

**Mike Glen**  
Airspace, Noise and ATM Specialist  
London Heathrow Airport

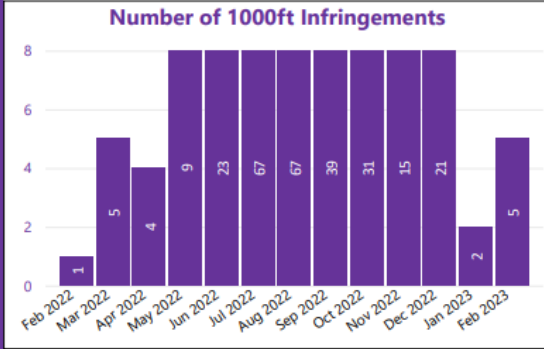


# NACF March 2023

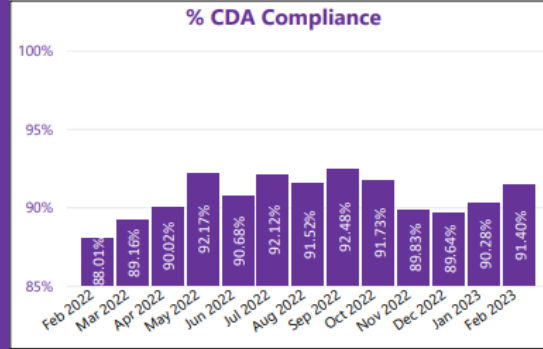
**Heathrow**



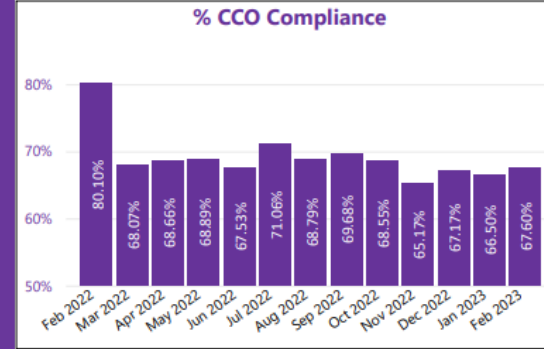
# Rolling Monthly Performance



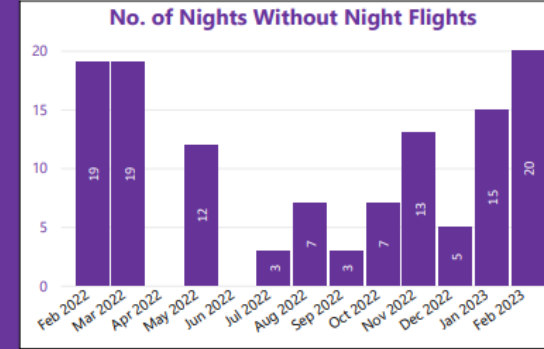
**METRIC:** After take-off, aircraft shall be operated in such a way that it is at a height of not less than 1000ft AAL at 6.5km from the start of roll.  
**COMMENTS:** Improvement post Covid, however ATMs were not at pre Covid levels in 2022.



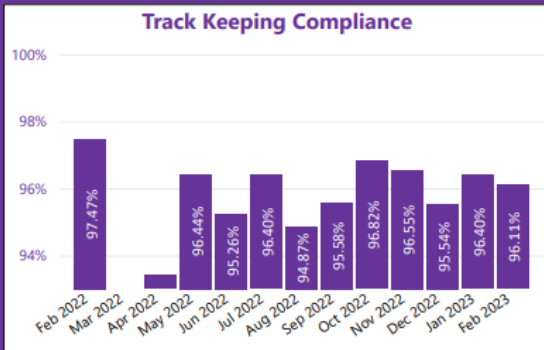
**METRIC:** When an aircraft arrives, it shall not fly a segment of level flight longer than 2.5nm below 6000ft.  
**COMMENTS:** Covid impact for 2020/2021. 2022 is the best year to date for % CDA compliance.



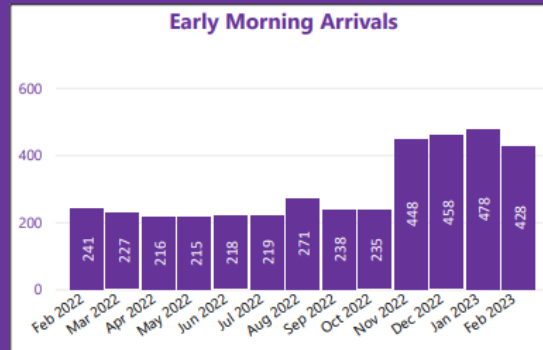
**METRIC:** An aircraft shall endeavour to maintain a constant rate of climb after departure.  
**COMMENTS:** Improvement during 2020/2021 due to Covid and low departure numbers. As traffic increased in 2022, performance declined due to airspace constraints.



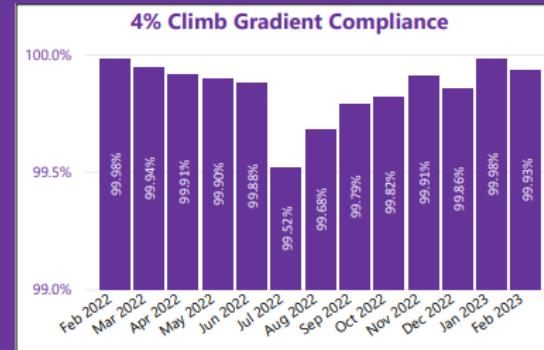
**METRIC:** Number of nights without night flights is specifically for flights between 23:30-04:30



**METRIC:** Aircraft shall be deemed on track when it remains within a swathe 1.5km either side of the Standard Instrument Departure ideal centre line.



**METRIC:** Scheduled early morning arrivals between the hours of 04:30-06:00.  
**COMMENTS:** Covid impact for 2020/2021.



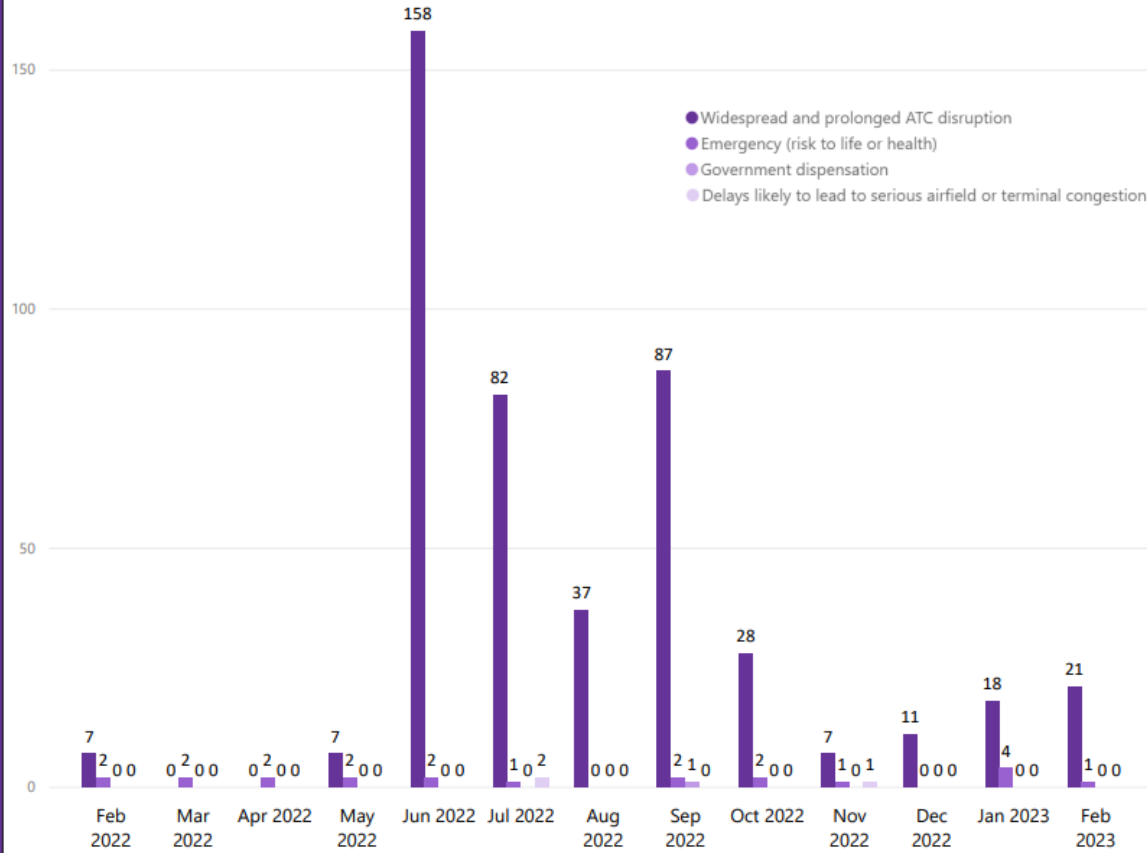
**METRIC:** A departing aircraft will maintain a minimum climb gradient of 4% measured between 1000ft and 4000ft.

**Summary:**  
 No noise infringements in Jan/Feb 2023.

**Total number of nights without Night Flights:**

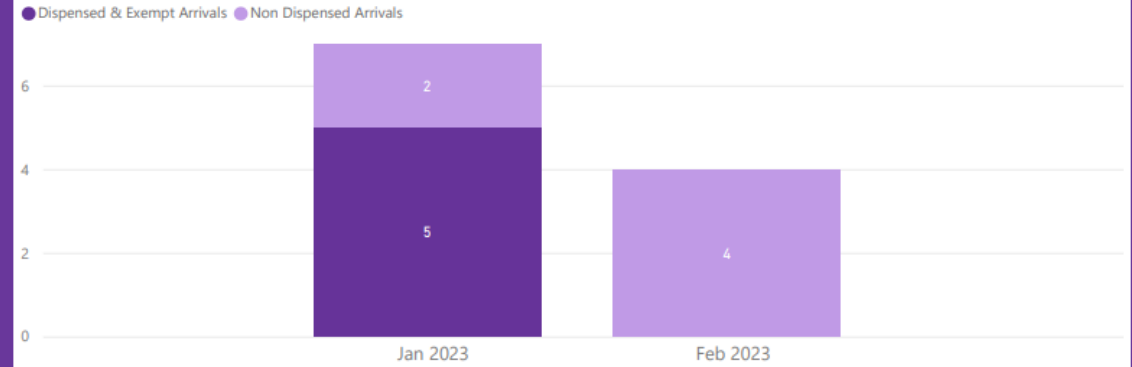
2022	107
2023	35

## Dispensation Reasoning Breakdown



METRIC:

## Late Runners (Arrivals)



METRIC: Late running, off schedule arrivals operating between 23:30-04:30.

Comments: As traffic increased in 2022, punctuality declined due to resource constraints across Team Heathrow, as well as weather impacts across Europe.

## Late Runners (Departures)



METRIC: Late running, off schedule departures operating between 23:30-04:30.

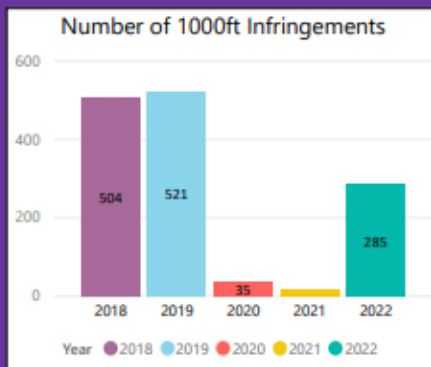
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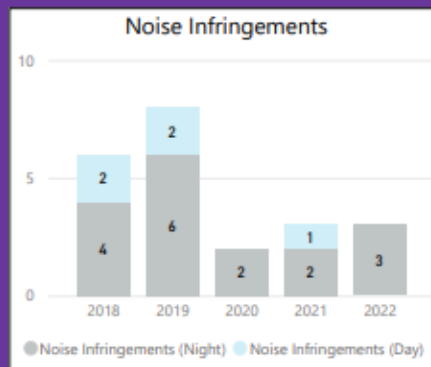
# Yearly Performance

# NACF Dashboard - Yearly

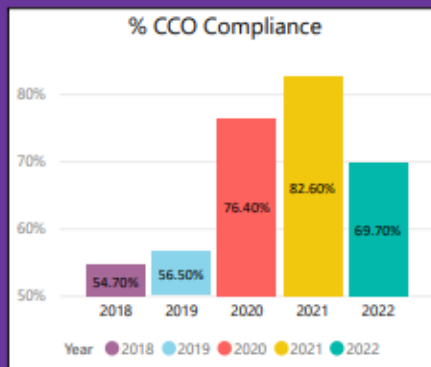
# Heathrow



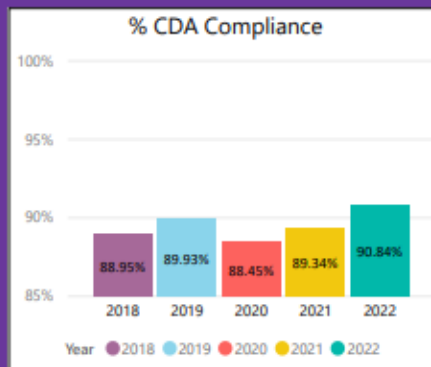
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**COMMENTS:** Improvement post covid, however ATMs were not at pre covid levels in 2022.



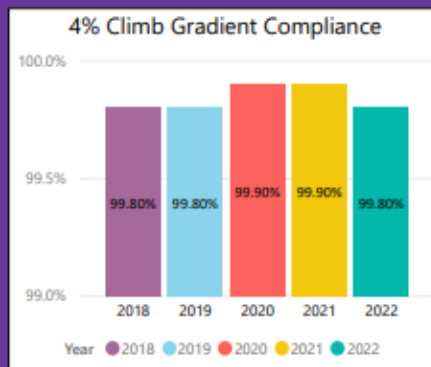
**METRIC:** After take-off, aircraft will be operated in such a way that they will not breach noise limits specified in the UK AIP AD 2.21.  
**COMMENTS:** We have seen an improvement post covid following retirement of noisier aircraft (e.g. Boeing 747).



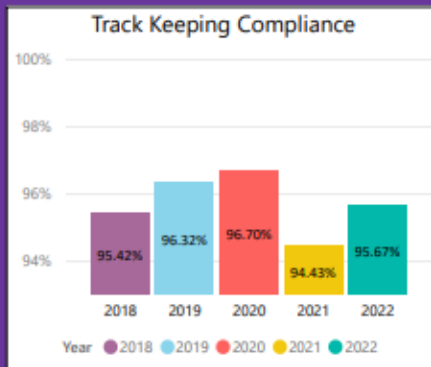
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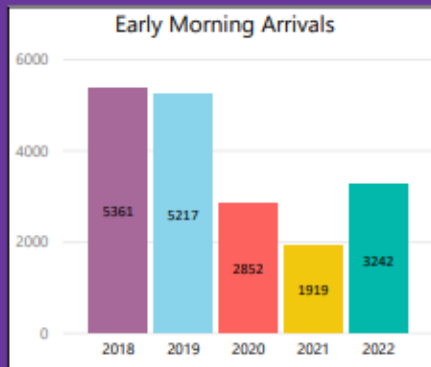
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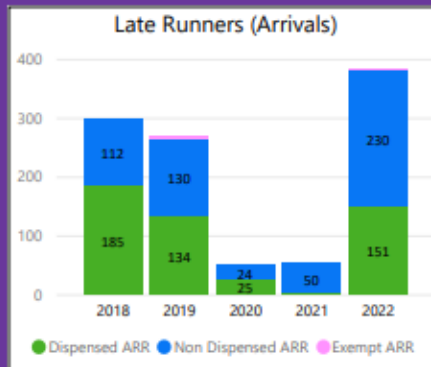
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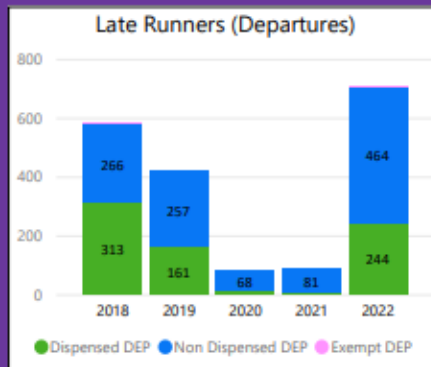
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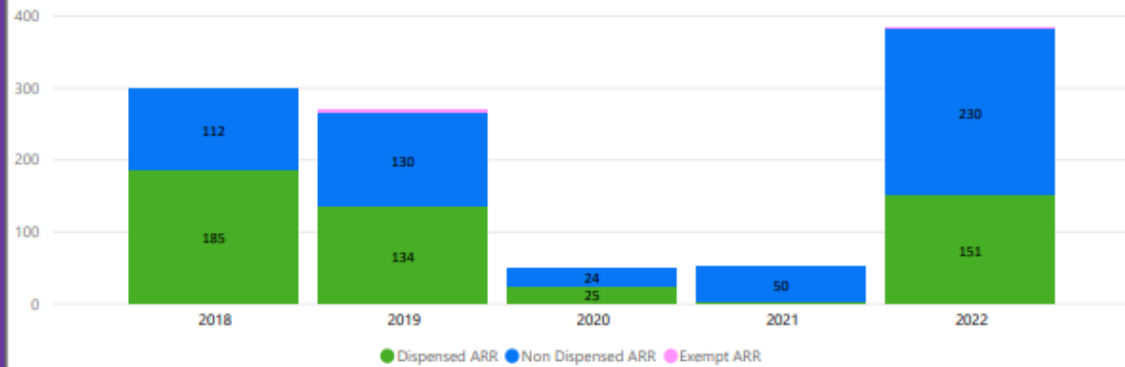


**METRIC:** Late running, off schedule departures operating between 23:30-04:30  
**COMMENTS:** As traffic increased in 2022, punctuality declined due to resource constraints across Team Heathrow, as well as weather impacts across Europe.

# Night Flights Dashboard - Yearly and 2022 Breakdown

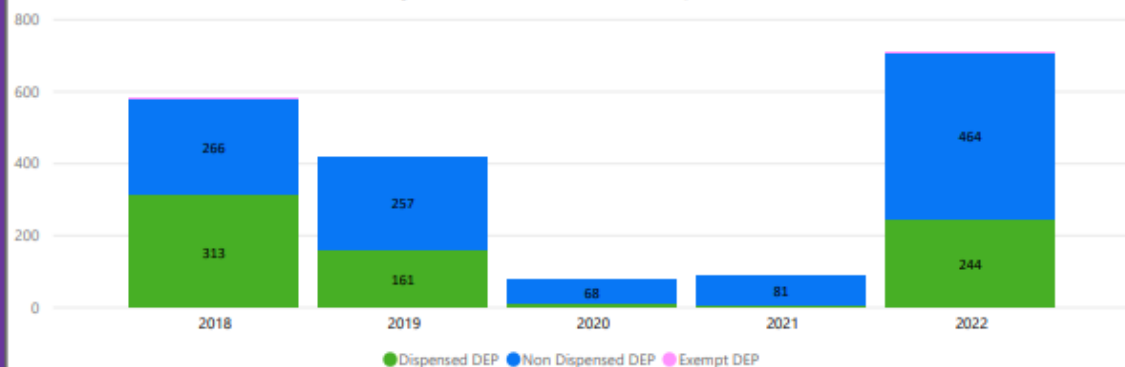


### Yearly Late Runners (Arrivals)



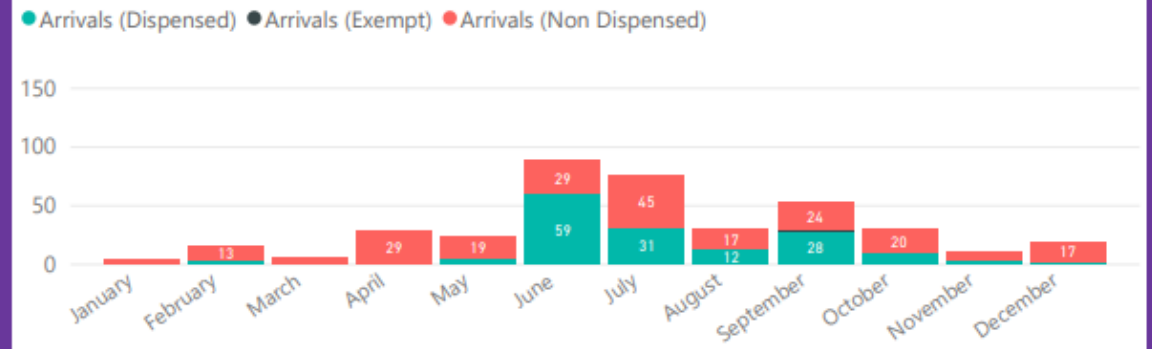
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### Yearly Late Runners (Departures)



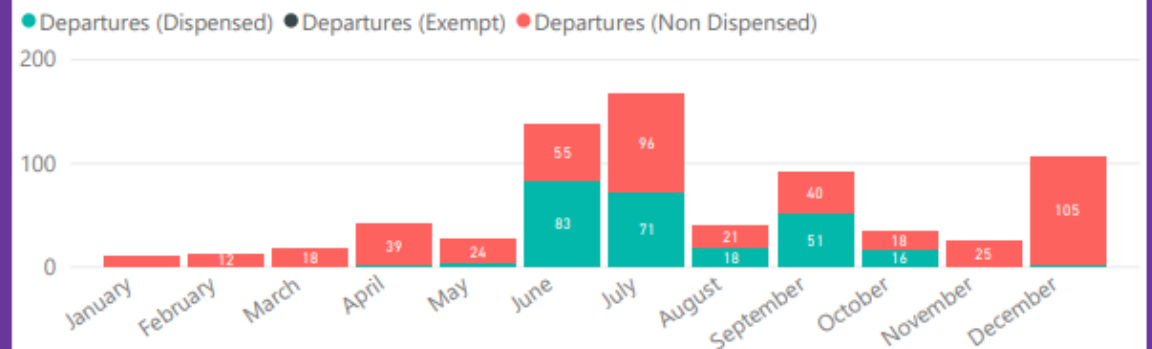
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**Comments:** As traffic increased in 2022, punctuality declined due to resource constraints across Team Heathrow, as well as weather impacts across Europe.

### 2022 Monthly Late Runners (Arrivals)



**METRIC:** Late running, off schedule arrivals operating between 23:30-04:30.  
**Comments:** As traffic increased in 2022, punctuality declined due to resource constraints across Team Heathrow, as well as weather impacts across Europe.

### 2022 Monthly Late Runners (Departures)



**METRIC:** Late running, off schedule departures operating between 23:30-04:30.  
**Comments:** As traffic increased in 2022, punctuality declined due to resource constraints across Team Heathrow, as well as weather impacts across Europe.

**Heathrow**  
*Making every journey better*