

# NTKWG

## Thursday 24<sup>th</sup> April 2025

### Flight Performance Report

## Departing Aircraft

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

	22BZD	22CLN	22DET	deps	04BZD	04CLN	04DET	deps
January	99.96	99.73	100.00	5711	99.77	99.51	100.00	1069
February	100.00	99.82	100.00	3797	100.00	99.95	91.18	3300
March	100.00	99.79	100.00	3444	100.00	99.77	89.66	4537

### Total Track Keeping Performance Total (%)

January	99.79
February	99.85
March	99.76

### PBN Reporting for CLN2E

	All 22CLN Movements	% Track Keeping against +/- 500m swathe	No of PBN Departures	% PBN Track Keeping against +/- 500m swathe
January	3352	98.03	3210	99.69
February	2211	98.46	2149	99.72
March	1945	98.61	1870	99.94

### Track Keeping Worst Performing

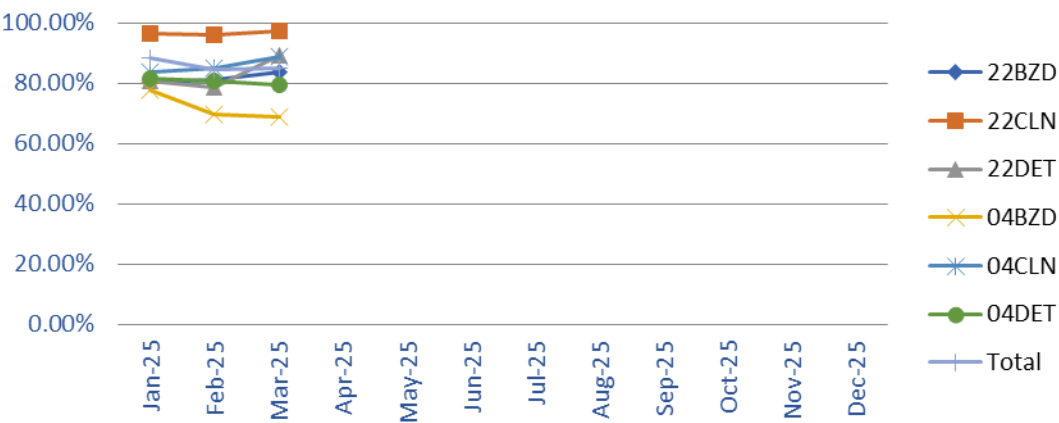
	Departures	%	Aircraft Type(s)
Hong Kong Cargo	36	97.22	Airbus A330
Hi Sky	61	96.72	Boeing 737-800 / Airbus 321neo
China Cargo	36	94.44	Boeing 777F
Silkway West	10	90.00	Boeing 747-400

### Infringements Noise

	Day	Night	1000ft 24hr
January	0	0	0
February	0	0	0
March	0	0	0

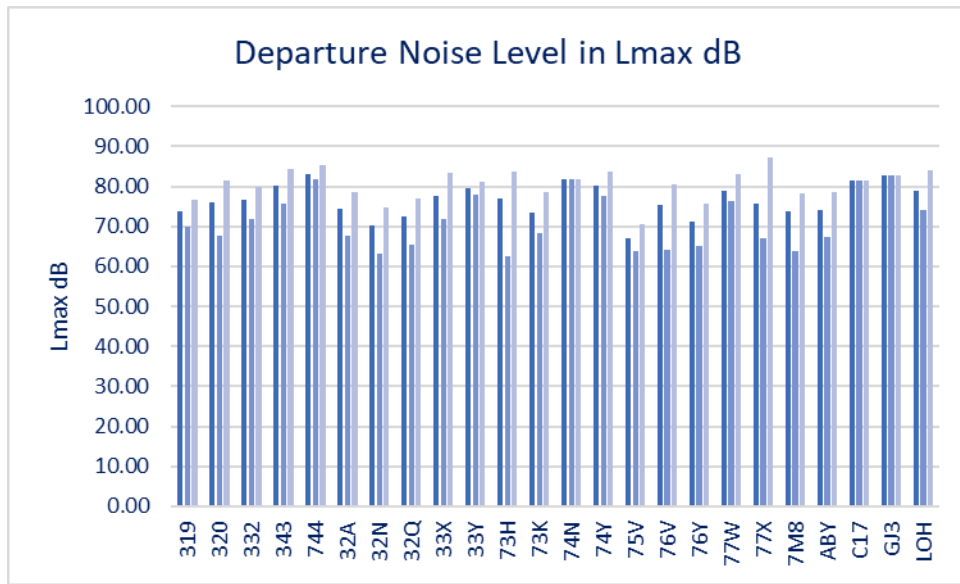
Continuous Climb Performance by Route

Continuous Climb Operations by Route  
2025



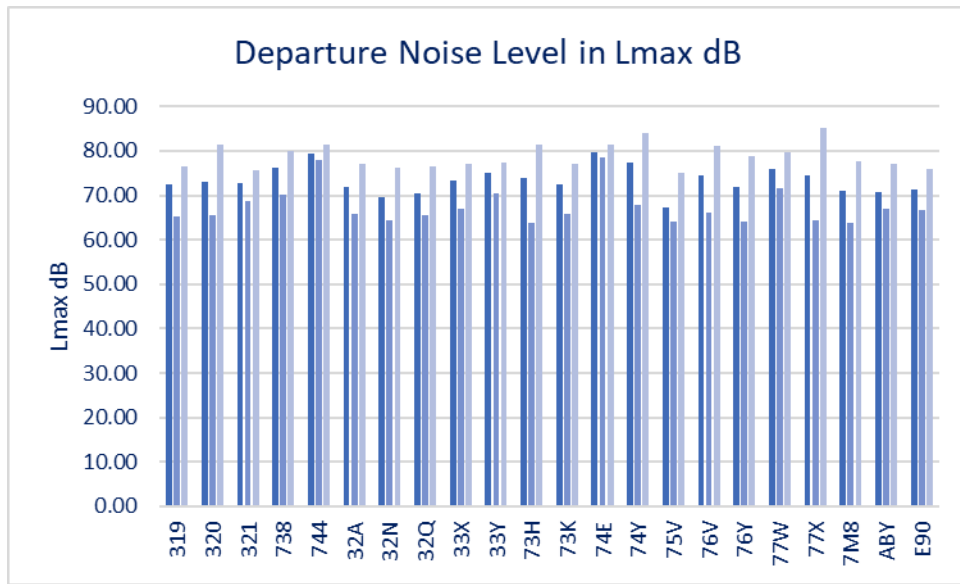
	22BZD	22CLN	22DET	04BZD	04CLN	04DET	Total
Jan-25	80.36%	96.39%	80.70%	77.75%	83.74%	81.48%	88.44%
Feb-25	81.01%	96.25%	78.67%	69.74%	84.92%	80.88%	84.61%
Mar-25	83.50%	97.33%	89.33%	68.70%	88.99%	79.31%	85.14%
Apr-25							
May-25							
Jun-25							
Jul-25							
Aug-25							
Sep-25							
Oct-25							
Nov-25							
Dec-25							
Yr to date	81.41%	96.59%	82.58%	70.14%	86.84%	80.22%	85.99%

### Departure Levels recorded at Monitor 10 (Runway 04)



Aircraft Type	No of Departures	Average Departure Noise level	Minimum Departure Noise level	Max Departure Noise level
319	81	73.85	69.90	76.60
320	221	76.05	67.80	81.60
332	8	76.56	71.90	80.00
343	2	80.15	75.80	84.50
744	3	83.03	81.80	85.20
32A	106	74.27	67.80	78.60
32N	239	70.29	63.30	74.70
32Q	136	72.62	65.30	76.90
33X	31	77.63	71.80	83.40
33Y	25	79.59	78.00	81.20
73H	5018	76.96	62.40	83.70
73K	32	73.53	68.30	78.70
74N	1	81.80	81.80	81.80
74Y	26	80.33	77.70	83.70
75V	51	67.14	63.70	70.70
76V	47	75.33	64.30	80.60
76Y	54	71.28	65.20	75.60
77W	69	78.80	76.40	83.10
77X	150	75.68	66.90	87.40
7M8	2015	73.79	63.80	78.30
ABY	30	74.03	67.30	78.60
C17	1	81.60	81.60	81.60
GJ3	1	82.60	82.60	82.60
LOH	2	79.00	74.10	83.90
<b>Grand Total</b>	<b>8723</b>	<b>75.55</b>	<b>62.40</b>	<b>87.40</b>

## Departure Levels recorded at Monitor 5 (Runway 22)



Aircraft Type	No of Departures	Average Departure Noise level	Minimum Departure Noise level	Max Departure Noise level
319	112	72.51	65.10	76.60
320	346	73.02	65.60	81.40
321	61	72.84	68.70	75.50
738	32	76.23	70.10	80.10
744	4	79.40	77.90	81.30
32A	139	72.03	65.80	77.10
32N	275	69.48	64.50	76.30
32Q	203	70.49	65.50	76.40
33X	42	73.36	67.10	77.20
33Y	36	75.03	70.30	77.30
73H	6666	73.86	63.80	81.40
73K	47	72.50	65.90	77.20
74E	3	79.80	78.50	81.40
74Y	36	77.25	67.80	84.10
75V	68	67.14	64.00	75.10
76V	75	74.41	66.10	81.20
76Y	74	71.88	64.20	78.70
77W	107	75.86	71.60	79.60
77X	203	74.36	64.40	85.10
7M8	2581	70.92	63.80	77.60
ABY	38	70.76	67.00	77.20
E90	35	71.21	66.80	75.90
<b>Grand Total</b>	<b>11457</b>	<b>72.87</b>	<b>63.70</b>	<b>85.10</b>

# Arriving Aircraft

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

	24 Hr	Day (07:00 – 23:00)	Night (23:00-07:00)	Core Night (23:30-06:00)
January	95.45	95.21	96.88	96.90
February	96.56	96.50	96.97	95.92
March	96.83	96.97	95.89	93.06

CDA Runway 04	Movements	% Core Night (23:30-06:00)
January	111	70.27
February	252	76.98
March	341	77.71

## CDA (Runway 22) – Worst Performing

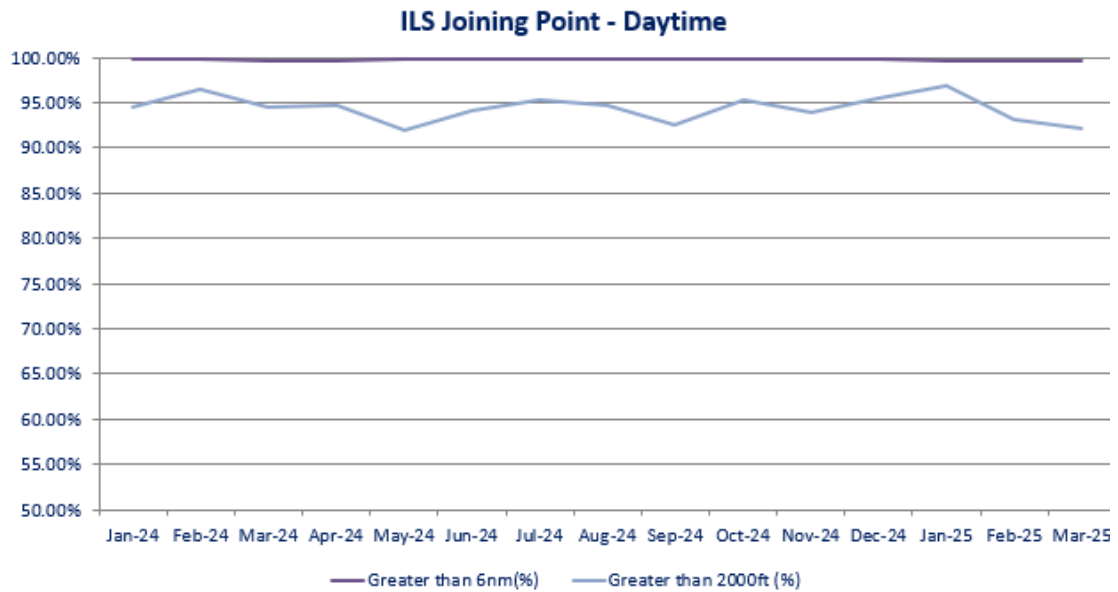
	Arrivals	%	Aircraft Type(s)
China Cargo	22	72.72	Boeing 777F
Asiana	15	73.33	Boeing 747-400F
Hong Kong Cargo	21	76.19	Airbus A330
Royal Jordanian	24	83.33	Airbus A320

## Missed Approaches

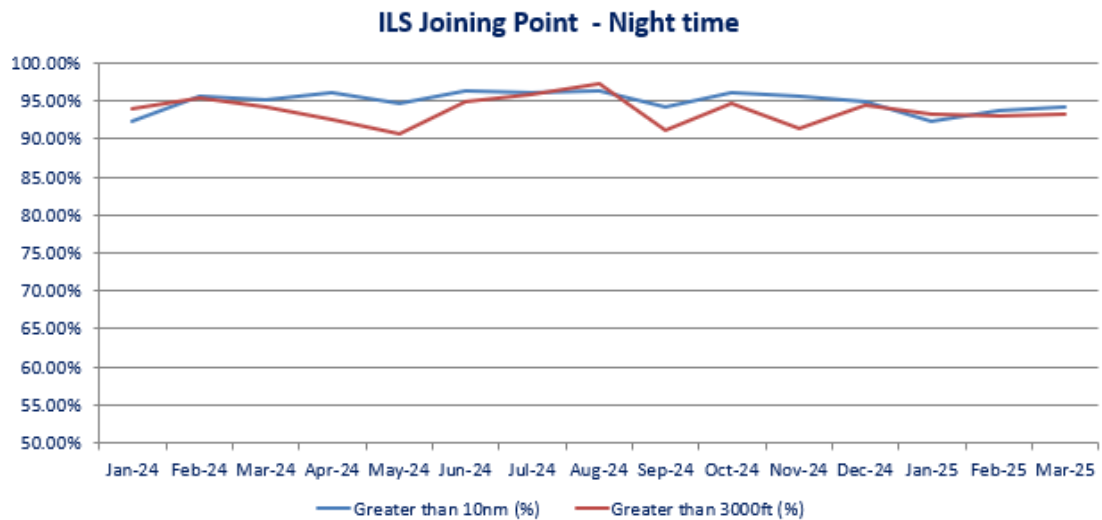
January	24
February	9
March	30

## Instrument Landing System (ILS) Joining Point

(Daytime arriving aircraft intercepting the ILS beyond 6nm and above 2,000ft)

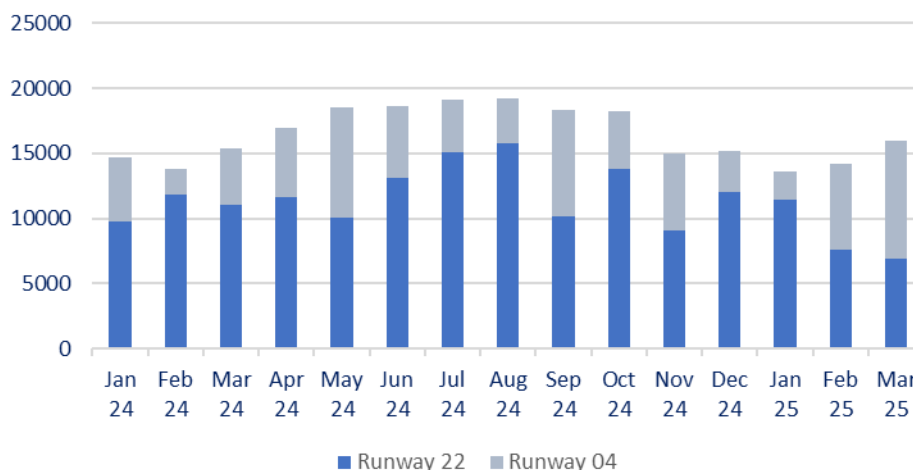


(Night-time arriving aircraft intercepting the ILS beyond 10nm and above 3,000ft)



# General Information

## Runway Movements per Month



## Overflight of AIP no Fly Zones

	Bishops Stortford	Stansted Mountfitchet	Sawbridgeworth	St Elizabeth's
<b>January</b>	3	0	0	8
<b>February</b>	2	0	0	2
<b>March</b>	6	0	1	4

\* 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.

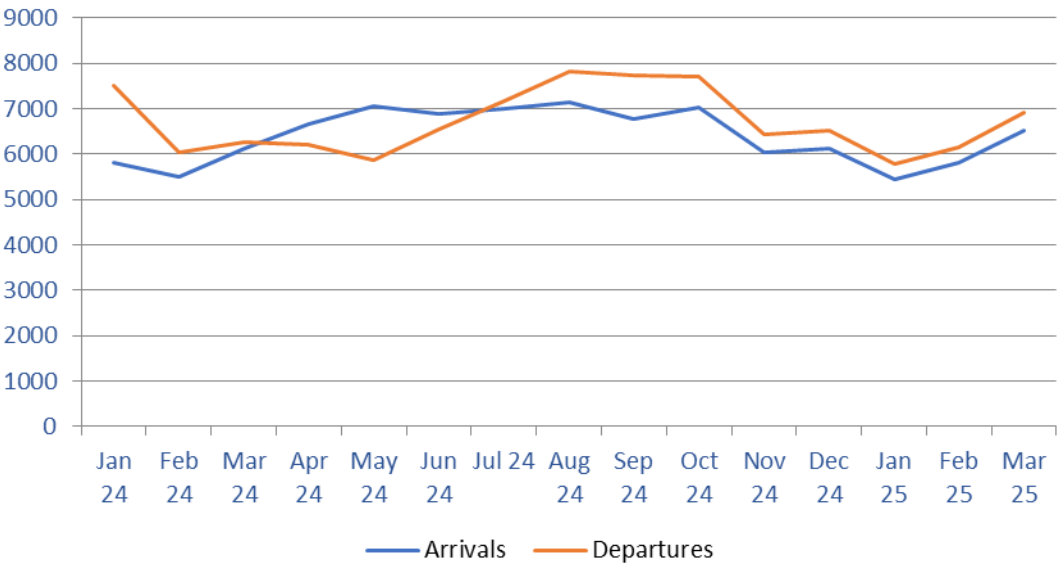
## Overflight of AIP no Fly Zones by route

	Bishops Stortford	Stansted Mountfitchet	Sawbridgeworth	St Elizabeth's
<b>22 Arrivals</b>	2	0	0	0
<b>22 Departures</b>	1	0	0	14
<b>04 Arrivals</b>	8	0	1	0
<b>04 Departures</b>	0	0	0	0

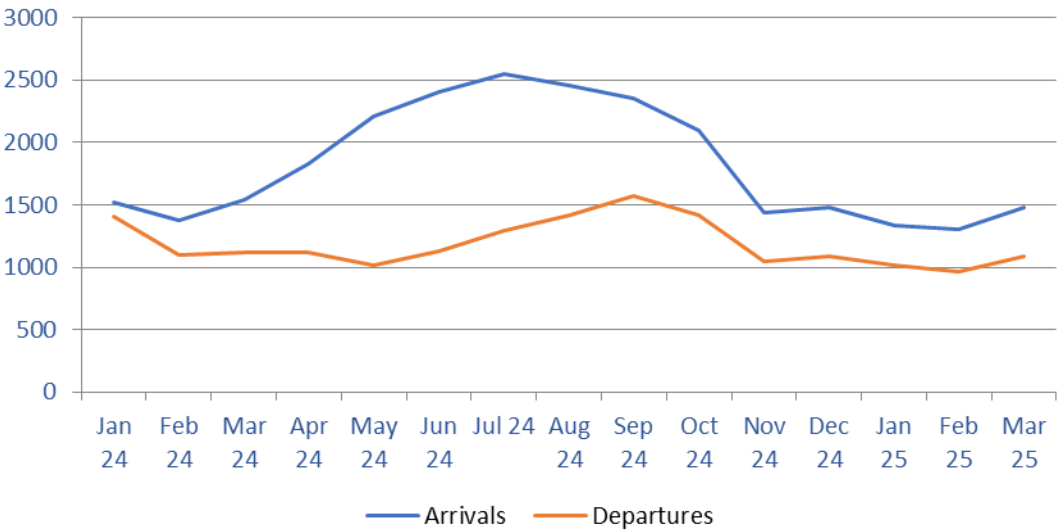
During this 3-month period, overflights of the AIP zones totalled 26. Of the 11 overflights in January, there were 3 x runway 04 arrivals vectored over Bishop's Stortford, and 8 x runway 22 departures over St Elizabeth's. February saw just 4 overflights, with 2 x runway 22 departures over Elizabeth's and the 2 x overflights of Bishop's Stortford were a runway 22 go-around and a vectored runway 04 arrival. March saw 4 x runway 22 departures over St Elizabeth's and one other over Bishop's Stortford. There was with 1 x runway 22 go-around over Bishop's Stortford. The other overflights of Bishop's Stortford and Sawbridgeworth were vectored runway 04 arrivals.

Day and Night Operations Trend Data

16hr Daytime Movements per Month



8hr Night Movements per Month

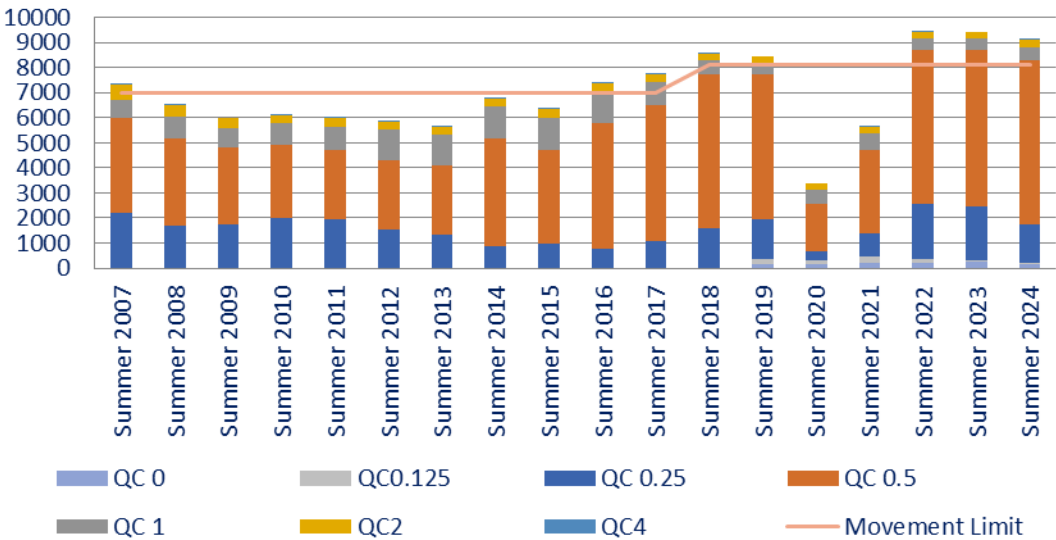




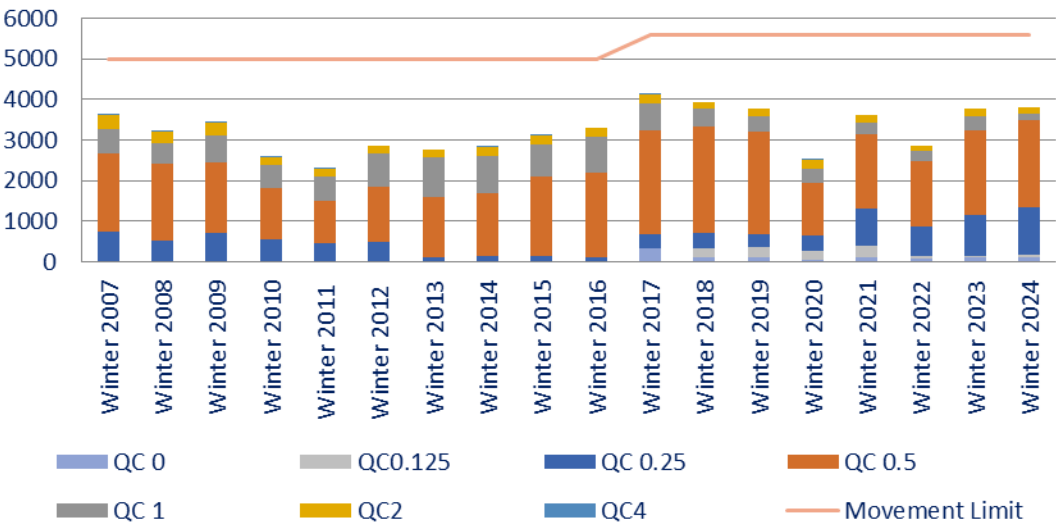
# Night Operations

## Night Movements by Season

### Summer Night Operations by QC Band

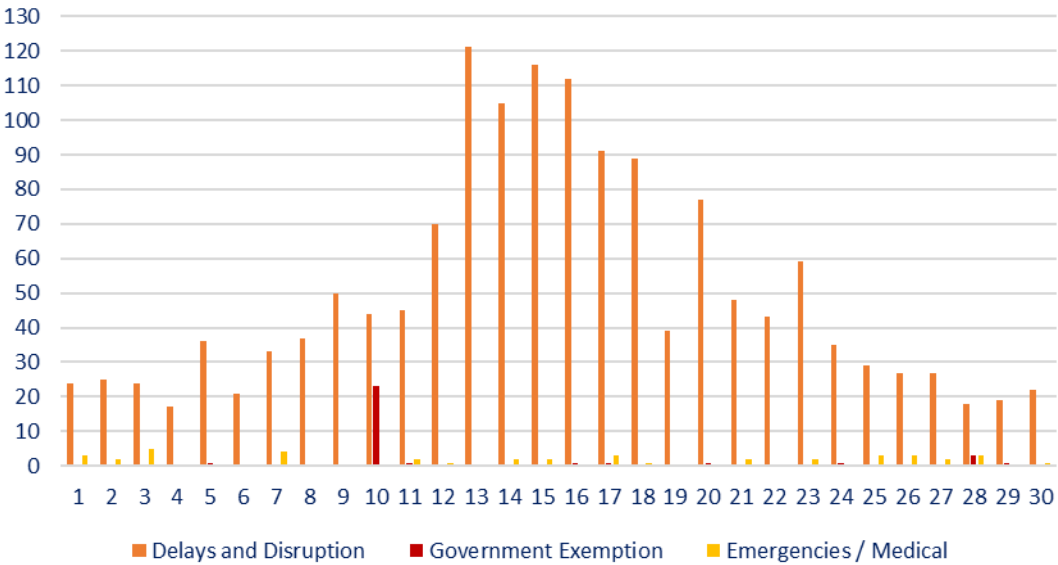


### Winter Night Operations by QC Band

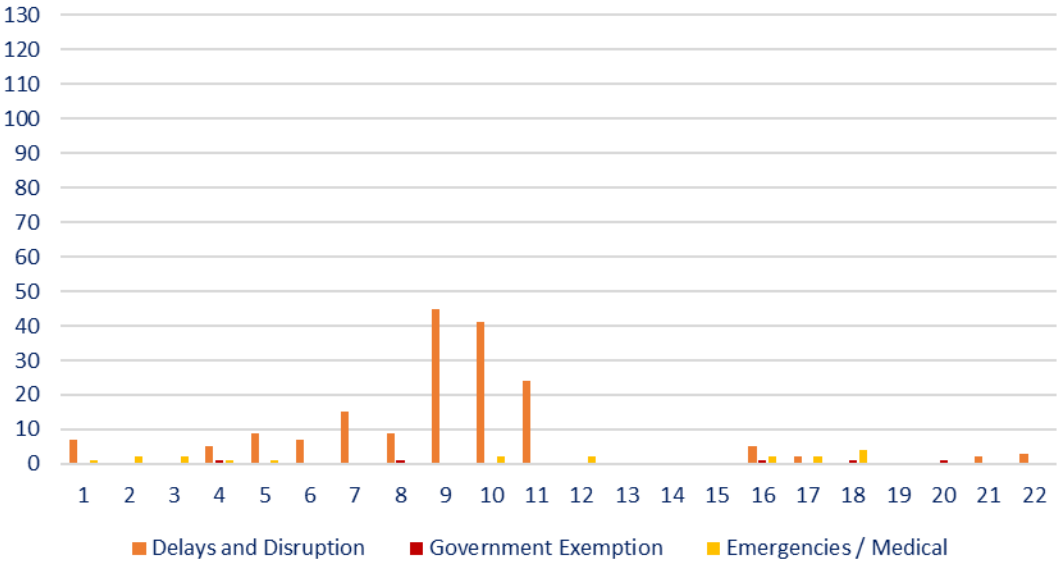


## Night Movements Dispensations by Week

Summer 2024 Night Operations by Exemption Type



Winter 2024 Night Operations by Exemption Type



# Complaints Response Times

