

NTKWG
 Tuesday 25th April 2017
 FEU Report

Track Keeping Performance by Departure Route (%)

	22BZD	22CLN	22DET	deps	04BZD	04CLN	04DET	deps
January	99.95	99.26	94.50	4973	99.76	99.63	97.06	1932
February	99.85	99.48	98.92	4624	100.00	99.32	100.00	1633
March	99.96	99.20	97.04	5701	99.69	99.87	86.96	1455

Track Keeping Performance Total (%)

January	99.51
February	99.63
March	99.50

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	92.64	92.37	94.46	93.50
February	92.15	92.00	93.16	91.69
March	93.95	93.98	93.75	92.03

CDA Runway 04	Movements	% Core Night (23:30-06:00)
January	190	62.11
February	131	54.96
March	119	62.18

Track Keeping and CDA Worst Performers

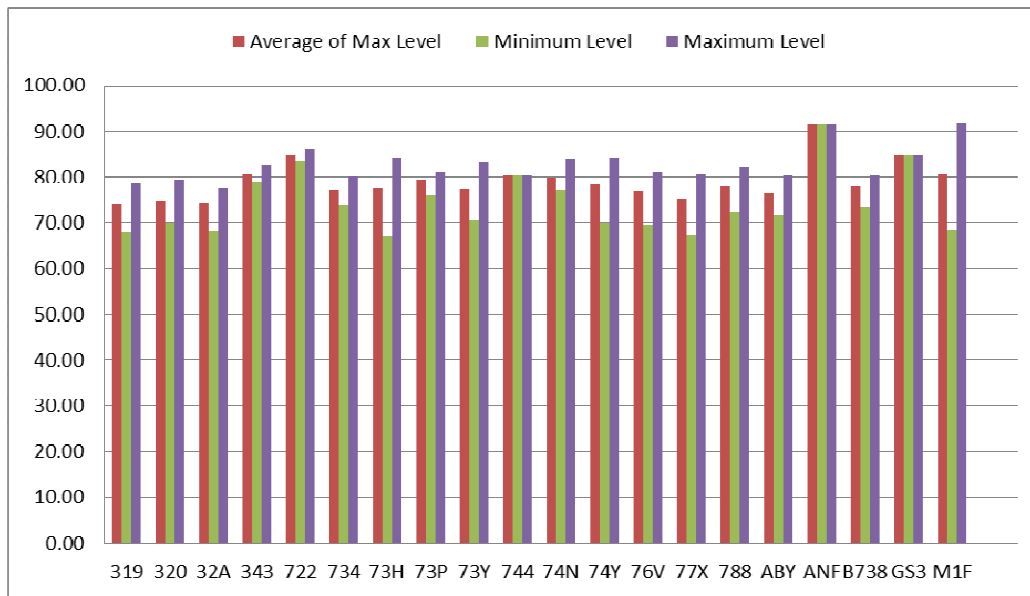
	Track Keeping			CDA (Runway 22 Daytime)	
	Departures	%		Arrivals	%
Cobalt Air *	59	89.83	Logan Air	108	48.14
TNT	30	90.00	WestAir	123	78.04
Cargolux	58	91.37	Martinair	17	64.71
SwiftAir	31	93.50	AtlasJet	69	78.26

*Cobalt 100% in March with RNP1 ☺

Noise Infringements

	Day	Shoulder	Night
January	0	0	0
February	0	0	0
March	0	0	0

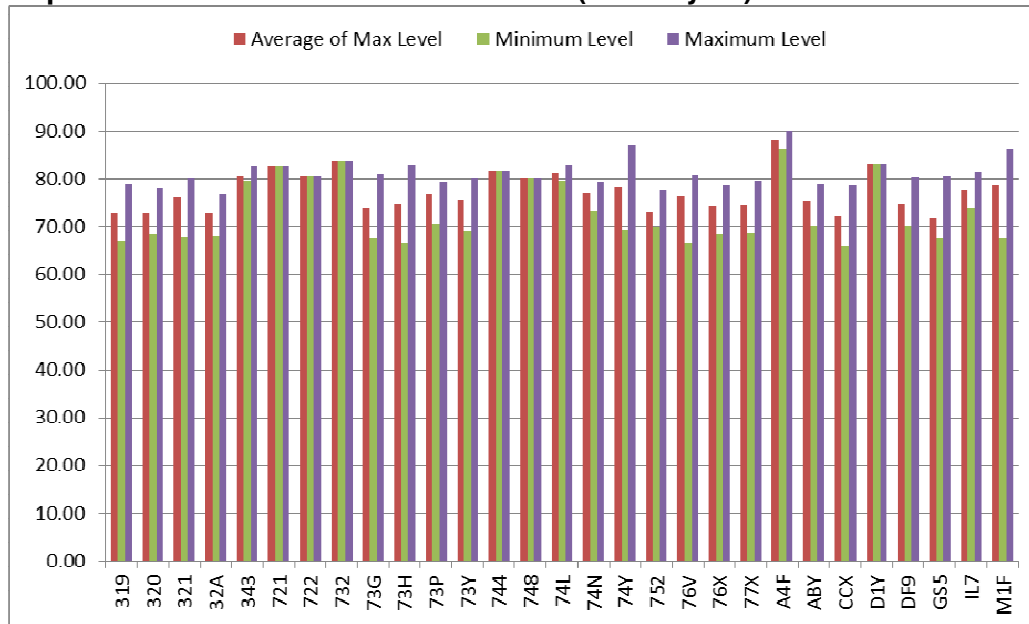
Departure Levels recorded at Monitor 10 (Runway 04)



Aircraft Type	No of Departures	Average Departure Noise Level	Minimum Departure Noise Level	Maximum Departure Noise Level
319	521	74.14	67.8	78.7
320	77	74.92	69.9	79.5
32A	120	74.37	68.2	77.7
343	2	80.75	79.1	82.4
722	2	84.80	83.3	86.3
734	2	77.05	74	80.1
73H	3454	77.63	67.1	84.4
73P	10	79.38	76	81.1
73Y	71	77.29	70.8	83.1
744	1	80.30	80.3	80.3
74N	9	79.96	77.1	83.9
74Y	36	78.40	70.1	84.4
76V	24	76.95	69.6	81.2
77X	19	75.39	67.3	80.7
788	6	77.82	72.3	82.2
ABY	18	76.57	71.7	80.3
ANF	1	91.50	91.5	91.5

B738	7	77.77	73.4	80.4
GS3	1	84.80	84.8	84.8
M1F	25	80.68	68.7	91.8
Grand Total (All Departures)	4406	77.10	67.1	91.8

Departure Levels recorded at Monitor 5 (Runway 22)



Aircraft Type	No of Departures	Average Departure Noise Level	Minimum Departure Noise Level	Maximum Departure Noise Level
319	1178	72.89	67	78.9
320	186	72.78	68.3	78
321	60	76.12	67.7	80.2
32A	211	72.84	68	76.7
343	3	80.67	79.7	82.5
721	1	82.50	82.5	82.5
722	1	80.60	80.6	80.6
732	1	83.60	83.6	83.6
73G	17	73.70	67.4	80.9
73H	8656	74.75	66.7	82.7
73P	38	76.85	70.7	79.2
73Y	205	75.72	69	80.2
744	1	81.60	81.6	81.6
748	1	80.10	80.1	80.1
74L	2	81.20	79.7	82.7
74N	31	76.93	73.2	79.5
74Y	75	78.23	69.2	87.1
752	36	73.10	69.9	77.7
76V	67	76.42	66.7	80.7

76X	32	74.43	68.4	78.6
77X	37	74.56	68.6	79.7
A4F	3	88.13	86.4	90
ABY	95	75.49	70.1	78.8
CCX	52	72.11	66	78.5
D1Y	1	83.00	83	83
DF9	5	74.70	70.2	80.3
GS5	35	71.81	67.6	80.5
IL7	2	77.65	73.8	81.5
M1F	112	78.58	67.4	86.4
Grand Total (All Departures)	11144	74.85	66.00	90.00

1000ft Infringements and Missed Approaches

	1000ft Infringements	Missed Approach
January	0	21
February	0	35
March	0	12

The high number of missed approaches in February was mainly due to Storm Doris on the 23rd which accounted for 25 of them alone.

Overflight of AIP no Fly Zones

	Bishops Stortford	Stansted Mountfitchet	Sawbridgeworth	St Elizabeth's
January	6	0	1	15
February	8	0	0	6
March	3	0	0	14

* 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

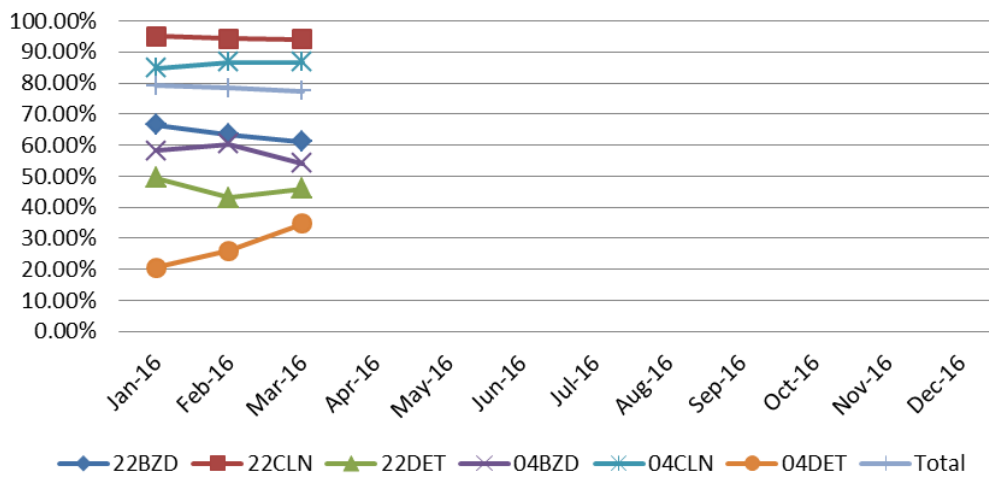
Overflight of AIP no Fly Zones by route

	Bishops Stortford	Stansted Mountfitchet	Sawbridgeworth	St Elizabeth's
22 Arrivals	3	0	0	4
22 Departures	5	0	0	31
04 Arrivals	9	0	1	0
04 Departures	0	0	0	0

There were 53 flights that penetrated the monitoring zones during this reporting period, which again is similar on the previous 3 months. The overflights of Bishops Stortford in January was 1 x RYR on a runway departure and 5 x vectored 04 arrivals. The arrivals were all over 4,500ft and the departure was reported to the Base Captain. RYR informed us this was a Madrid based crew and will definitely not be happening again! The

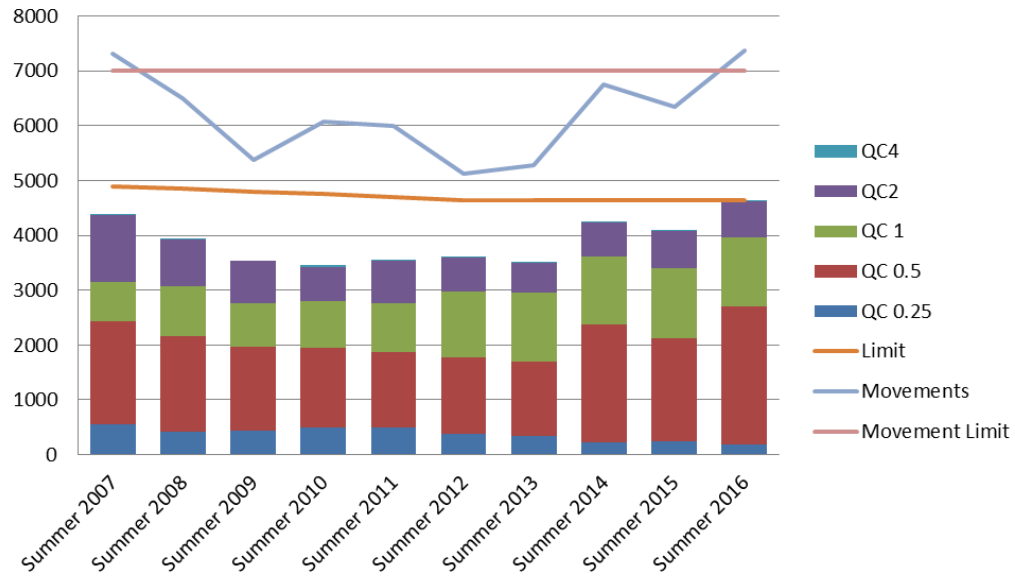
Sawbridgeworth overflight was a late vectored 04 arrival and the St Elizabeth's overflights were 2 x runway 22 arrivals on a go-around and 12 x runway 22 BZD departures, all daytime
 February saw a similar pattern, which was heavily influenced by the strong winds of Storm Doris causing a higher number of go-arounds.
 March saw 2 x runway 22 departures that turned early over Bishops Stortford.
 Both operators have been informed. There was one overflight of St Elizabeth's during the night period at 3,900ft, but within the NPR. All other were daytime operations.

Continuous Climb Operations by Route 2017

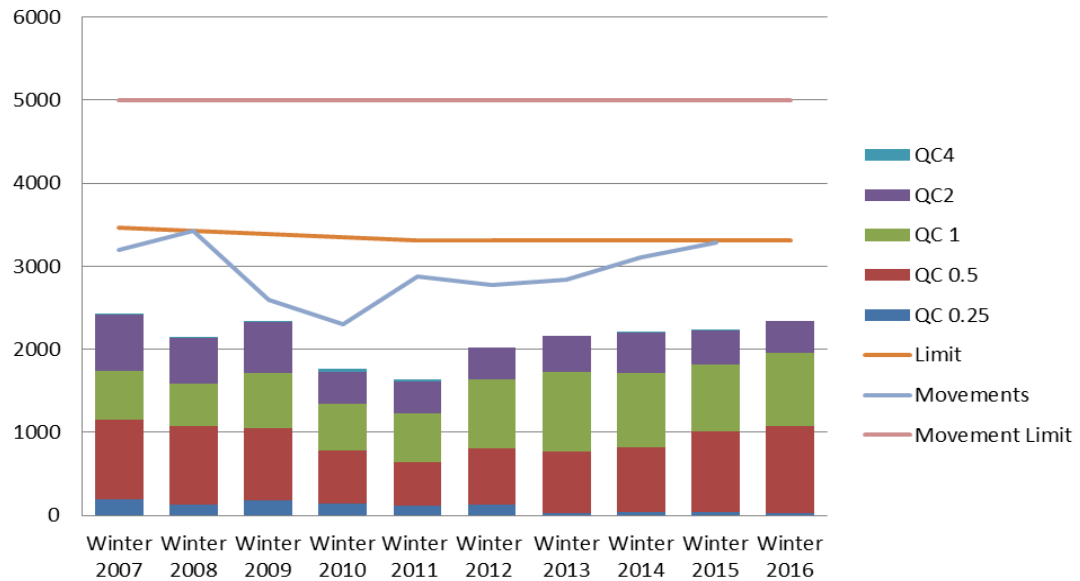


Night Movements by Season

Summer Night Operations by QC Band

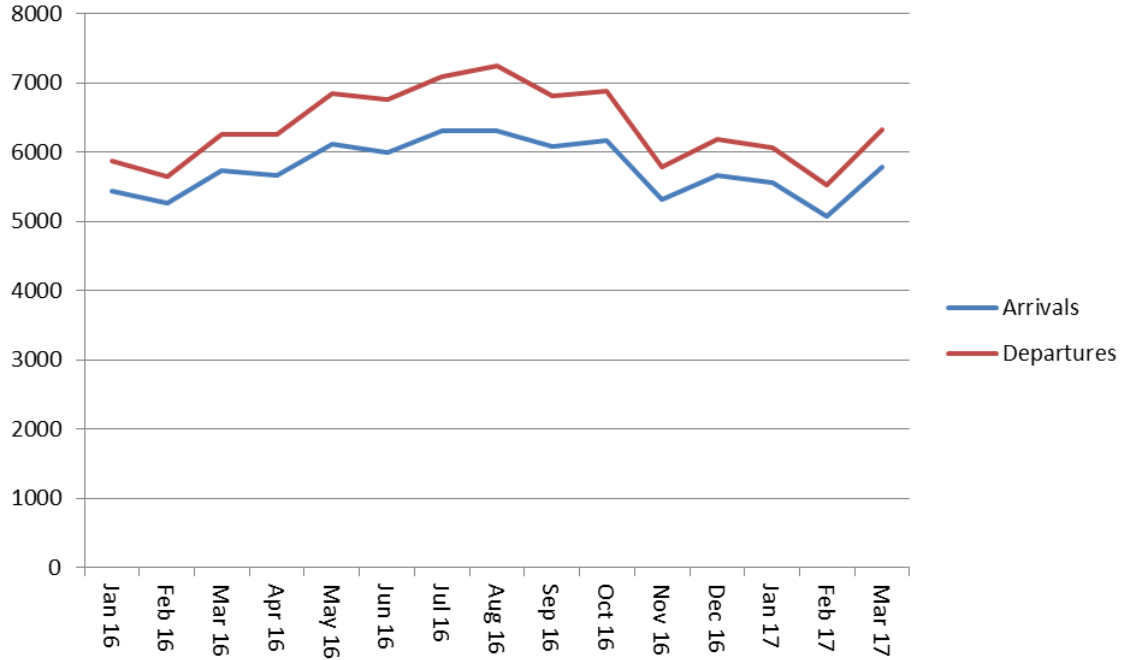


Winter Night Operations by QC Band



Day and Night Operations Trend Data

Daytime Operations Trend



Night Operations Trend

