

NMB Briefing September 5th 2017

Portcullis House

1. Distribution of aircraft Joining the ILS (Imm-10)

At NMB/5 in April 2017, the NMB supported the adoption of the reduced 8 NM minimum ILS Joining Point as a permanent procedure for Gatwick arrivals. As part of the agreement, GAL committed to continue to monitor and report to the on distribution of aircraft joining the ILS to 15th August 2017 to provide a full year of data analysis.

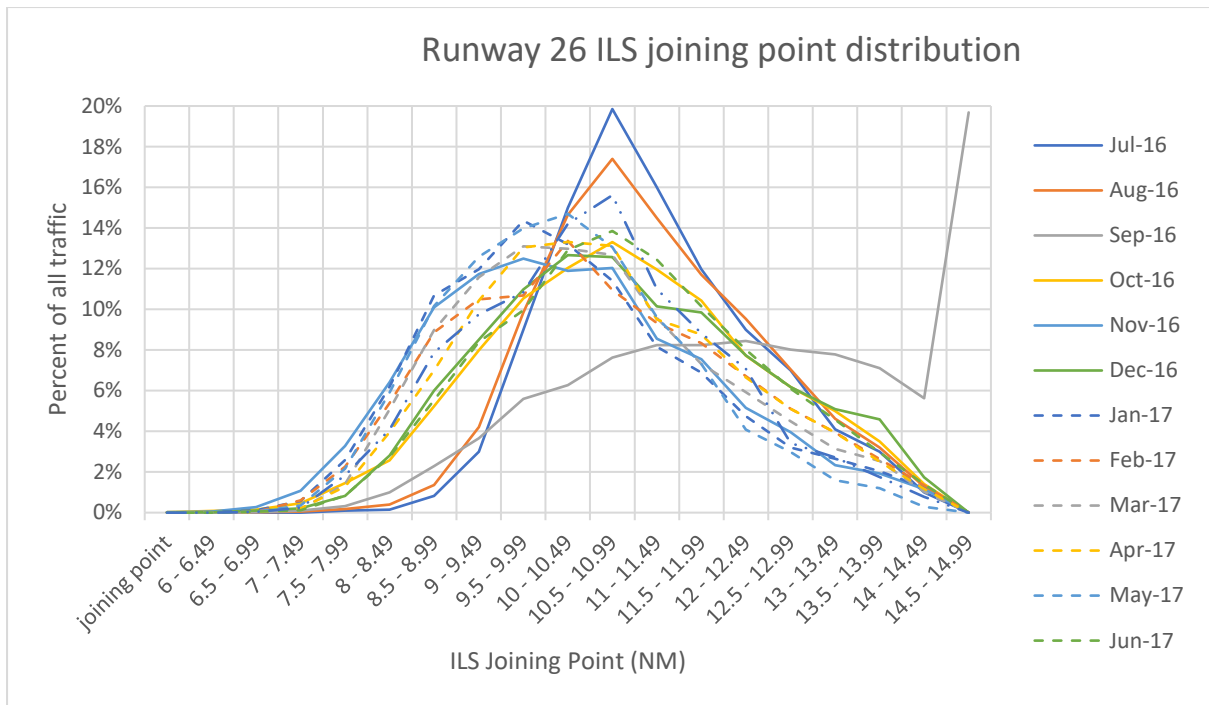
This report presents the data analysis for the post Imm-10 evaluation period, between 15th February to 31st July 2017. In this period, the ILS joining point distribution has remained largely similar to the distribution previously observed, despite an increase in traffic levels as a result of the summer 2017 schedule. The similar distribution was achieved as on average, 25.7% of arrivals joined the ILS between 8 and 10NM compared to 19.8% of arrivals in the previous (Imm-10) evaluation period. The resulting flight tracks demonstrate that the reduced peak and increased width of the ILS distribution can be achieved and maintained.

Following the conclusion of the Imm-10 evaluation, traffic levels have steadily increased as a result of the introduction of the summer schedule. However, the ILS joining point distribution has remained largely similar to what was observed in the evaluation period:

Assessment period	Percent of arrivals joining the ILS between 8 and 10NM		
	Westerly Arrivals (Rwy 26)	Easterly Arrivals (Rwy 08)	Total
15 th August to 14 th February (Imm-10 evaluation)	20.3%	19.3%	19.8%
15 th February to 31 st July (post Imm-10 evaluation)	26.6%	24.8%	25.7%

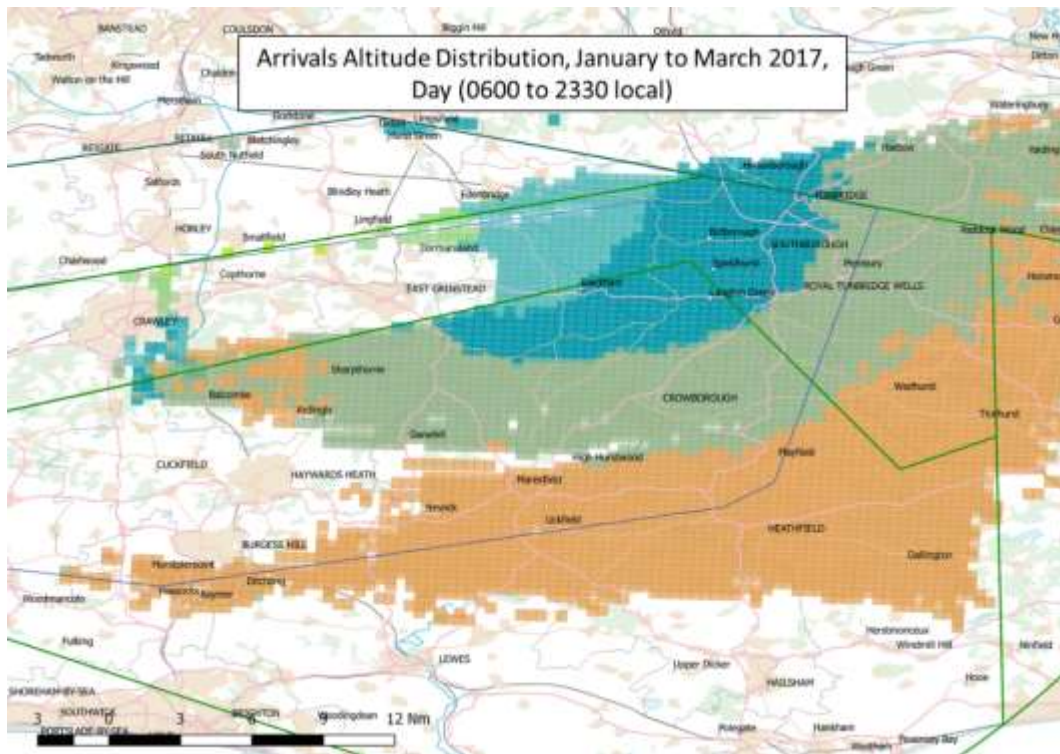
Source: CASPER

Even with the high summer traffic levels, the 8NM minimum ILS joining point is being utilised to deliver a reduction in the previously seen peak concentration of flights at 11NM on the ILS, with an increased dispersal of traffic. This resulted in a more balanced distribution of aircraft along the ILS. The resulting flight tracks demonstrate that the reduced peak and increased width of the ILS distribution can be achieved and maintained.



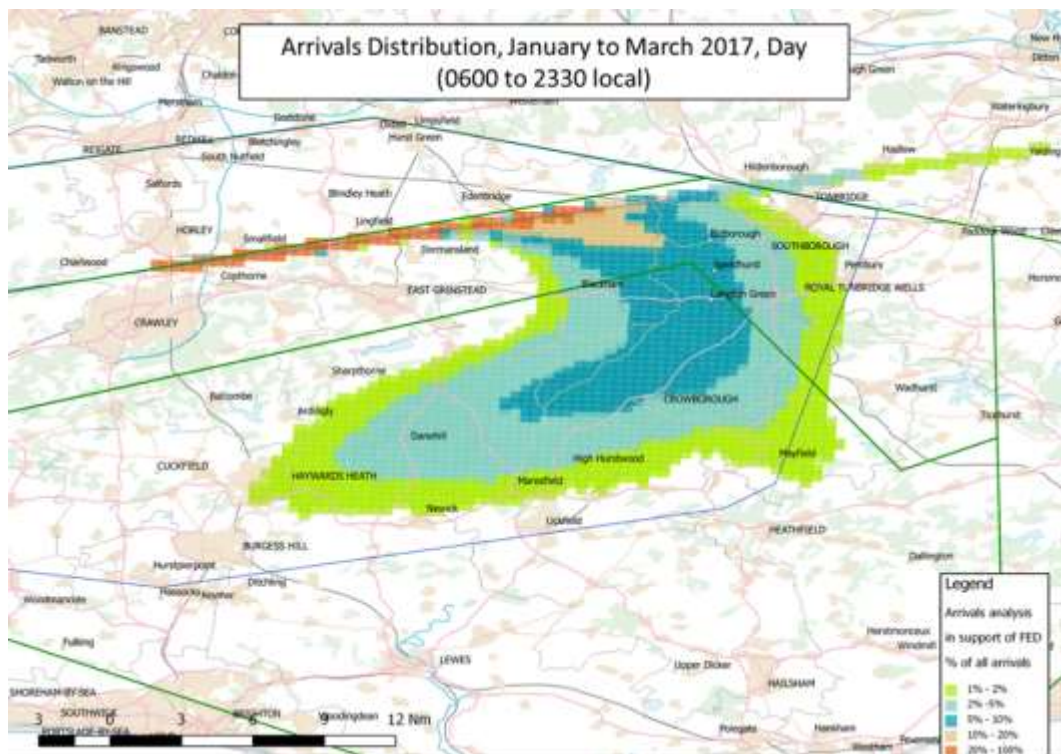
SOURCE: CASPER

2. Aircraft altitudes when approaching the ILS

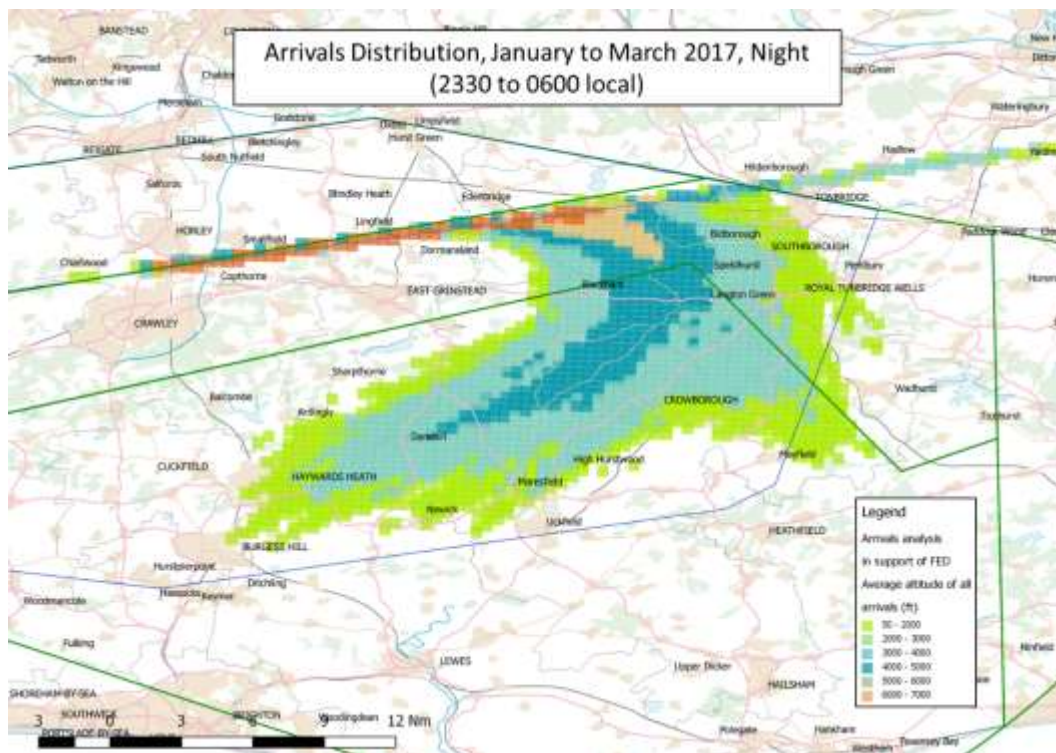


SOURCE: CASPER

3. Aircraft lateral distribution (day)

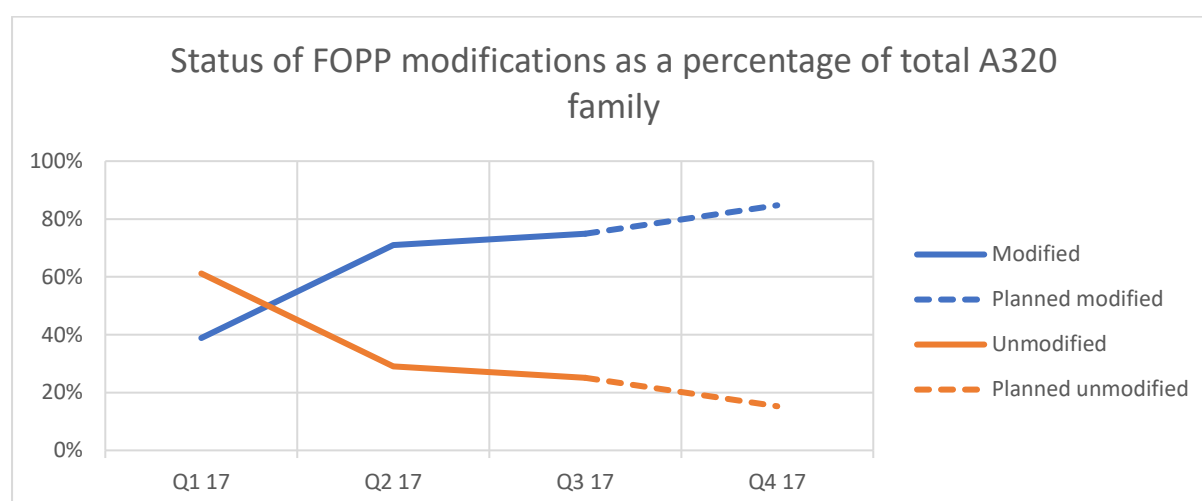


4. Aircraft lateral distribution (night)



SOURCE: CASPER

5. Airbus A320 series FOPP Noise modification status



Individual airline status

Airline	% and number of fleet modified on 1 st January 2017	% and number of fleet modified on 6 th April 2017	% and number of fleet modified on 11 th August 2017	Number of aircraft in fleet and planned completion by
EasyJet	66% (169)	88% (232)	95% (251)	264 (Dec 2017)
British Airways	56% (73)	85% (111)	97% (128)	131 (Nov 2017)
Monarch	6% (2)	82% (28)	100% (34)	34 (Jun 2017)
Vueling	27% (30)	33% (33)	-	100 (Dec 2017)
Thomas Cook	33% (7)	55% (27)	-	49 (69% by Dec 2017)
Aer Lingus	0% (0)	0% (0)	-	34 (82% by Dec 2017)
Iberia Express	0% (0)	0% (0)	5% (1)	21 (33% by Dec 2017)
Small Planet Airlines	Not reported	0% (0)	-	8 (TBC)
WOWAir	44% (4)	44% (4)	-	9 (67% by Dec 2017)
Turkish Airlines	Awaiting information			
Air Malta	0% (0)	0% (0)	-	8 (88% by Dec 2017)
TAP Air Portugal	53% (23)	84% (36)	93% (41)	43 (TBC)
Aegean Airlines	Not reported	33% (15)	-	46 (TBC)
Wizz Air	Not reported	100% (77)	Complete	
Tunisair	Not reported	0% (0)	-	20 (TBC)

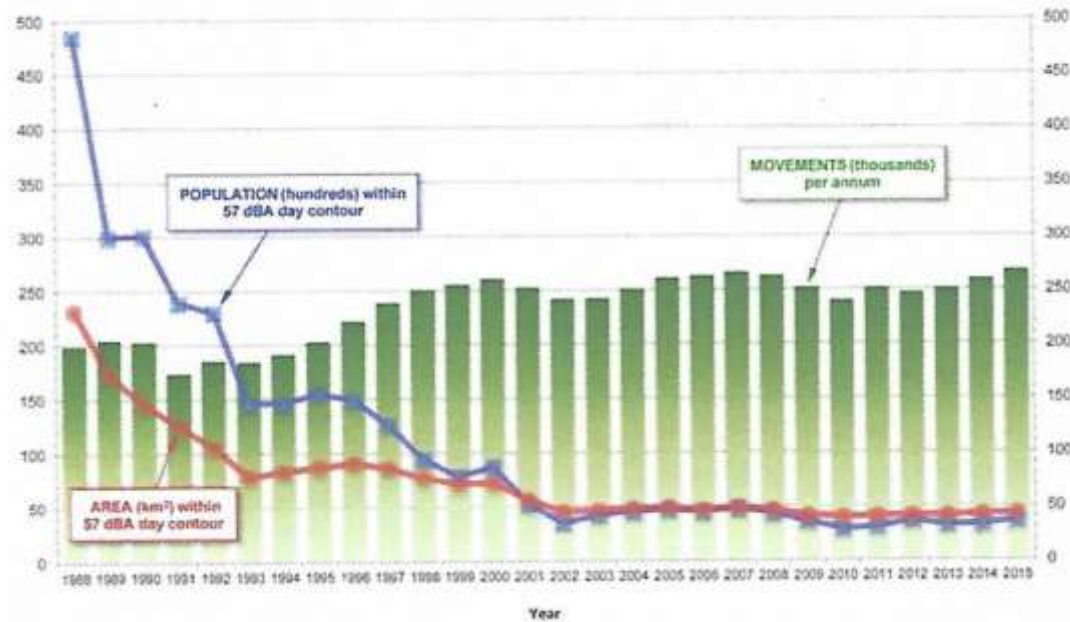
SOURCE: GAL Flight Performance Team

6. Evolution of GATWICK ATMs and evolution of population and area of 57Db noise contour (SOURCE: CAA)

Year	Movements ('000s)	Area (sq km)	Population ('000s)
1988	199	231.4	48.5
1989	205	173.2	30.0
1990	203	145.6	30.1
1991	174	125.6	23.9
1992	186	105.2	23.0
1993	185	78.3	14.6
1994	192	83.0	14.6
1995	203	87.0	15.5
1996	222	90.6	14.9
1997	239	85.9	12.6
1998	251	76.8	9.4
1999	256	71.4	7.8
2000	261	71.9	8.7
2001	253	55.9	5.2
2002	242	45.2	3.5
2003	243	46.1	4.2
2004	251	48.0	4.5
2005	261	49.3	4.7
2006	263	46.7	4.5
2007	267	49.0	4.8
2008	264	46.7	4.4
2009	252	41.0	3.6
2010	241	39.6	2.9
2011	251	40.4	3.1
2012	247	41.2	3.6
2013	251	40.9	3.3
2014	260	42.2	3.3
2015	268	42.8	3.6

7. Population within noise contour trend

Figure 15 Gatwick annual traffic and summer day Leq noise contour area/population trend 1988-2015



SOURCE: CAA ERCD