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Noise KPI Update NACF July 2022

Heathrow

Monthly KPI Chart

June 2022 Noise KPI Chart

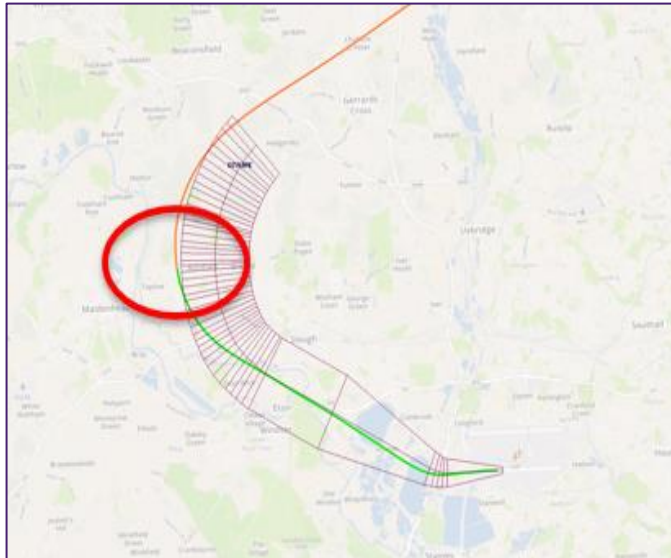
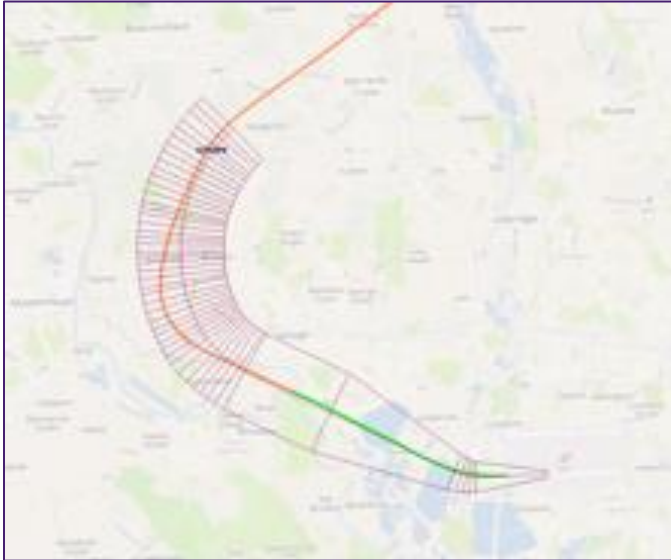
KPI	Comparable 2021 data January to June 2021	2022 Comparison January to June 2022	RAG
1000ft	4	45	
Noise Infringements Night	0	1	
Noise Infringements Day	1	0	
Track Keeping Average 27R	98.08%	98.43%	
Track Keeping Average 27L	97.63%	98.00%	
Track Keeping Average 09R	88.60%	89.24%	
Track Keeping Average 09L	69.89%	50.00%	
Track Keeping All Runways	91.58%	95.39%	
Departures 4% Climb Gradient	99.98%	99.93%	
CCO Compliance All Runways	87.6%	71.30%	
CDA Day Average	85.57%	89.98%	
CDA Night Average	91.15%	91.37%	
CDA Core Night Average	96.05%	96.64%	
CDA 06:00 Hour Average	90.00%	89.93%	
24 Hour CDA Average*	86.47%	90.35%	
Joining Point Day LATES Average	0.21%	0.22%	
Joining Point Day LOWS Average	8.58%	8.44%	
Joining Point Night LATES Average*	2.11%	1.99%	
Joining Point Night LOWS Average*	4.47%	4.95%	
Night Quota Pro Rata for Quota Count**	29.5%	44.6%	
Night Quota Pro Rata for Movements**	34.4%	64.1%	

* Service levels in NATS contract

** Excess usage pro-rata indicates increased risk of aircraft being refused permission to arrive or depart during 23:30-06:00hrs local

RAG – Green: Better than previous score or within 4.99%. Amber: Worse than previous score between 5-10%. Red; Worse than the previous score, by 10% or greater

A Focus on Track Keeping



Track Keeping Average 27R	98.08%	98.43%	
Track Keeping Average 27L	97.63%	98.00%	
Track Keeping Average 09R	88.60%	89.24%	
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Track Keeping All Runways	91.58%	95.39%	

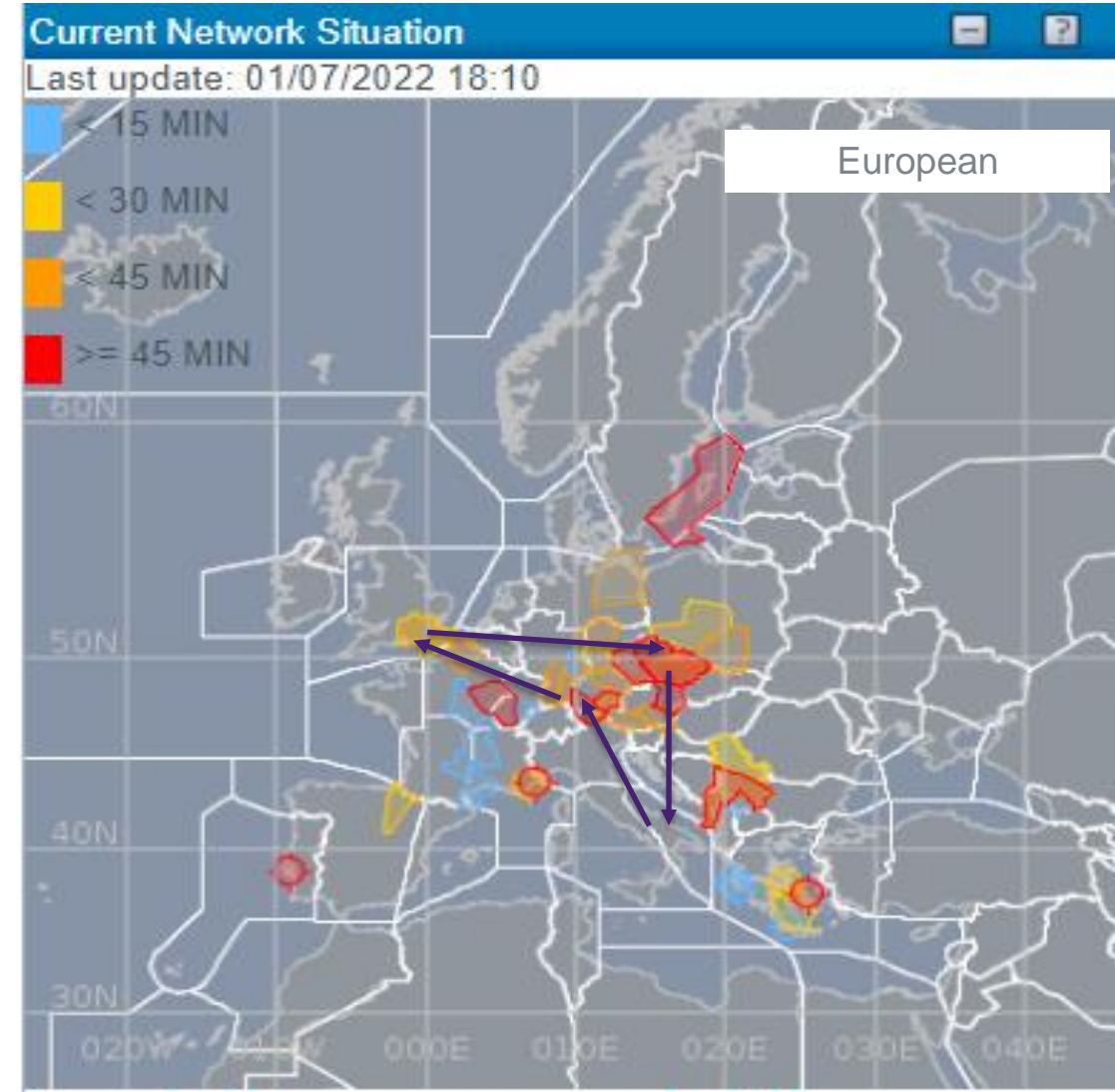
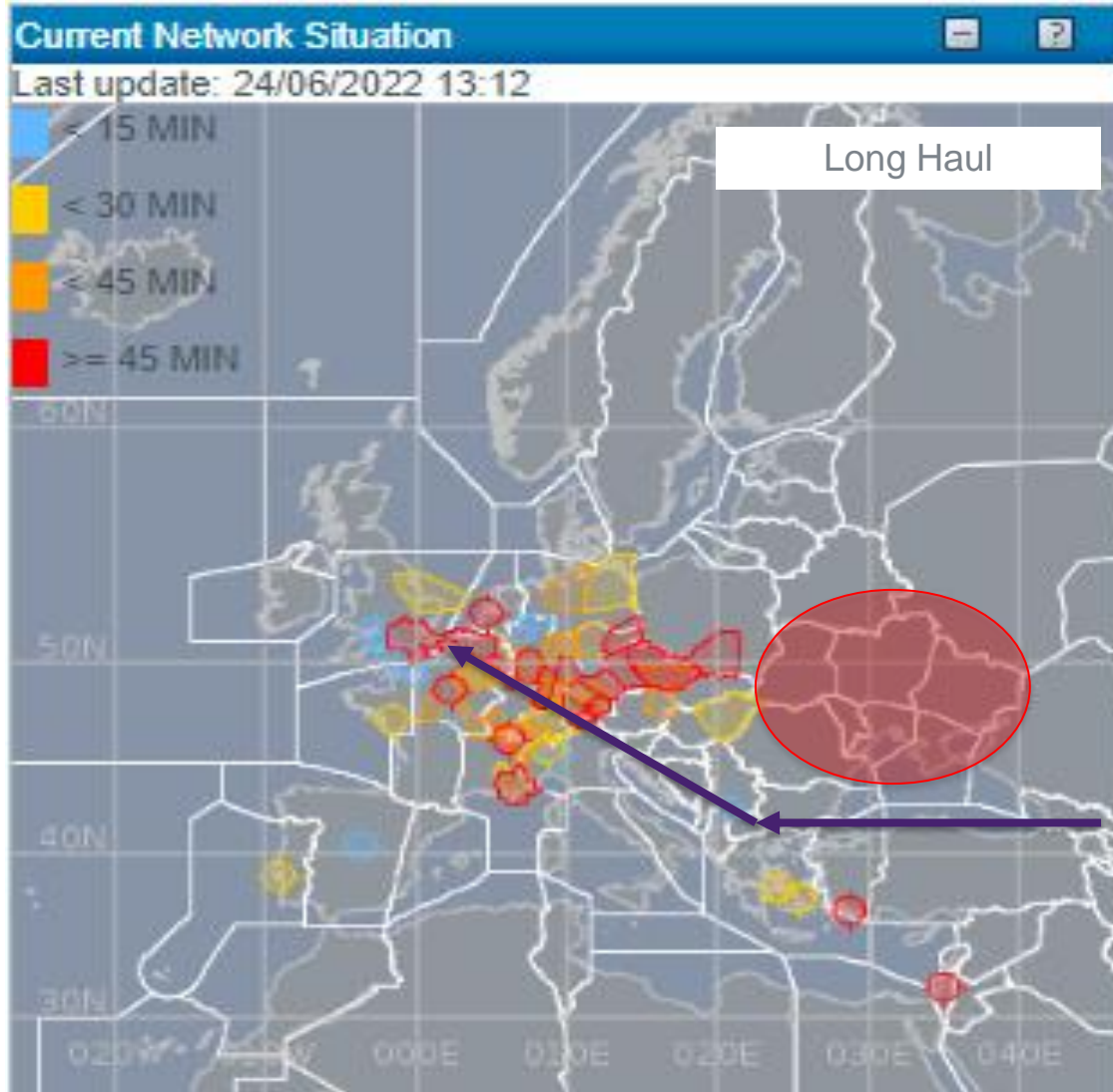
Extract from UK AIP AD2.22

8. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 m from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5 km either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

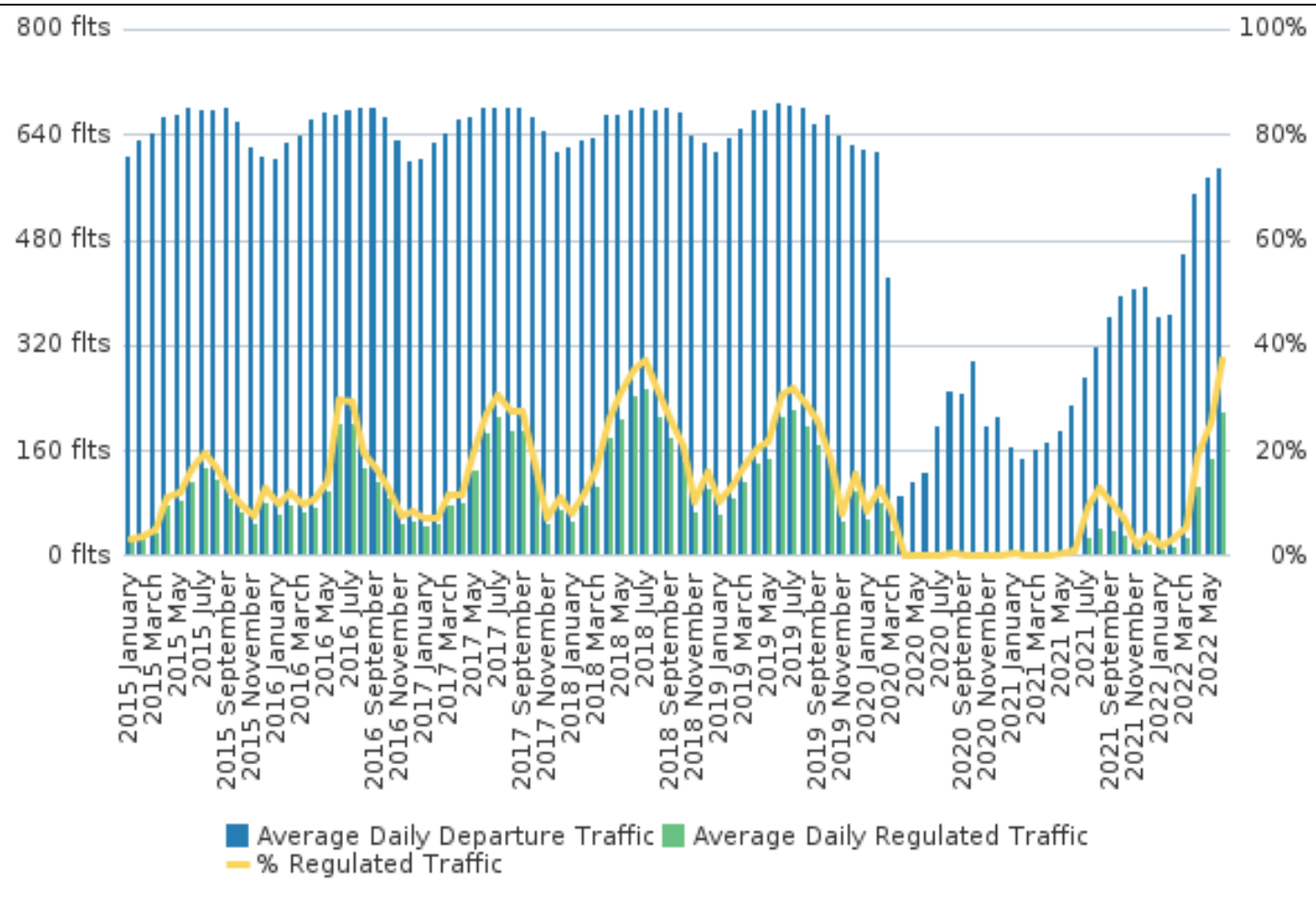
9. Aircraft which have attained an altitude of 4000 ft (Heathrow QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

- An aircraft will be deemed to be off track if it leaves the swathe below 4000ft altitude
- An aircraft can be vectored earlier should there be a safety reason such as weather avoidance
- This track keeping requirement applies to all departures
- Airlines have access to an online portal where they can view their own performance and look at non-compliant flights
- We will work with airlines where known issues exist
- The figures above include 09R Compton departures
- <https://www.heathrow.com/company/local-community/noise/noise-reports-and-statistics/reports/operational-data>

Late Running Flights – Operational Challenges



Late Running Flights – Operational Challenges



- Resourcing issues were the main reason for late runners at the start of the summer season
- As traffic has picked up across Europe, we have seen more delays due to capacity
- Although daily departure traffic is lower than pre-pandemic, the level of delay is already starting to exceed 2019
- The spike in traffic shows that traffic built very quickly over the space of a few months whereas in previous months pre-pandemic, we saw more smooth peaks and troughs
- Operational teams continue to work hard to mitigate late runners through liaisons with airlines to action aircraft changes etc
- Despite the challenges we are still night stopping some aircraft
- Dispensations – According to DfT rules, the airport can dispense some flights where delay reasons are beyond the control of the airline
- Each late runner is analysed to see if it is subject to dispensation under the night flight regime

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