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# NTKWG

## Thursday 29th October 2026
## Flight Performance Report

Date
Multiple selections

London Stansted Airport

# Departing Aircraft - Quarterly

### Departures by Runway

| Date | Runway 04 | Runway 22 | Total |
|---|---|---|---|
| July 2026 | 5295 | 4898 | **10193** |
| August 2026 | 4675 | 5548 | **10223** |
| September 2026 | 687 | 8913 | **9600** |

### Track Keeping Worst Performing

| Airline | % | Departures |
|---|---|---|
| Cargolux | 95.12% | 41 |
| Universal Airways | 97.62% | 210 |
| DHL | 98.31% | 356 |

### Track Keeping Performance by Departure Route (%)

| Runway Name | Runway 04 | | | | Runway 22 | | | | Total |
|---|---|---|---|---|---|---|---|---|---|
| Date | 04BZD | 04CLN | 04DET | **Total per Runway** | 22BZD | 22CLN | 22DET | **Total per Runway** | |
| July 2026 | 100.00% | 99.57% | 98.36% | **99.72%** | 99.95% | 99.82% | 97.87% | **99.84%** | **99.77%** |
| August 2026 | 99.90% | 99.36% | 97.80% | **99.55%** | 99.96% | 99.78% | 99.12% | **99.84%** | **99.71%** |
| September 2026 | 100.00% | 100.00% | 95.24% | **99.85%** | 100.00% | 99.90% | 100.00% | **99.94%** | **99.94%** |

### PBN Reporting for CLN2E

| Date | Total 22CLN Departures | % Track Keeping against 500m Swathe | PBN Departures | % PBN Track Keeping against 500m swathe |
|---|---|---|---|---|
| July 2026 | 2778 | 98.67% | 2739 | 99.42% |
| August 2026 | 3152 | 98.54% | 3097 | 99.61% |
| September 2026 | 4938 | 98.78% | 4882 | 99.49% |
| **Total** | **10868** | **98.68%** | **10718** | **99.51%** |

### Noise Infringements

| Date | Noise - 16h Day | Noise - 8h Night | 1000ft - 24hr |
|---|---|---|---|
| July 2026 | 1 | 1 | 0 |
| August 2026 | 1 | 1 | 0 |
| September 2026 | 0 | 0 | 0 |

### Continuous Climb Performance by Departure Route (%)

| Runway Name | Runway 04 | | | | Runway 22 | | | | Total |
|---|---|---|---|---|---|---|---|---|---|
| Date | 04BZD | 04CLN | 04DET | **Total per Runway** | 22BZD | 22CLN | 22DET | **Total per Runway** | |
| July 2026 | 70.05% | 87.11% | 74.59% | **79.83%** | 79.76% | 97.48% | 76.60% | **89.75%** | **84.60%** |
| August 2026 | 71.80% | 89.45% | 82.42% | **82.03%** | 77.27% | 97.14% | 75.22% | **88.52%** | **85.55%** |
| September 2026 | 72.54% | 88.95% | 66.67% | **81.22%** | 80.86% | 97.57% | 80.69% | **90.12%** | **89.48%** |
| **Total** | **70.98%** | **88.26%** | **76.92%** | **80.89%** | **79.57%** | **97.42%** | **78.24%** | **89.57%** | **86.48%** |

# Arriving Aircraft - Quarterly

### CDA Runway 22 Performance by Time Period (%)

| Date | 16h Day | 8h Night | 24h |
|---|---|---|---|
| July 2026 | 95.76% | 97.00% | **95.99%** |
| August 2026 | 96.18% | 97.58% | **96.43%** |
| September 2026 | 96.30% | 96.72% | **96.38%** |
| **Total** | **96.13%** | **97.03%** | **96.30%** |

| Date | 6.5h Night |
|---|---|
| July 2026 | 97.36% |
| August 2026 | 97.95% |
| September 2026 | 97.03% |
| **Total** | **97.37%** |

### CDA (Runway 22) Worst Performing

| Airline | Total Arrivals | % |
|---|---|---|
| Universal Airways | 124 | 70.16% |
| Inflite | 266 | 71.80% |
| Metro Business Aviation | 362 | 77.07% |

### CDA Runway 04 Core Night

| Date | Total Arrivals | % CDA |
|---|---|---|
| July 2026 | 843 | 71.77% |
| August 2026 | 778 | 82.90% |
| September 2026 | 125 | 68.00% |

### Missed Approaches

| Date | Number |
|---|---|
| July 2026 | 38 |
| August 2026 | 32 |
| September 2026 | 22 |

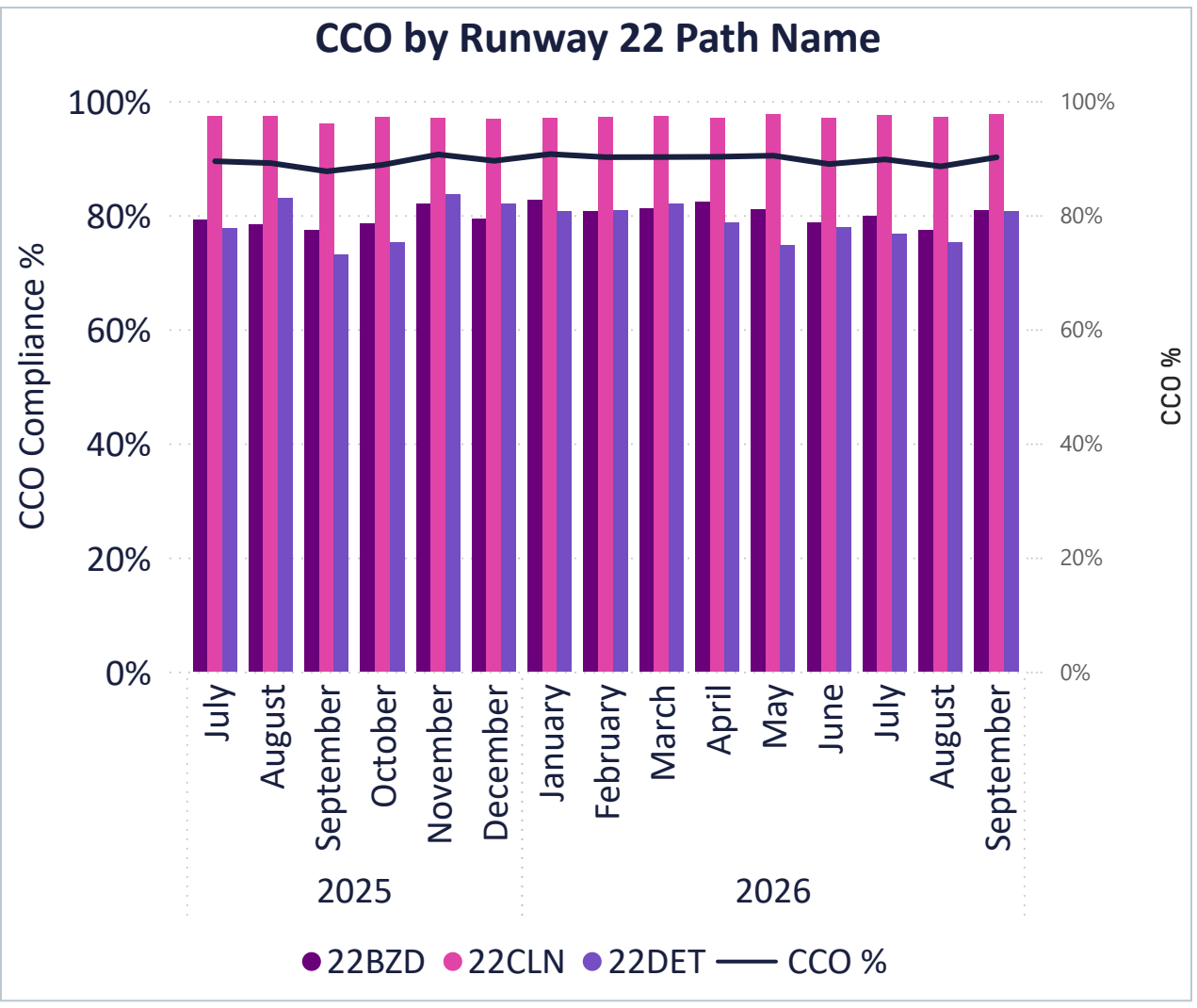
Date

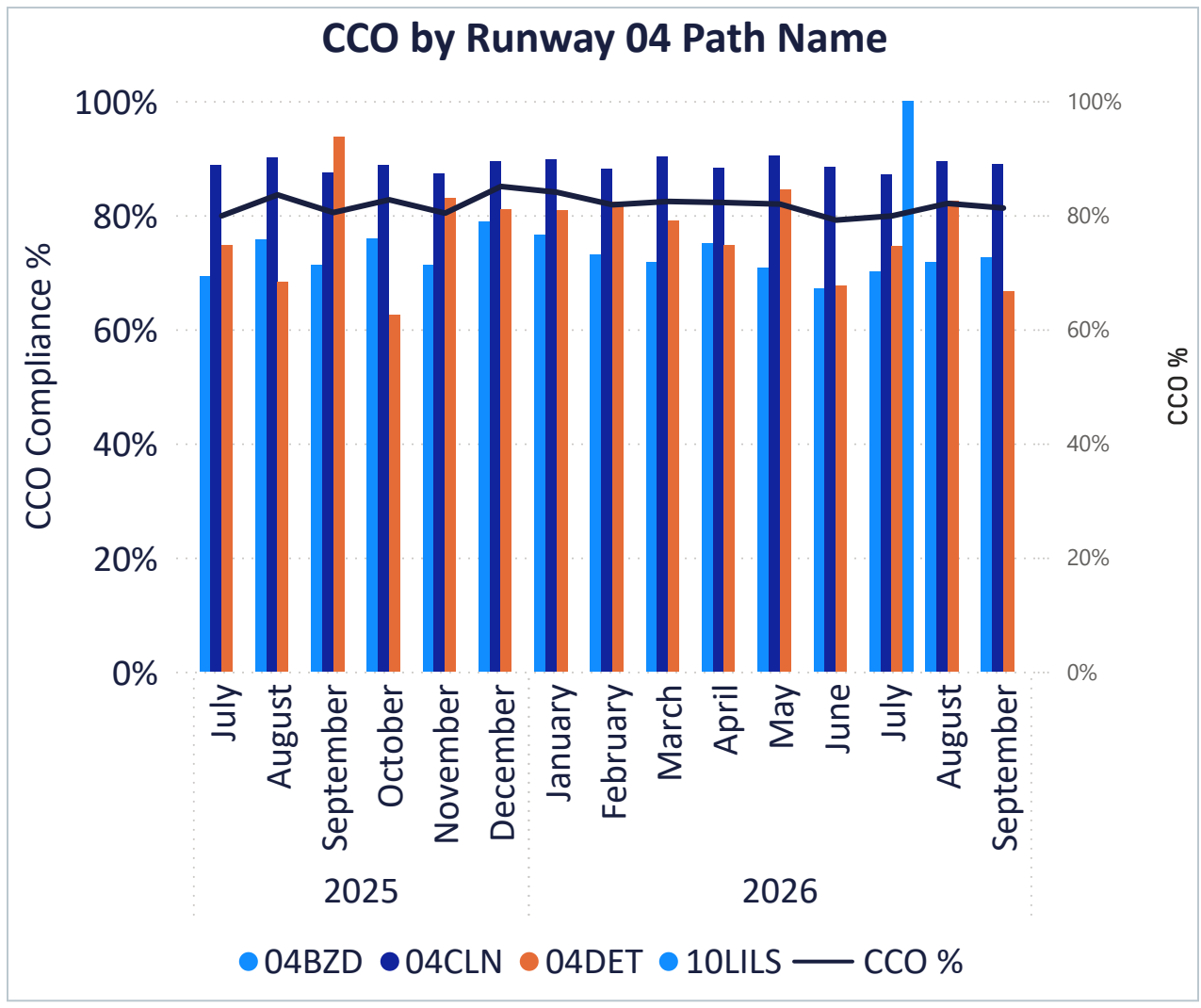
Multiple selections

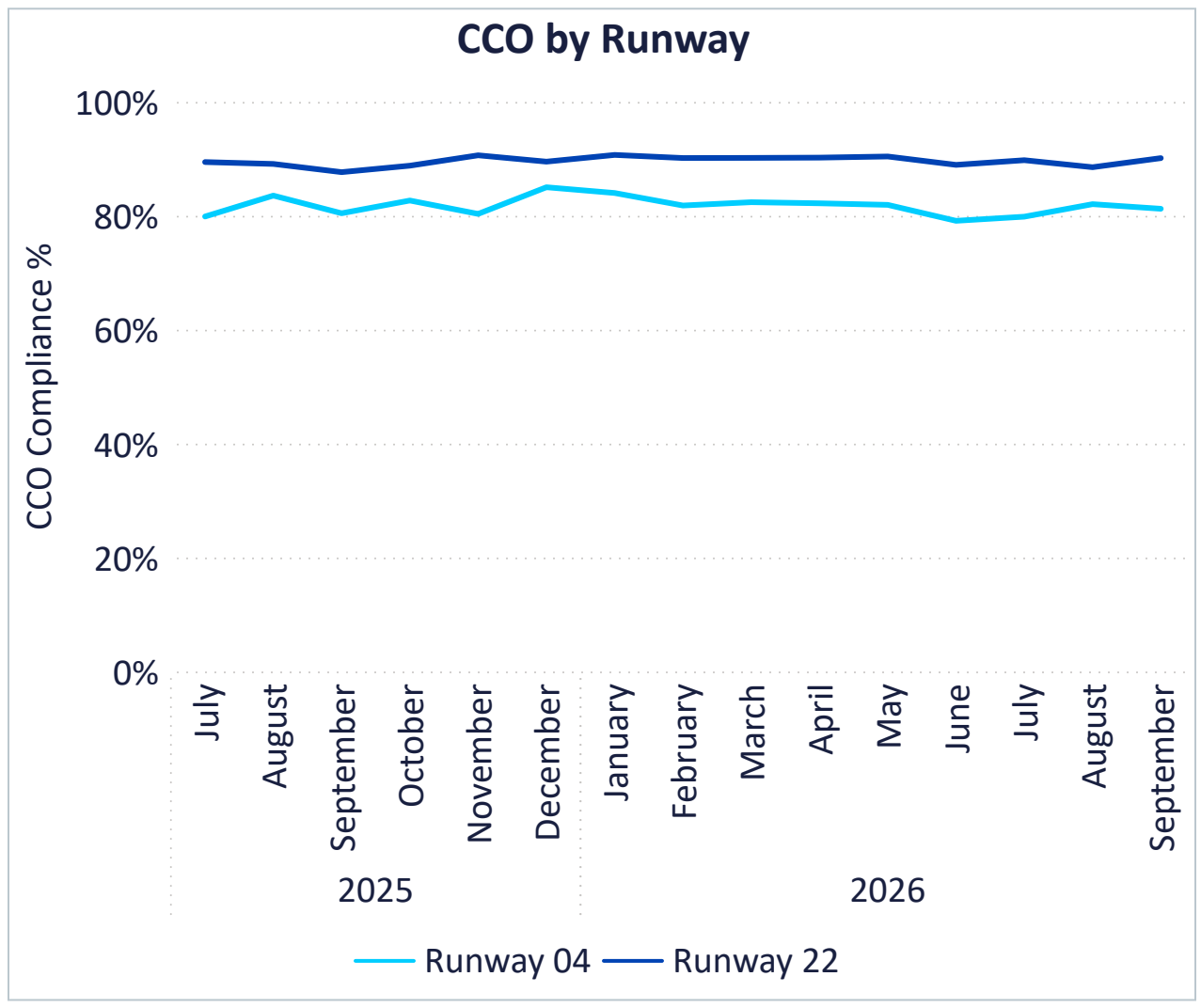
London Stansted Airport

# Departing Aircraft - Year to Date

## Continuous Climb Operations



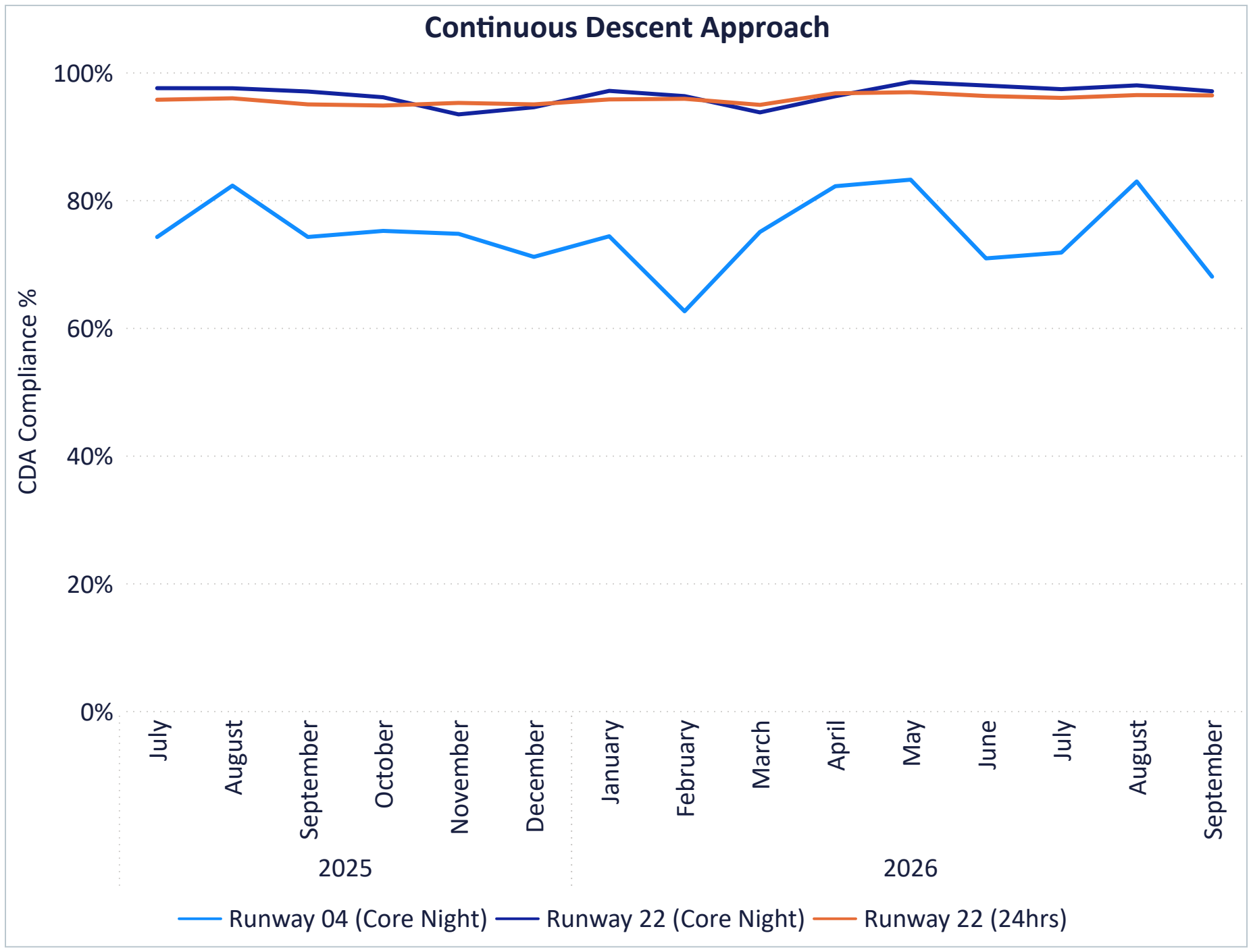



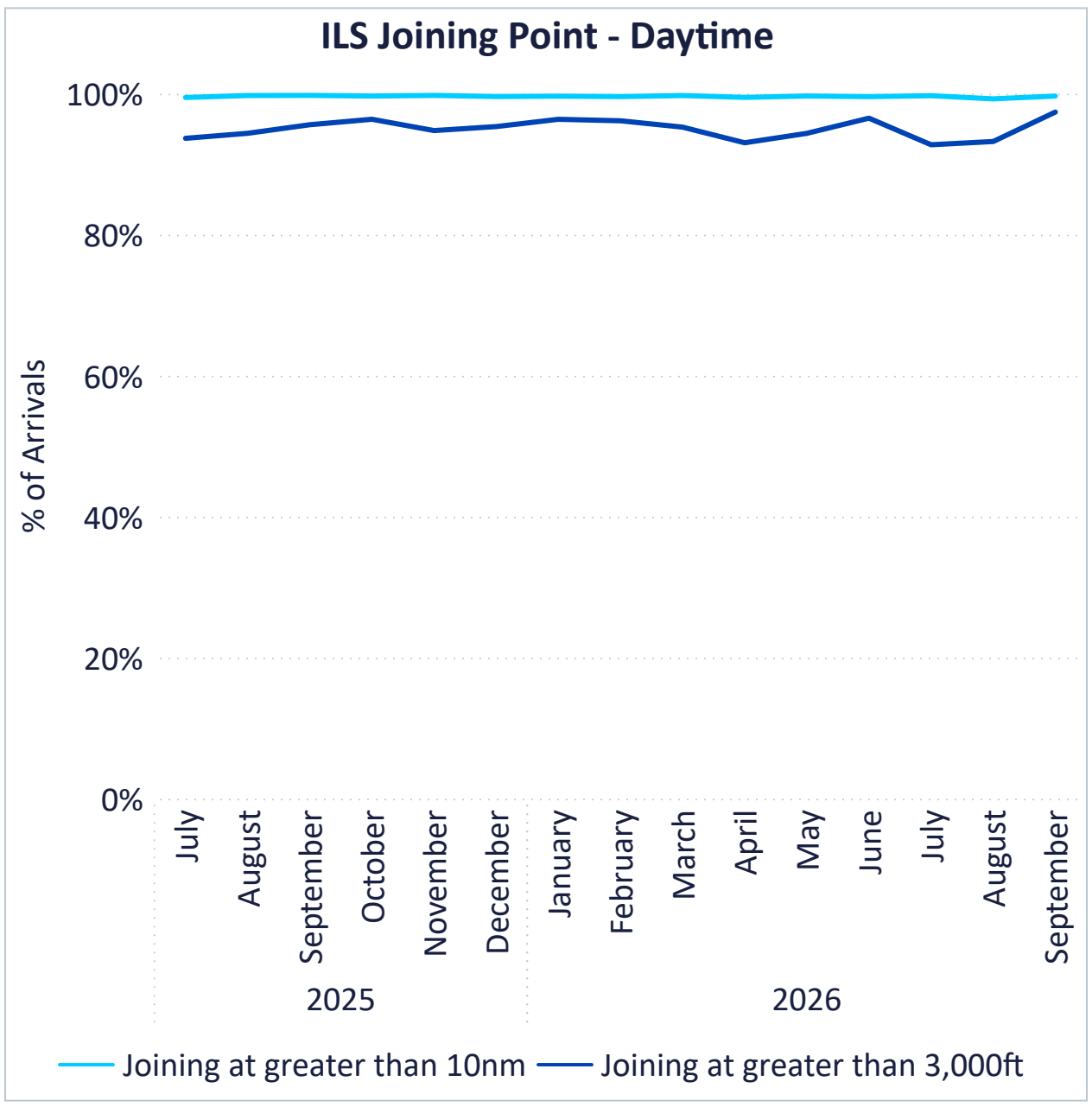

## CCO by Route

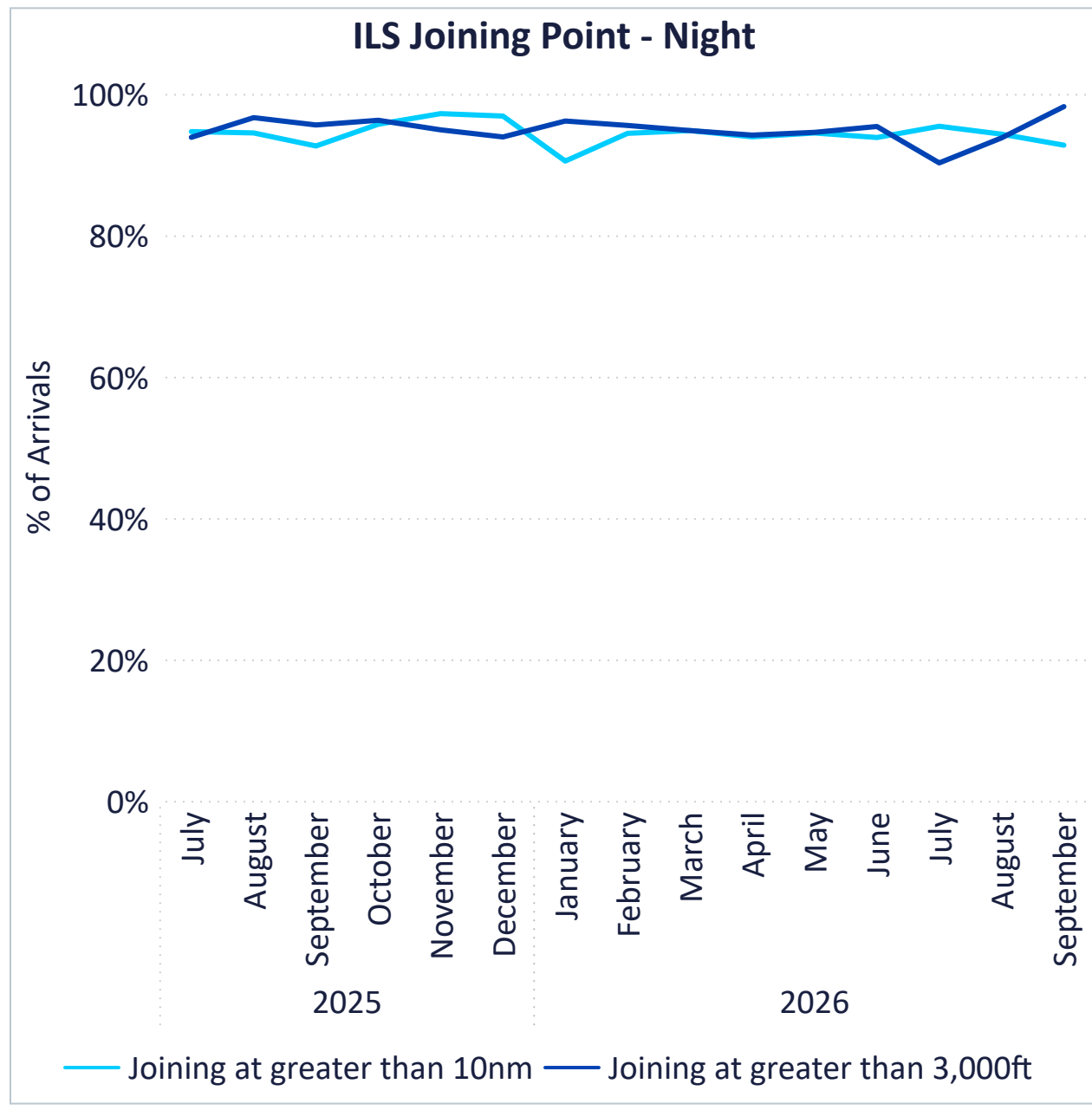
| Runway Name | Runway 04 | | | | Runway 22 | | | | Total |
|---|---|---|---|---|---|---|---|---|---|
| Date | 04BZD | 04CLN | 04DET | **Total per Runway** | 22BZD | 22CLN | 22DET | **Total per Runway** | |
| July 2025 | 69.26% | 88.74% | 74.68% | **79.86%** | 79.23% | 97.27% | 77.59% | **89.42%** | **85.69%** |
| August 2025 | 75.67% | 90.08% | 68.33% | **83.53%** | 78.39% | 97.26% | 82.89% | **89.09%** | **87.00%** |
| September 2025 | 71.21% | 87.40% | 93.75% | **80.43%** | 77.42% | 95.98% | 73.11% | **87.65%** | **86.00%** |
| October 2025 | 75.81% | 88.69% | 62.50% | **82.67%** | 78.43% | 97.11% | 75.23% | **88.79%** | **87.17%** |
| November 2025 | 71.23% | 87.18% | 83.02% | **80.32%** | 81.98% | 97.06% | 83.65% | **90.61%** | **87.77%** |
| December 2025 | 78.85% | 89.31% | 80.95% | **85.00%** | 79.29% | 96.82% | 81.98% | **89.50%** | **88.03%** |
| January 2026 | 76.59% | 89.72% | 80.77% | **83.99%** | 82.59% | 97.05% | 80.67% | **90.68%** | **89.11%** |
| February 2026 | 72.99% | 88.10% | 82.22% | **81.79%** | 80.63% | 97.21% | 80.81% | **90.13%** | **87.60%** |
| March 2026 | 71.76% | 90.22% | 79.07% | **82.38%** | 81.08% | 97.37% | 81.89% | **90.16%** | **87.48%** |
| April 2026 | 75.08% | 88.16% | 74.68% | **82.18%** | 82.33% | 96.91% | 78.72% | **90.20%** | **86.50%** |
| May 2026 | 70.70% | 90.33% | 84.38% | **81.91%** | 81.02% | 97.70% | 74.77% | **90.40%** | **87.18%** |
| June 2026 | 67.16% | 88.33% | 67.57% | **79.11%** | 78.74% | 96.91% | 77.78% | **88.93%** | **86.93%** |
| July 2026 | 70.05% | 87.11% | 74.59% | **79.83%** | 79.76% | 97.48% | 76.60% | **89.75%** | **84.60%** |
| August 2026 | 71.80% | 89.45% | 82.42% | **82.03%** | 77.27% | 97.14% | 75.22% | **88.52%** | **85.55%** |
| September 2026 | 72.54% | 88.95% | 66.67% | **81.22%** | 80.86% | 97.57% | 80.69% | **90.12%** | **89.48%** |
| **Total** | **72.52%** | **88.79%** | **77.21%** | **81.69%** | **79.84%** | **97.12%** | **78.75%** | **89.54%** | **86.98%** |

# Arriving Aircraft - Year to Date

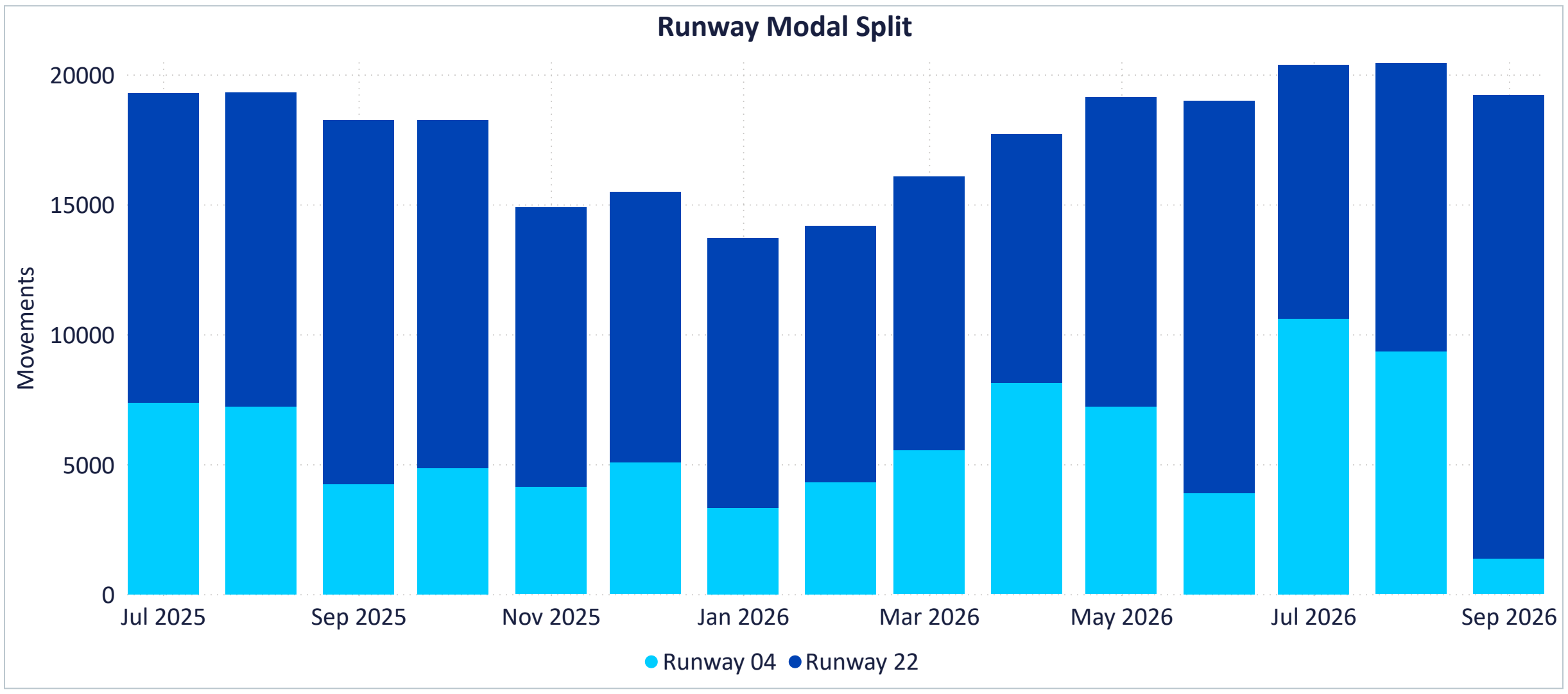


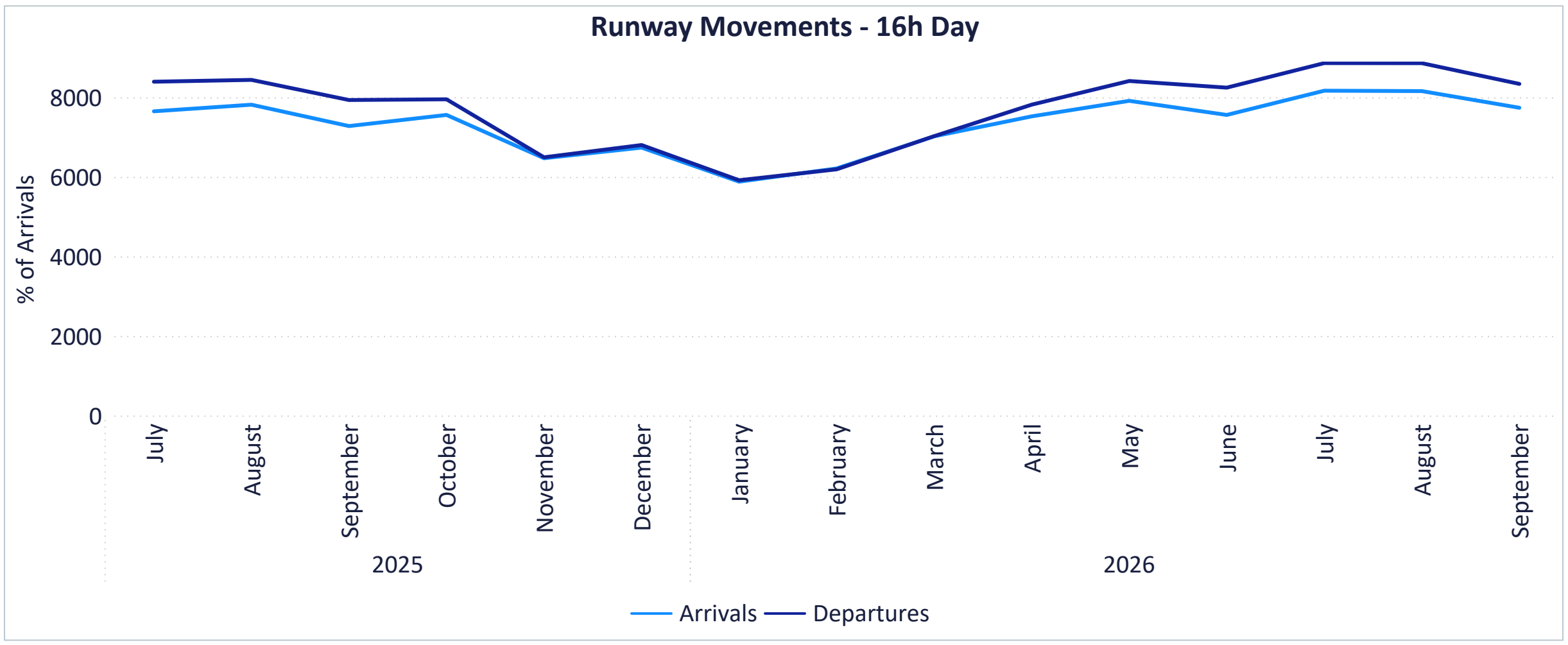

# ILS Joining Point - Year to Date

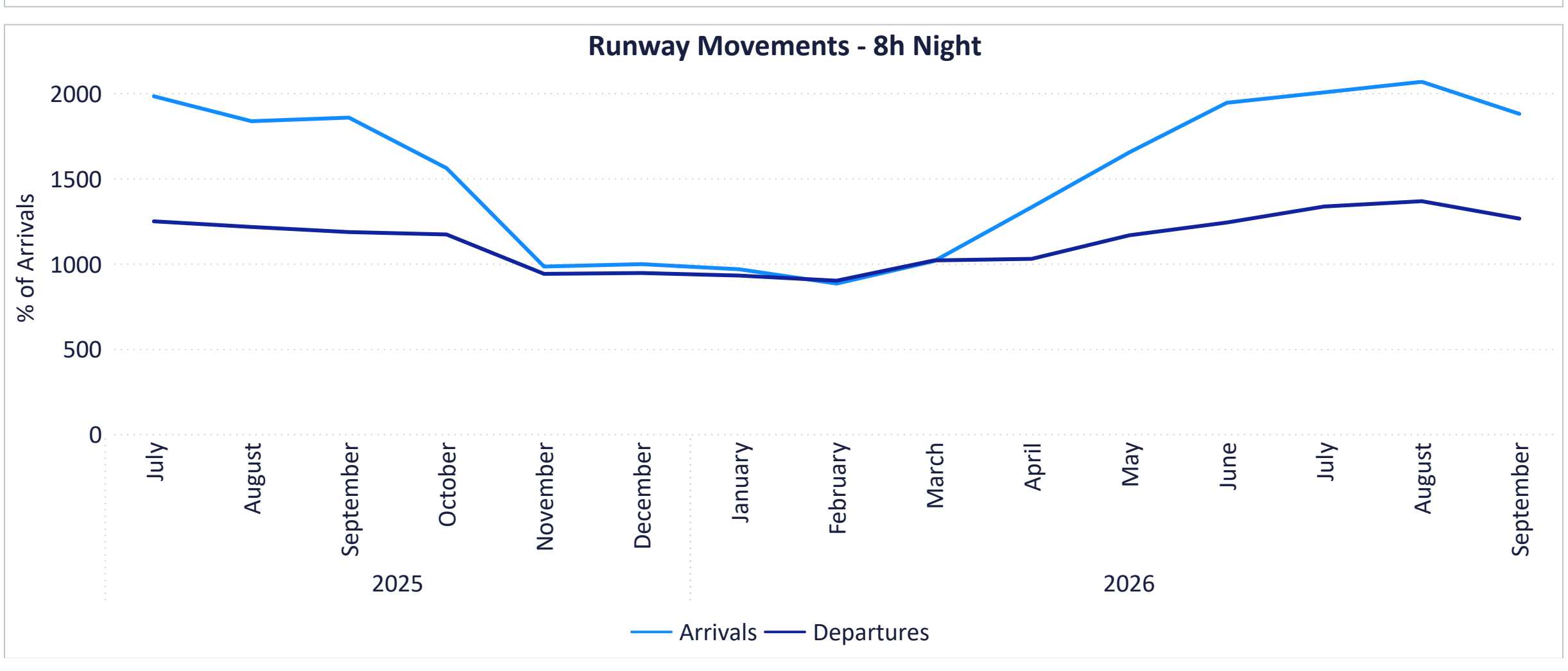


# Runway Movements - Year to Date



# Overflight of AIP no Fly Zones - Quarterly

| Date | Bishops Stortford | Stansted Mountfitchet | Sawbridgeworth | St Elizabeth's |
|---|---|---|---|---|
| July 2026 | 11 | | 1 | 9 |
| August 2026 | 9 | 1 | | 9 |
| September 2026 | 2 | | | 9 |

**Note: the monitoring of Bishops Stortford is set at 6,000ft QNH, although not specified in the UKAIP. St Elizabeth's is set at 4,000ft QNH and Stansted Mountfitchet and Sawbridgeworth set at 2,500ft QNH.**

| Runway Op type | Bishops Stortford | Stansted Mountfitchet | Sawbridgeworth | St Elizabeth's |
|---|---|---|---|---|
| 04 Arrivals | 18 | | 1 | |
| 22 Arrivals | 4 | 1 | | |
| 22 Departures | | | | 27 |

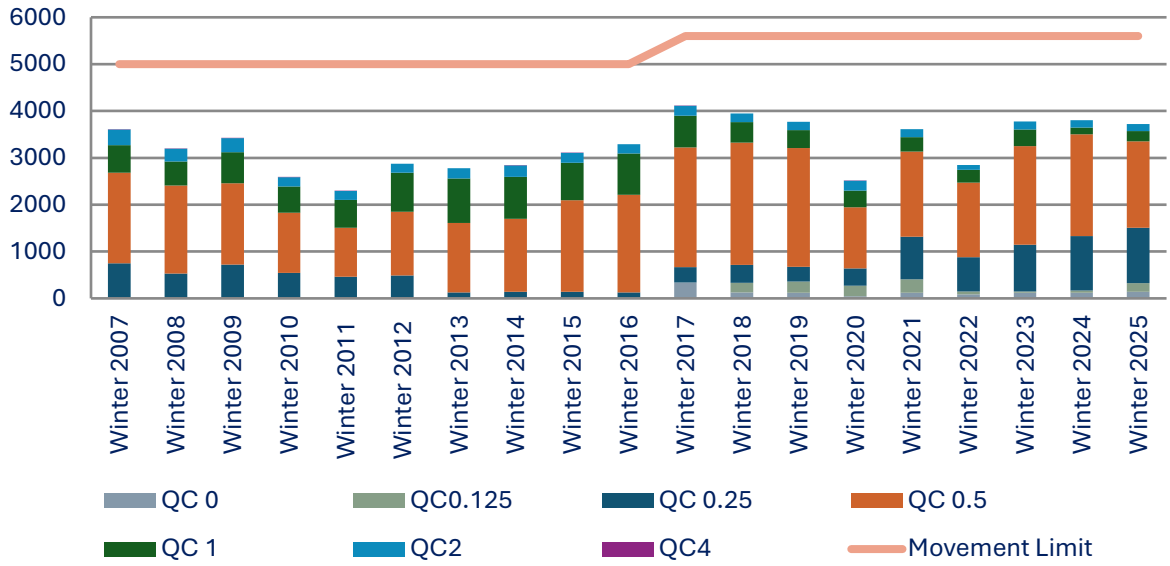
# Operational Notes

During this quarter there were a total over 51 overflights of the monitoring zones. In July, the 11 overflights of Bishop's Stortford were runway 04 vectored arrivals. The 9 overflights of St Elizabeth's were all runway 22 departures, with 1 runway 04 vectored arrival over Sawbridgeworth.

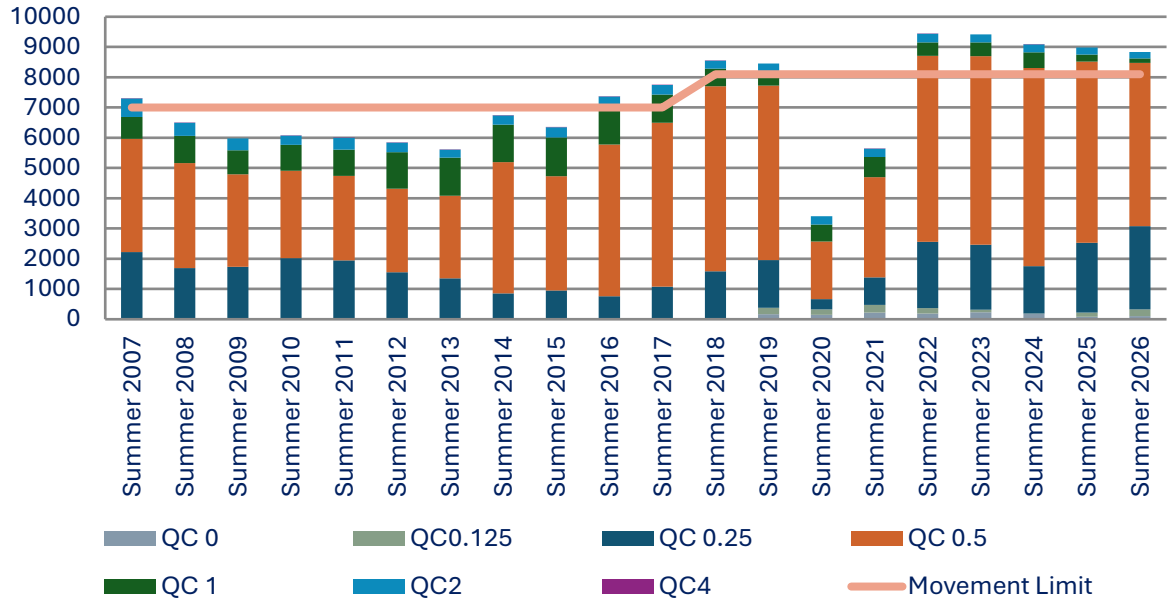
Of the 19 overflights in August, the Stansted Mountfitchet overflight was runway 22 arrival performing a go-around. The 9 overflights of St Elizabeth's were runway 22 departures. The 9 overflights of Bishop's Stortford were 2 runway 22 arrivals performing a go-around and 7 vectored runway 04 arrivals.

The 12 overflights recorded in September were 9 runway 22 departures near St Elizabeth's. Bishop's Stortford saw 2 runway 22 go-arounds.

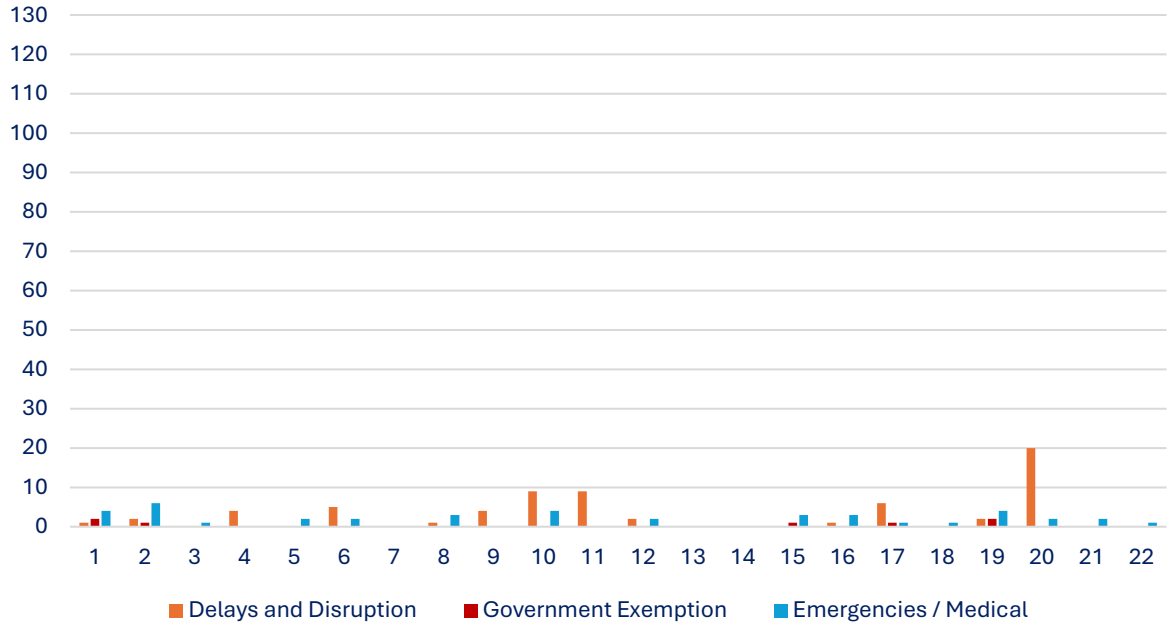
## Winter Night Operations by QC Band



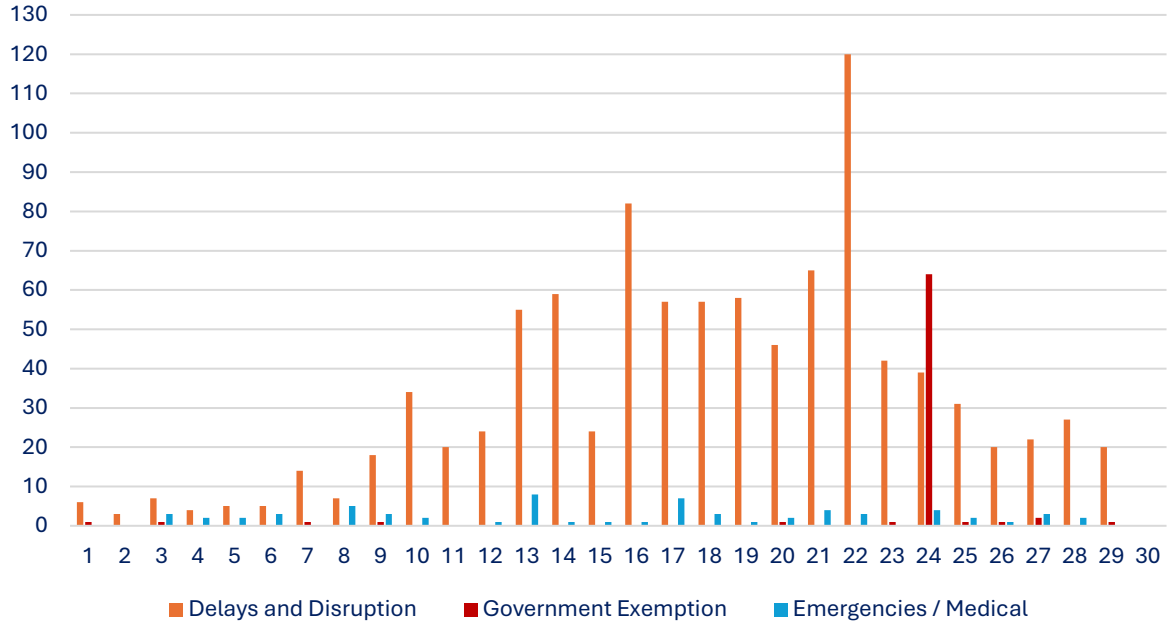

## Summer Night Operations by QC Band



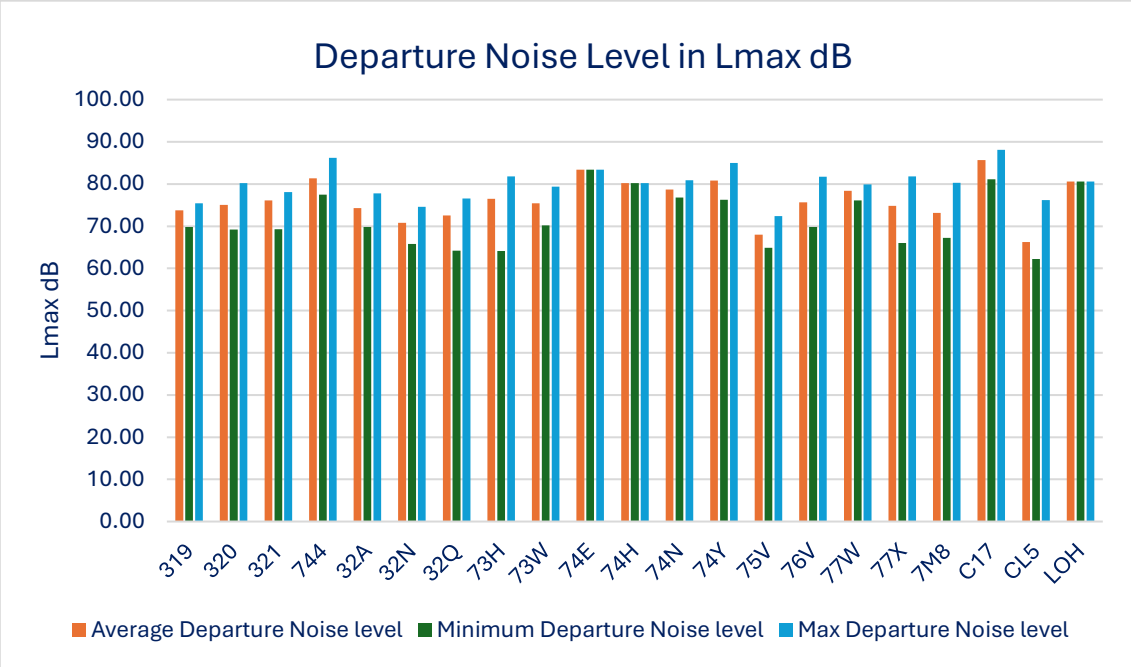
## Winter 2025 Night Operations by Exemption Type




## Summer 2026 Night Operations by Exemption Type

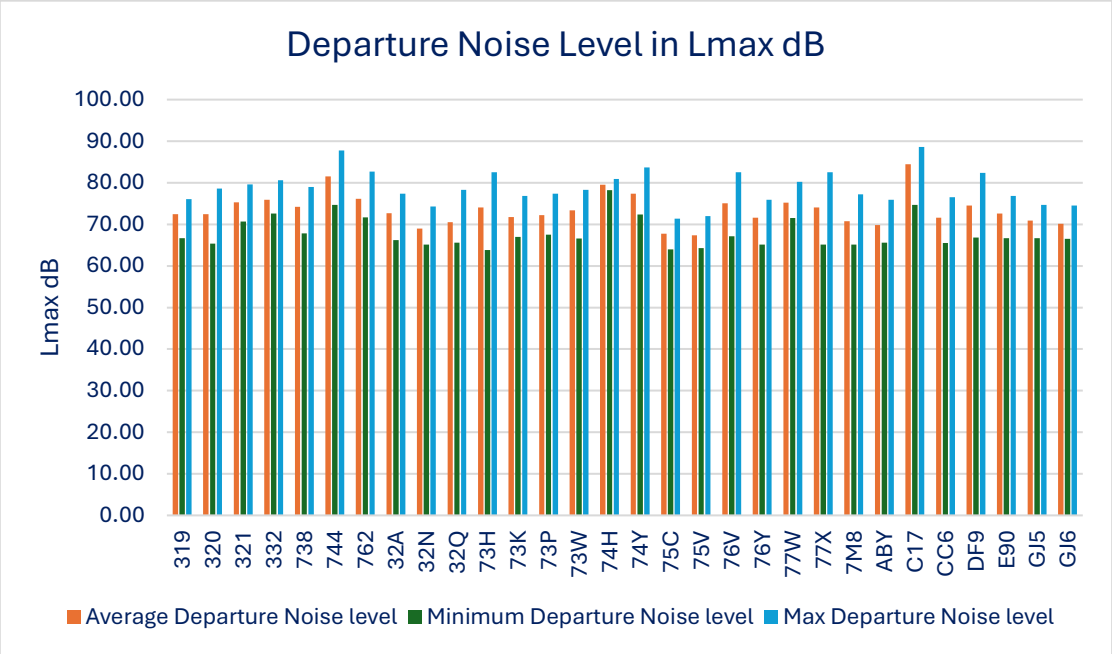


## Runway 04 (NMT10) Departure Noise




| Aircraft Type | No of Departures | Average Departure Noise level | Minimum Departure Noise level | Max Departure Noise level |
|---|---|---|---|---|
| 319 | 47 | 73.75 | 69.80 | 75.40 |
| 320 | 145 | 75.07 | 69.20 | 80.20 |
| 321 | 59 | 76.09 | 69.30 | 78.10 |
| 744 | 6 | 81.33 | 77.50 | 86.20 |
| 32A | 48 | 74.30 | 69.80 | 77.80 |
| 32N | 57 | 70.82 | 65.80 | 74.60 |
| 32Q | 209 | 72.52 | 64.20 | 76.60 |
| 73H | 3069 | 76.51 | 64.10 | 81.80 |
| 73W | 31 | 75.40 | 70.20 | 79.40 |
| 74E | 1 | 83.40 | 83.40 | 83.40 |
| 74H | 1 | 80.20 | 80.20 | 80.20 |
| 74N | 5 | 78.66 | 76.80 | 80.90 |
| 74Y | 11 | 80.82 | 76.30 | 85.00 |
| 75V | 32 | 67.98 | 64.90 | 72.40 |
| 76V | 26 | 75.64 | 69.80 | 81.70 |
| 77W | 35 | 78.39 | 76.10 | 79.90 |
| 77X | 66 | 74.79 | 66.00 | 81.80 |
| 7M8 | 1195 | 73.18 | 67.20 | 80.30 |
| C17 | 5 | 85.70 | 81.10 | 88.10 |
| CL5 | 35 | 66.23 | 62.20 | 76.20 |
| LOH | 1 | 80.60 | 80.60 | 80.60 |
| **Grand Total** | **5398** | **75.06** | **62.20** | **88.10** |

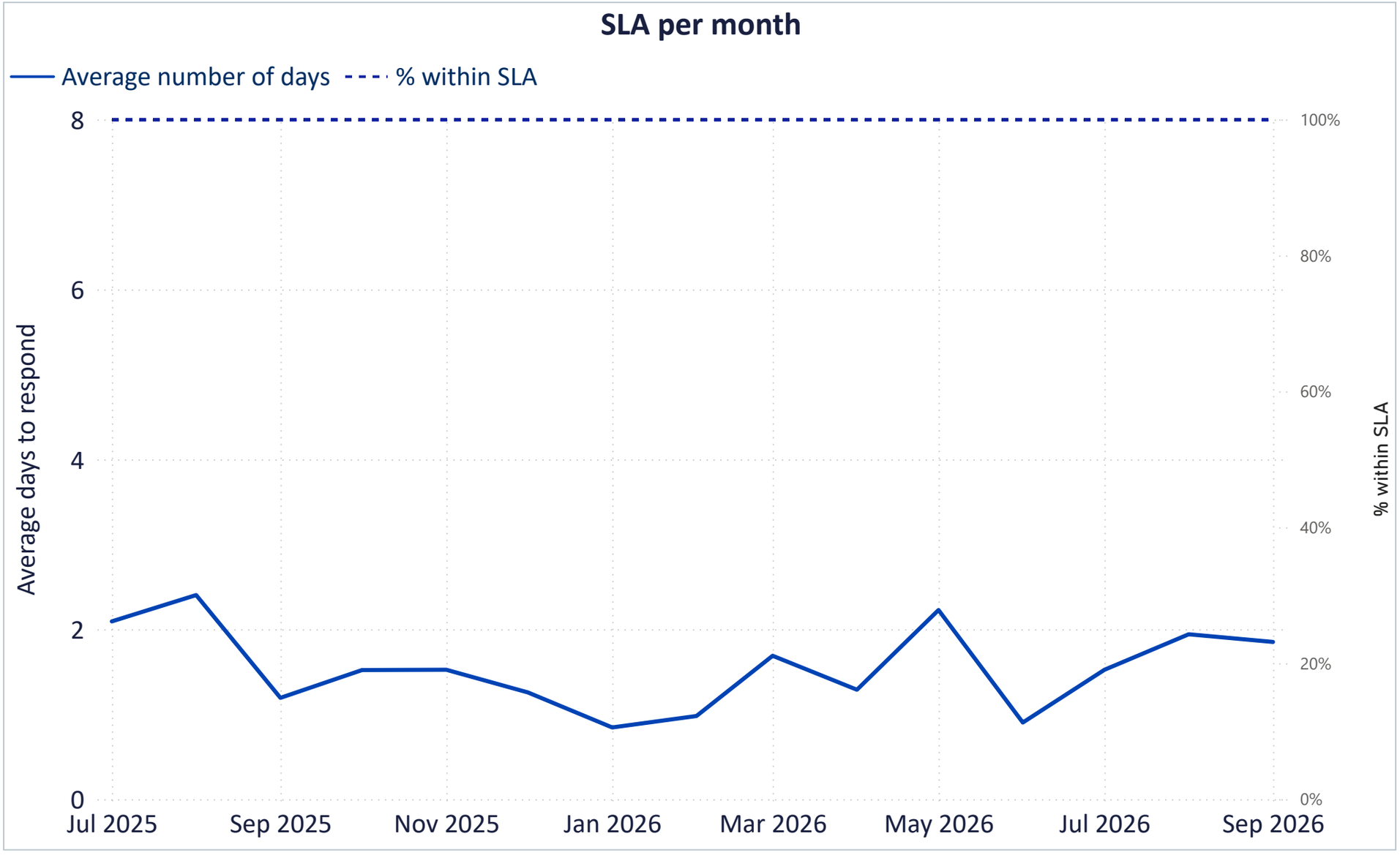
## Runway 22 (NMT5) Departure Noise




| Aircraft Type | No of Departures | Average Departure Noise level | Minimum Departure Noise level | Max Departure Noise level |
|---|---|---|---|---|
| 319 | 247 | 72.48 | 66.70 | 76.10 |
| 320 | 453 | 72.43 | 65.40 | 78.60 |
| 321 | 209 | 75.31 | 70.70 | 79.60 |
| 332 | 21 | 75.93 | 72.60 | 80.60 |
| 738 | 97 | 74.25 | 67.80 | 79.00 |
| 744 | 29 | 81.51 | 74.70 | 87.80 |
| 762 | 7 | 76.14 | 71.70 | 82.70 |
| 32A | 139 | 72.71 | 66.20 | 77.40 |
| 32N | 215 | 68.95 | 65.10 | 74.30 |
| 32Q | 740 | 70.54 | 65.60 | 78.30 |
| 73H | 10646 | 74.10 | 63.80 | 82.50 |
| 73K | 47 | 71.76 | 67.00 | 76.80 |
| 73P | 41 | 72.22 | 67.50 | 77.40 |
| 73W | 52 | 73.40 | 66.60 | 78.30 |
| 74H | 2 | 79.55 | 78.20 | 80.90 |
| 74Y | 32 | 77.38 | 72.40 | 83.70 |
| 75C | 35 | 67.72 | 64.00 | 71.40 |
| 75V | 67 | 67.40 | 64.30 | 72.00 |
| 76V | 73 | 75.05 | 67.10 | 82.50 |
| 76Y | 97 | 71.61 | 65.10 | 75.90 |
| 77W | 126 | 75.20 | 71.50 | 80.20 |
| 77X | 213 | 74.03 | 65.10 | 82.50 |

| | | | | |
|---|---|---|---|---|
| 7M8 | 4226 | 70.79 | 65.10 | 77.20 |
| ABY | 57 | 69.86 | 65.60 | 75.90 |
| C17 | 8 | 84.44 | 74.70 | 88.60 |
| CC6 | 34 | 71.61 | 65.50 | 76.50 |
| DF9 | 10 | 74.55 | 66.80 | 82.40 |
| E90 | 102 | 72.57 | 66.70 | 76.80 |
| GJ5 | 35 | 70.92 | 66.70 | 74.70 |
| GJ6 | 42 | 70.10 | 66.50 | 74.50 |
| **Grand Total** | **18451** | **72.96** | **63.80** | **88.60** |

# Complaints Response Times



# Summary Data

## Jan 2026 - Sep 2026

**Year to Date**

Multiple selections

| Track Keeping | Continuous Climb | Continuous Descent 24hr (Runway 22) | Continuous Descent Core Night (Runway 22) | Continuous Descent Core Night (Runway 04) |
|---|---|---|---|---|
| 99.79% | 87.05% | 96.17% | 97.17% | 76.58% |

## Jan 2025 - Dec 2025

**Year**

2025

| Track Keeping | Continuous Climb | Continuous Descent 24hr (Runway 22) | Continuous Descent Core Night (Runway 22) | Continuous Descent Core Night (Runway 04) |
|---|---|---|---|---|
| 99.80% | 86.59% | 95.63% | 96.72% | 77.00% |