

Airline Noise Performance Table – Q1 2023

Rank by ATMs	Airline name	Total movements	QC/Seat	Rank (QC)	CDO performance	Rank (CDO)	TK performance	Rank (TK)
1	EasyJet	22,969	0.00169	5	95.14%	3	99.89%	17
2	British Airways	6,837	0.00274	21	91.00%	8	99.74%	20
3	Vueling	3,590	0.00184	9	85.62%	14	99.65%	23
4	Norwegian	2,478	0.00361	24	91.69%	5	100.00%	1
5	TUI Airways	2,008	0.00226	15	92.12%	4	99.37%	25
6	Ryanair	1,910	0.00258	20	98.01%	1	100.00%	1
7	WizzAir UK	1,575	0.00167	4	86.68%	12	99.67%	22
8	WizzAir Hungary	1,470	0.00180	8	58.91%	24	99.73%	21
9	Aer Lingus	968	0.00215	14	82.64%	17	99.79%	19
10	Aurigny	964	0.00213	13	91.48%	6	99.79%	18
11	TAP Portugal	580	0.00211	12	71.72%	22	100.00%	1
12	Emirates	542	0.00233	17	77.12%	19	100.00%	1
13	JetBlue	488	0.00153	2	77.05%	20	100.00%	1
14	Turkish Airlines	435	0.00204	11	87.16%	10	100.00%	1
15	Eastern Airways	426	0.00178	7	74.29%	21	100.00%	1
16	Air Europa	360	0.00339	23	58.33%	25	99.44%	24
17	Norse Atlantic Airways	340	0.00249	19	97.04%	2	100.00%	1
18	Air Baltic	312	0.00145	1	86.54%	13	100.00%	1
19	Iberia Airlines	300	0.00228	16	69.33%	23	100.00%	1
20	Air Transat	258	0.00171	6	82.17%	18	100.00%	1
21	Titan Airways	242	0.00246	18	91.30%	7	100.00%	1
22	Jet 2	202	0.00392	25	87.00%	11	100.00%	1
23	Qatar	180	0.00189	10	83.33%	16	100.00%	1
24	Icelandair	172	0.00163	3	88.37%	9	100.00%	1
25	Royal Air Maroc	150	0.00320	22	84.00%	15	100.00%	1

* 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 Q1 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.

RAG definition: **Green** $\geq 85\%$ **70% \leq 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 higher proportion of Route 4 departures.

RAG definition: **Green** $\geq 95\%$ **90% \leq Amber $< 95\%$** **Red $< 90\%$**

