

Figure 33 provides a breakdown of the number of flights either avoiding the night quota period (avoided) or using unplanned quota usage (non-dispensed). GAL have applied 458 dispensations mainly due to widespread and prolonged disruption due to French ATC strikes, ATC Staffing across the European network and thunderstorms (CB) across both the Europe and London area. Included in this figure are 3 medical emergency diversions, 1 relief flight from Sudan and 2 flights in relation to delegations for the King's coronation.

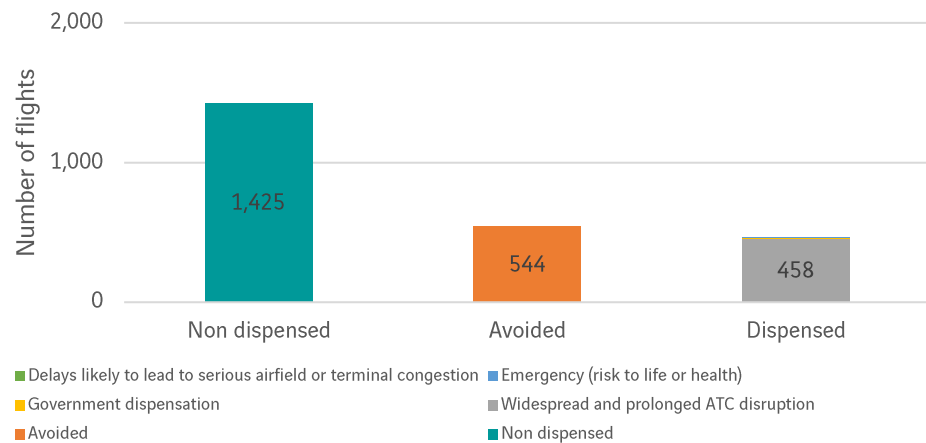


Figure 33: Number of non-dispensed, avoided and dispensed flights

# Noise Monitoring

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 Gatwick 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.

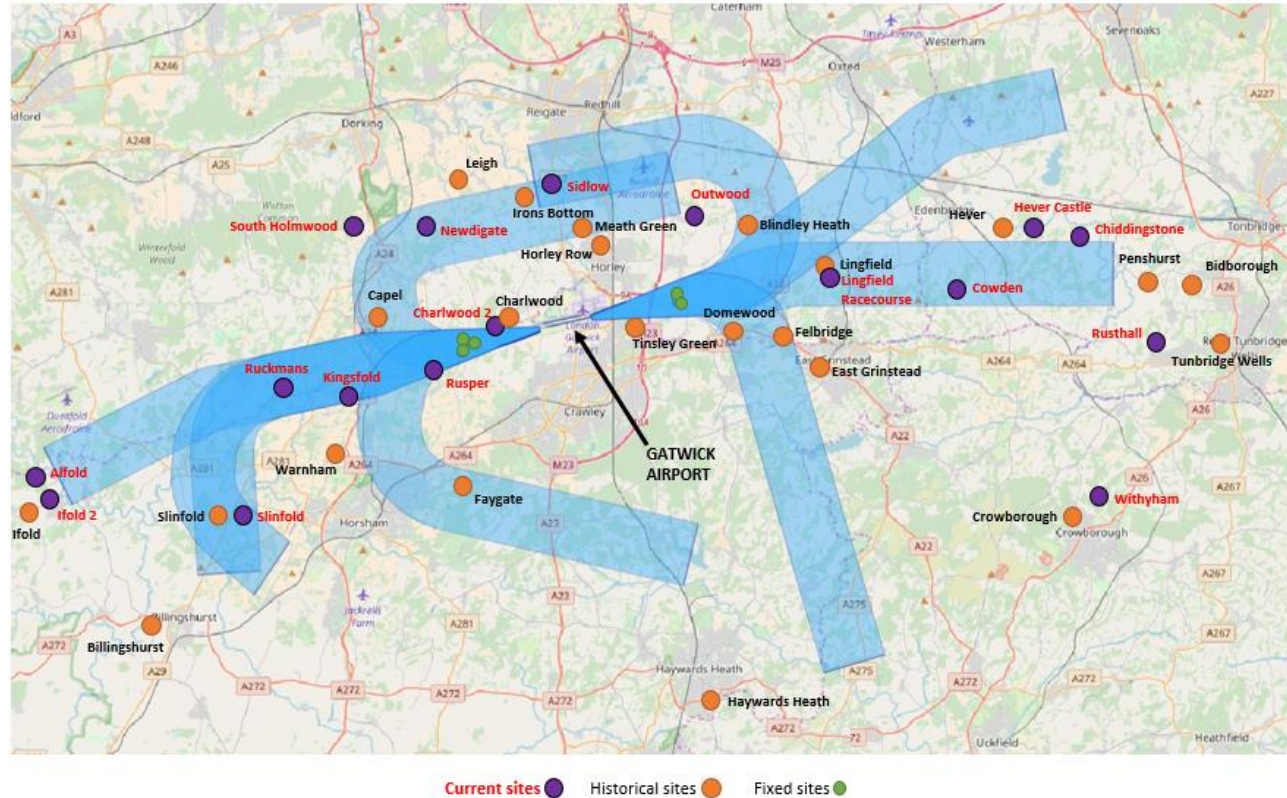


Figure 34: Location of current and historical noise monitors and NPRs

# Complaints

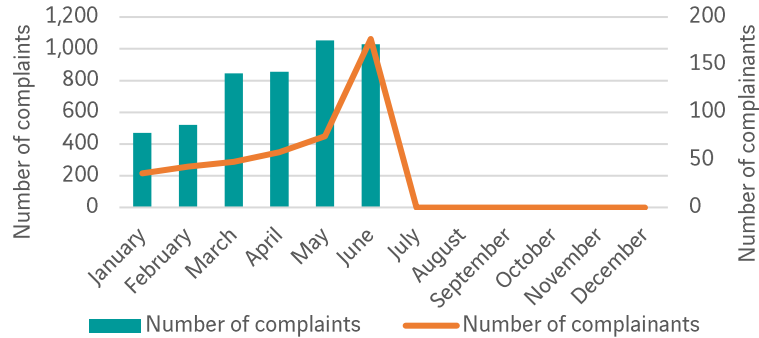


Figure 35: Number of complaints and complainants

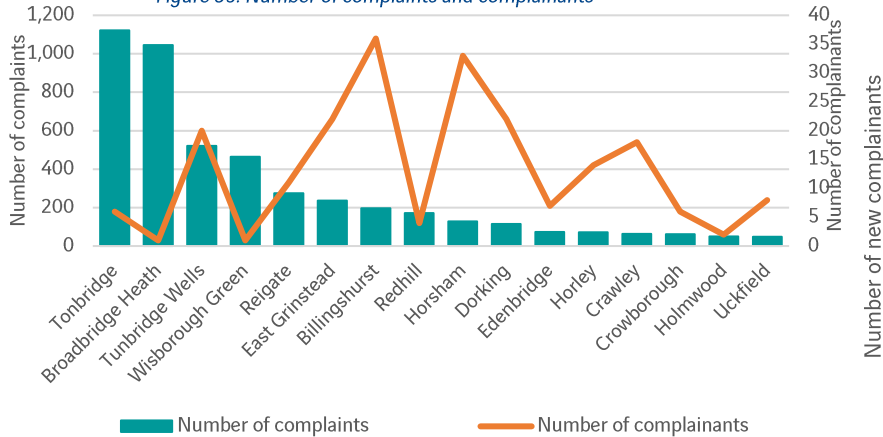


Figure 37: Areas with most complaints (whole year)

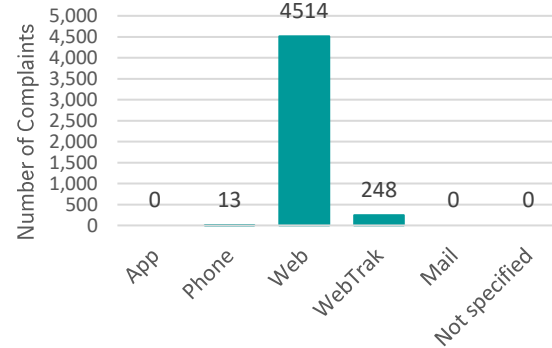


Figure 36: Complaints submission methods (whole year)

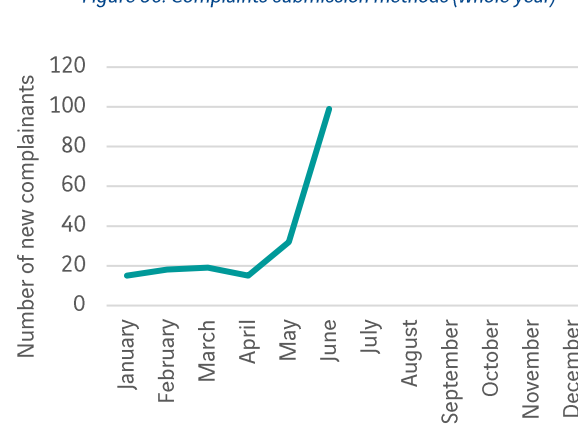


Figure 38: New complainants

The highest number of complainants recorded so far was in June in Figure 35. A contributing reason for this was a prolonged period of easterly operations.

Figure 36 shows that almost all complaints (>99%) are logged via the online web form and WebTrak.

Figure 37 displays the areas with the greatest number of complaints recorded. So far in 2023 these were from Tonbridge, Broadbridge Heath (Horsham) and Tunbridge Wells.

The number of new complaints in Figure 38 increased both with the number of movements and with the prolonged period of easterly operations in May and June.



# Complaint Categories

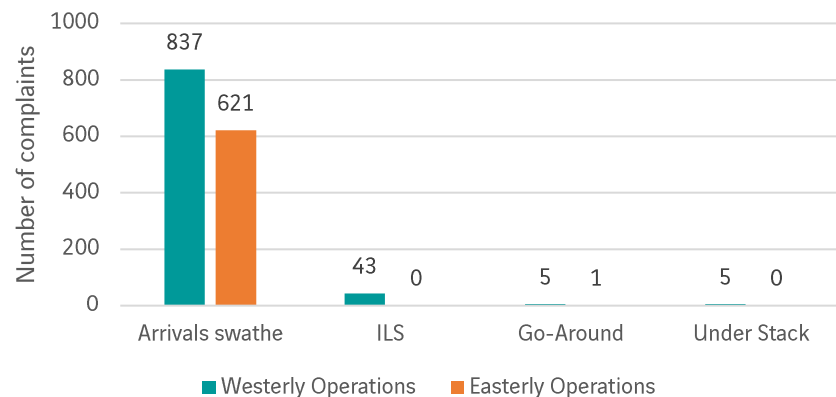


Figure 39: Complaint categories during arrival operations

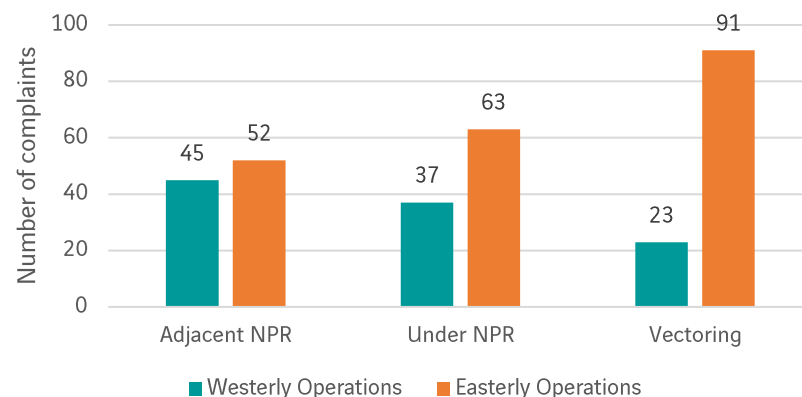


Figure 40: Complaint categories during departure operations

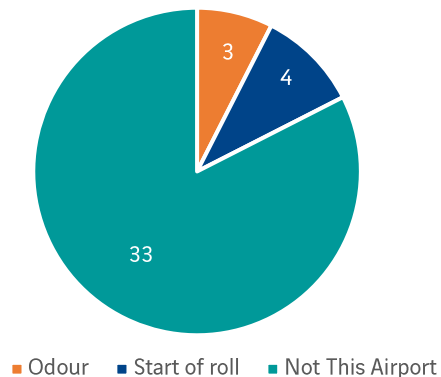


Figure 41: Other complaint categories

The Airspace Office have introduced further analysis on the types of complaints recorded since January 2023. The largest proportion of complaints were recorded from residents living under the arrivals swathe across both westerly and easterly operations as shown in Figure 39.

Figure 40 illustrates that the trend of more complaints being received during easterly departure operations continued from Q1 2023, with most being affected by ATC vectoring from the NPRs.

Of the remaining other complaints categories, 'Not This Airport' complaints make up 83% of this total in Figure 41. These complainants are redirected to other airports for further information and to log a complaint directly with them. Start of roll complaints (10% of total) are categorised as complaints that have mentioned engine noise or runway take-off noise and who are not directly overflown and reside close to the airport.



The map displays the Horley and Crawley region in Surrey, England. A network of roads is shown, including the M25, M3, A24, A217, and A25. The area is divided into green and red zones. A series of black dots, representing data points, are scattered across the map, with a higher concentration in the central and eastern parts. The dots are connected by a network of blue lines, suggesting a flow or connectivity between the locations. The map also shows various towns and villages, such as Woking, Guildford, Epsom, and Horley.



Figure 42: Q2 2023 individual complainants with arrivals (red) and departure (green) tracks, and NPRs

# Ground Noise

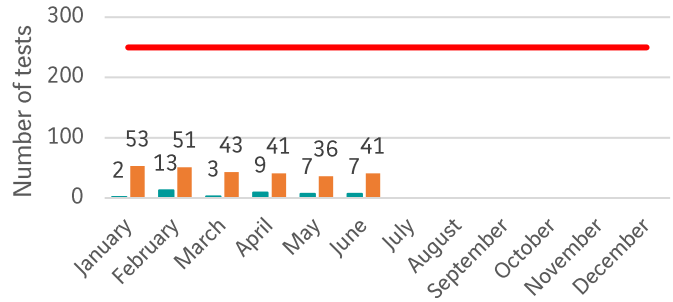


Figure 43: Engine runs

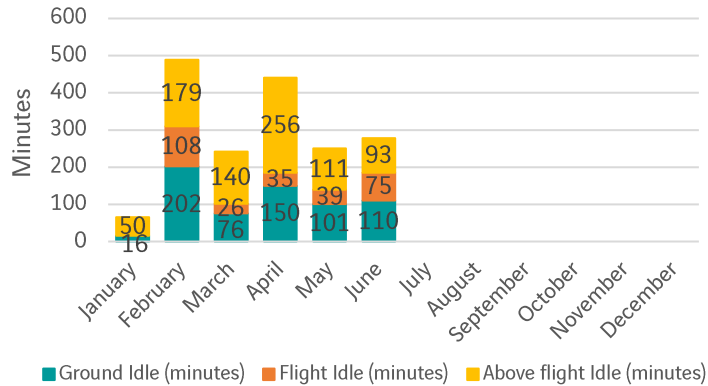


Figure 45: Cumulative minutes of engine tests

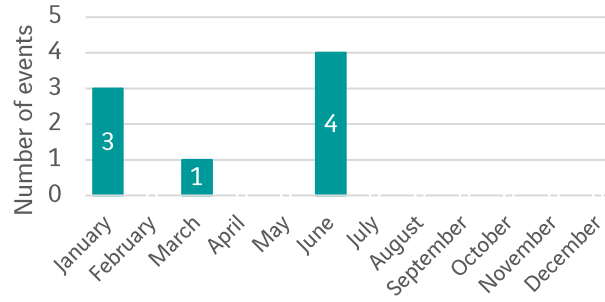


Figure 44: GPU usage

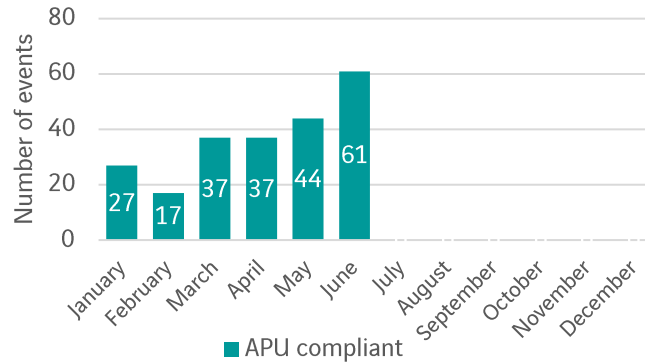


Figure 46: APU usage

Figure 43 shows that the number of engine tests conducted over the quarter remained fewer than the Section 106 legal limit of 250 in a six-month period.

There were four Ground Power Units (GPU's) used in Q2 2023 which were granted with dispensations as shown in Figure 44.

Figure 46 shows that, in Q2 2023, there were no non-compliant Auxiliary Power Unit (APU) usages.

Further details on ground noise can be found in [Annex F](#).

# Annex A – Additional Statistics

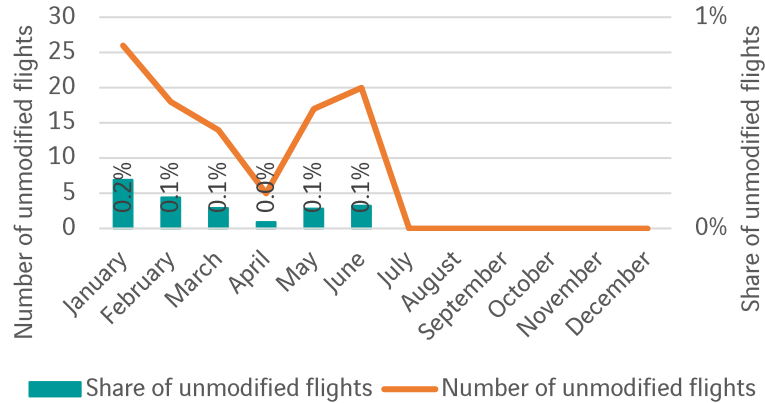


Figure A-1: Number and share of flights by unmodified A320 family aircraft

The number of flights operated by unmodified A320 family aircraft, which have not had Fuel Over-Pressure Protector modification (FOPP) installed, has been very low. The use of these aircraft has remained low during Q2 2023 as airlines have been utilising and leasing more aircraft that have been modified compared to the previous summer.

Gatwick Airport has been applying an additional noise charge to unmodified A320 aircraft since the 1<sup>st</sup> January 2018. The number of these flights has been reduced by -95% since then and represented 0.06% of all A320 traffic in Q2 2023.

# Annex A – Additional Statistics

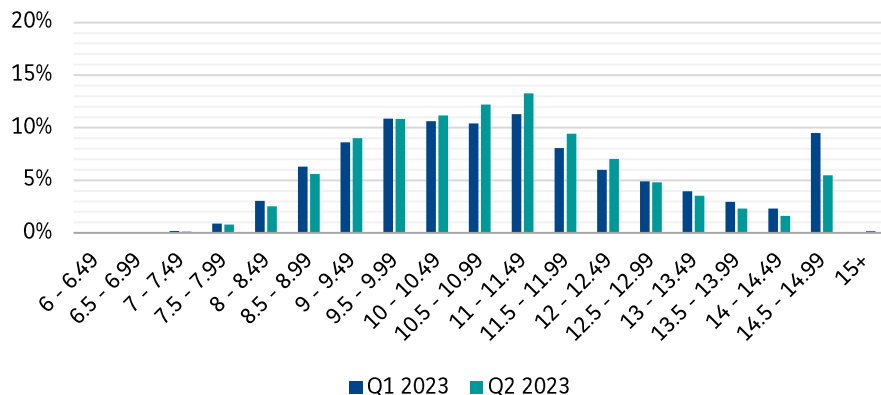


Figure A-2: Traffic Joining ILS per quarter – Runway 26 Only

Figure A-2 shows a high percentage of arrivals joining greater than 14NM which accounts for aircraft that arrive directly from the east.

In Q2 2023, 0.97% of aircraft joined the westerly ILS inside 8NM compared to 1.13% in Q1 2023.

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.

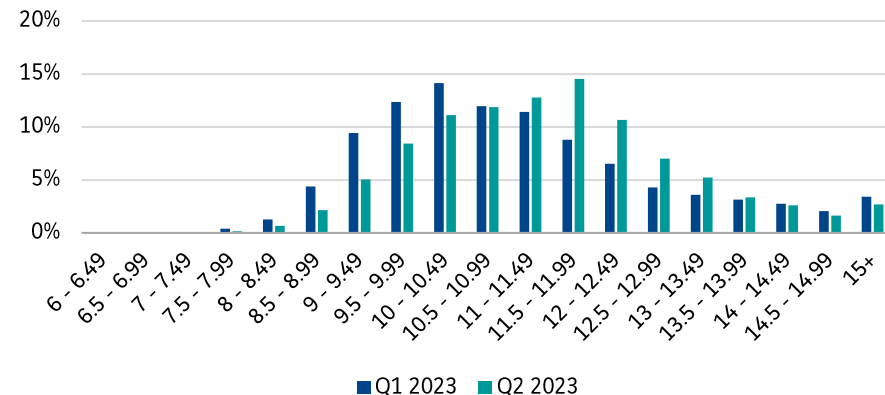


Figure A-3: Traffic Joining ILS per quarter – Runway 08 Only

Figure A-3 shows a slightly more even distribution of arrivals during easterly operations. In Q2 2023, 0.17% of aircraft joined ILS inside 8NM, down from 0.49% in Q1 2023.

# Annex B

## Noise Abatement Procedures referred to by figures in this report

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

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

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

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

Note on altitude tolerances:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



# Annex C

## ILS Joining Point – Background and Rationale for Monitoring

### Background

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

Following the publication of the Action Plan, GAL working closely with NATS, progressed the implementation of the recommendation into an operational evaluation supported by detailed analysis. The evaluation commenced on the 15 August 2016. GAL & 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 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 Gatwick's 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 Gatwick Airport. 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.

### The Airspace Office

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

### Air Traffic Control

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

The Gatwick Airport air traffic control is operated by NATS, who oversee the runway and ground operations.

### NATS

NATS is responsible for aerodrome air traffic control at Gatwick Airport 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

## 15-year KPI table

	12 Month Performance														
Parameter	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Track keeping performance (% on track)	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%
24hr CDO (% achievement)	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%
Day/Shoulder CDO (% achievement)	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%
Core night CDO (% achievement)	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%
1000ft Infringements (No.)	0	0	0	0	0	0	0	0	0	0	2	3	6	22	11
1000ft Infringements (No. below 900ft)	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4
Departure Noise Infringements (Day)	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Departure Noise Infringements (Night/Shoulder)	0	0	0	0	0	2	1	0	0	0	0	4	0	1	2
Individual Complainants	664	254	313	698	836	997	2,324	1,746	3,366	533	414	343	411	473	432
Total Noise Complaints Received	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
Enquiry Response Performance Target is 95% Within 8 Days	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%
Ground Noise Complaints received	5	3	10	0	0	0	0	2	0	5	3	4	2	1	8
Number of Fixed and Mobile Noise Monitors	22	22	23	23	12	11	11	12	12	12	10	10	11	11	11
Northern/Standby Runway Movements	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
West/East Runway Split (%)	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
% of Arrivals performing go-arounds	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%
Percentage of Chapter 4 (or equivalent) aircraft %	99%	99%	99%	98%	99%	99%	99%	99.70%	99%	99%	99%	96%	98%		
Percentage of Chapter 14 aircraft %	62%	58%	66%	62%	56%	55%									
Unmodified A320 Family Aircraft (% total ATM's)	0.74%	0.32%	0.61%	0.73%	1.5%	0.4%									
Total Aircraft Movements	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
Total Passengers	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

# Annex F

## Ground Noise Tables

	Engine Tests						FEGP Availability	
	Number of Engine Tests	6 month rolling average	6 month totals	Ground Idle	Flight Idle	Above Flight Idle	NT	ST
Jan-23	2	9	53	16	0	50	99.73%	99.90%
Feb-23	13	9	51	202	108	179	99.93%	99.95%
Mar-23	3	7	43	20	3	7	99.88%	99.96%
Apr-23	9	7	41	150	35	256	99.96%	99.92%
May-23	7	6	36	101	39	111	99.97%	99.96%
Jun-23	7	7	41	110	75	93	99.89%	99.88%
Jul-23		7	39					
Aug-23		4	26					
Sep-23		4	23					
Oct-23		2	14					
Nov-23		1	7					
Dec-23		0	0					

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

# Annex F

## Ground Noise Tables

	APU's							GPU's	
	Number of aircraft running APU's which were compliant	Non-compliances <sup>1</sup> Number of aircraft running APU's which were not compliant	Number of aircraft parked but not running APU's	Total number of aircraft on the airfield	Number of APU checks undertaken (Target 3)	Operations Duty Team audits <sup>2</sup>	Operations Duty Team non-compliances	Used With Dispensation	Used Without Dispensation
Jan-23	27	0	146	173	3	49	0	3	0
Feb-23	17	0	127	144	3	53	0	0	0
Mar-23	37	0	141	178	3	53	0	1	0
Apr-23	37	0	102	139	3	58	0	0	0
May-23	44	0	86	130	3	58	0	0	0
Jun-23	61	0	73	134	3	64	0	4	0
Jul-23									
Aug-23									
Sep-23									
Oct-23									
Nov-23									
Dec-23									

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

<sup>2</sup> This includes monitoring of aircraft auxiliary power unit usage.

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

# Glossary of Terms (1)

<b>AAL</b>	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.
<b>AIP</b>	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.
<b>ANPT</b>	Airline Noise Performance Table	A programme that ranks airlines flying into and from Gatwick Airport in relation to their overall noise performance.
<b>APU</b>	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.
<b>ATC</b>	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.
<b>ATM</b>	Air Traffic Movement	An aircraft operation on the airport's runway, i.e. either a departure or an arrival.
<b>CAA</b>	Civil Aviation Authority	The UK independent civil aviation regulator.
<b>CDO</b>	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.'
<b>DfT</b>	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)

<b>DME</b>	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.
<b>EGKK</b>	(ICAO-code for Gatwick Airport)	These four-letter airport codes are used in the AIP and other aeronautical documents. This code is unique to Gatwick airport.
<b>EPNdB</b>	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.
<b>FLOPSC</b>	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.
<b>GACT</b>	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.
<b>GAL</b>	Gatwick Airport Limited	-
<b>GNMG</b>	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.
<b>GPU</b>	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.
<b>IAR</b>	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 <a href="#">on our website</a> .
<b>ILS</b>	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.
<b>IRVR</b>	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)

<b>KPI</b>	Key Performance Indicator	A set of metrics or values by which performance is measured and monitored.
<b>LTA</b>	Long Term Average	Values of a metric averaged over a relatively long period – typically one year.
<b>MTOW</b>	Maximum Take-Off Weight	The certified maximum total weight of an aircraft during take-off.
<b>NaTMAG</b>	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.
<b>NATS</b>	National Air Traffic Service	NATS is the main Air Navigation Service Provider in the United Kingdom.
<b>NMB</b>	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.
<b>NPR</b>	Noise Preferential Route	Departure flight paths that avoid densely populated areas and therefore reduce the noise.
<b>PAPI</b>	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.
<b>QC</b>	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.
<b>QNH</b>	(no acronym)	When its barometric pressure is set to QNH an altimeter reads the altitude above mean sea level.
<b>RAG</b>	Red-Amber-Green	A tier system used to rate and categorise performance.
<b>S106</b>	Section 106	Refers to Section 106 the Town and Country Planning Act 1990.
<b>TK</b>	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.

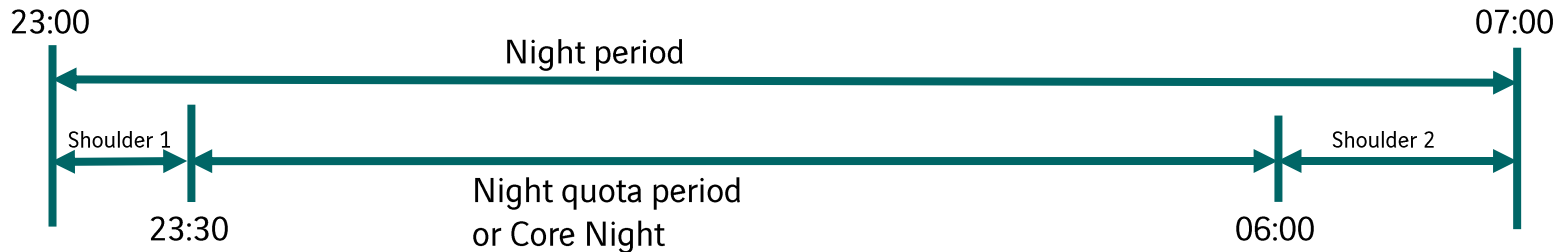


# Glossary of Terms – Night Flight Restrictions

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.

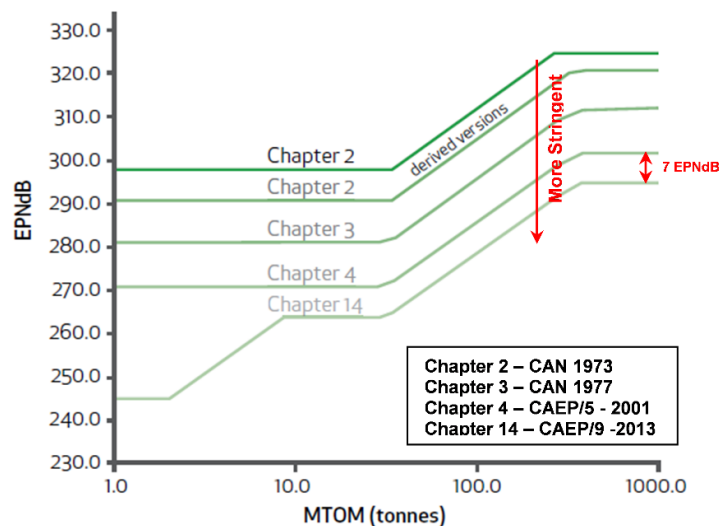


Figure G-2: The progression of the ICAO Noise Standards for aeroplanes (Source: ICAO)

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

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

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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