



# KPIs – Airspace, Noise and ATM



Heathrow

### October 2022 Noise KPI Chart

KPI	Comparable 2021 data January to Oct 2021	2022 Comparison January to Oct 2022	RAG
1000ft	13	250	
Noise Infringements Night	0	1	
Noise Infringements Day	1	0	
Track Keeping Average 27R	98.15%	98.33%	
Track Keeping Average 27L	97.51%	97.88%	
Track Keeping Average 09R	90.12%	89.16%	
Track Keeping Average 09L***	69.98%	71.28%	
Track Keeping All Runways	93.97%	95.57%	
Departures 4% Climb Gradient	99.93%	99.86%	
CCO Compliance All Runways	84.1%	70.5%	
CDA Day Average	88.64%	90.67%	
CDA Night Average	91.22%	92.11%	
CDA Core Night Average	96.78%	96.88%	
CDA 06:00 Hour Average	89.81%	90.77%	
24 Hour CDA Average*	89.13%	91.09%	
Joining Point Day LATES Average	0.22%	0.21%	
Joining Point Day LOWS Average	20.58%	20.85%	
Joining Point Night LATES Average*	2.21%	1.66%	
Joining Point Night LOWS Average*	4.23%	4.92%	
Night Quota Pro Rata for Quota Count**	32.9%	45.8%	
Night Quota Pro Rata for Movements**	42.7%	66.7%	

\* 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, but within 5 - 9.99%. Red; Worse than the previous score, by 10% or greater.



# Future KPI Presentation



- This is a concept for a new data dashboard
- Still focus on key AIP metrics with some additional night flight metrics
- We will continue to compile the extended metrics as previously seen in the RAG chart
- The AIP metrics would show the current year plus previous 2 years
- The night flight data would show dispensed vs non-dispensed for the current year
- Each metric will have its definition below as a reminder of what we are measuring along with pertinent commentary
- The CDA metric will be enhanced from 2023 to measure from 6800ft



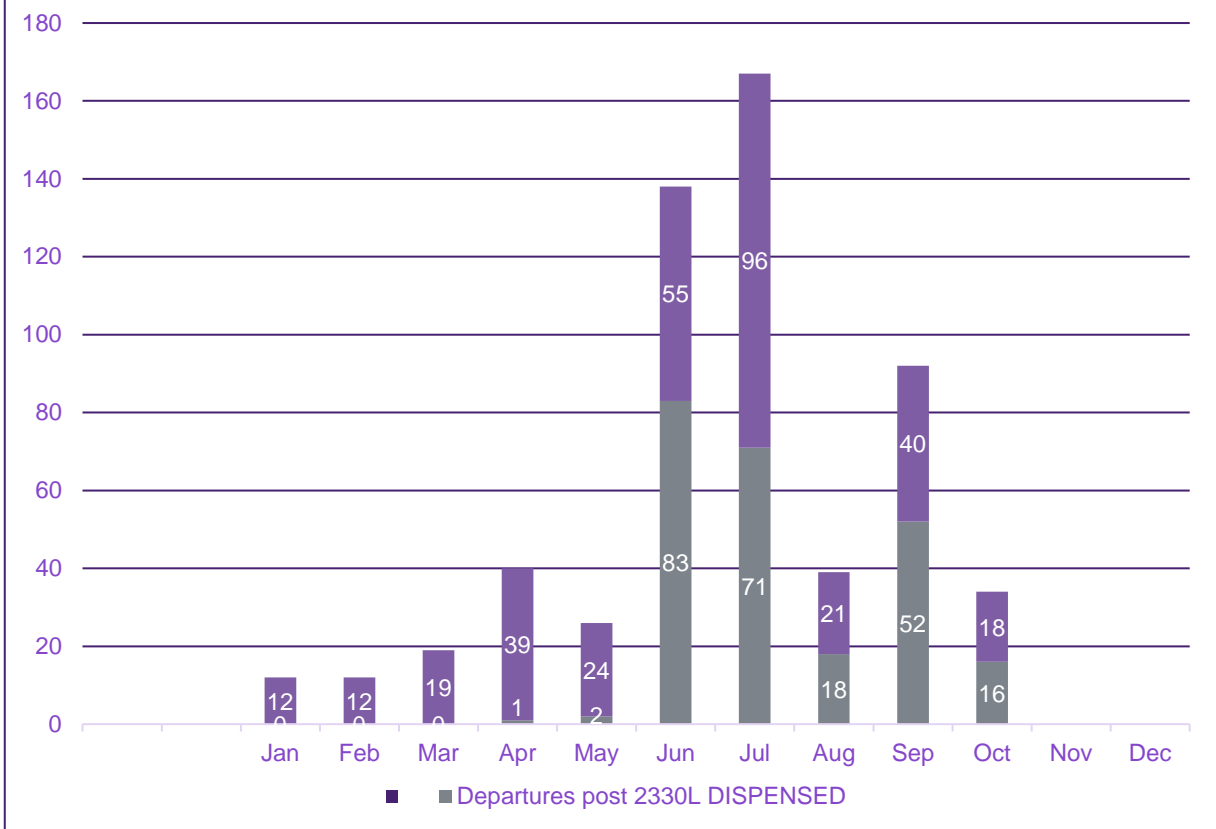
# Night Flights 2022



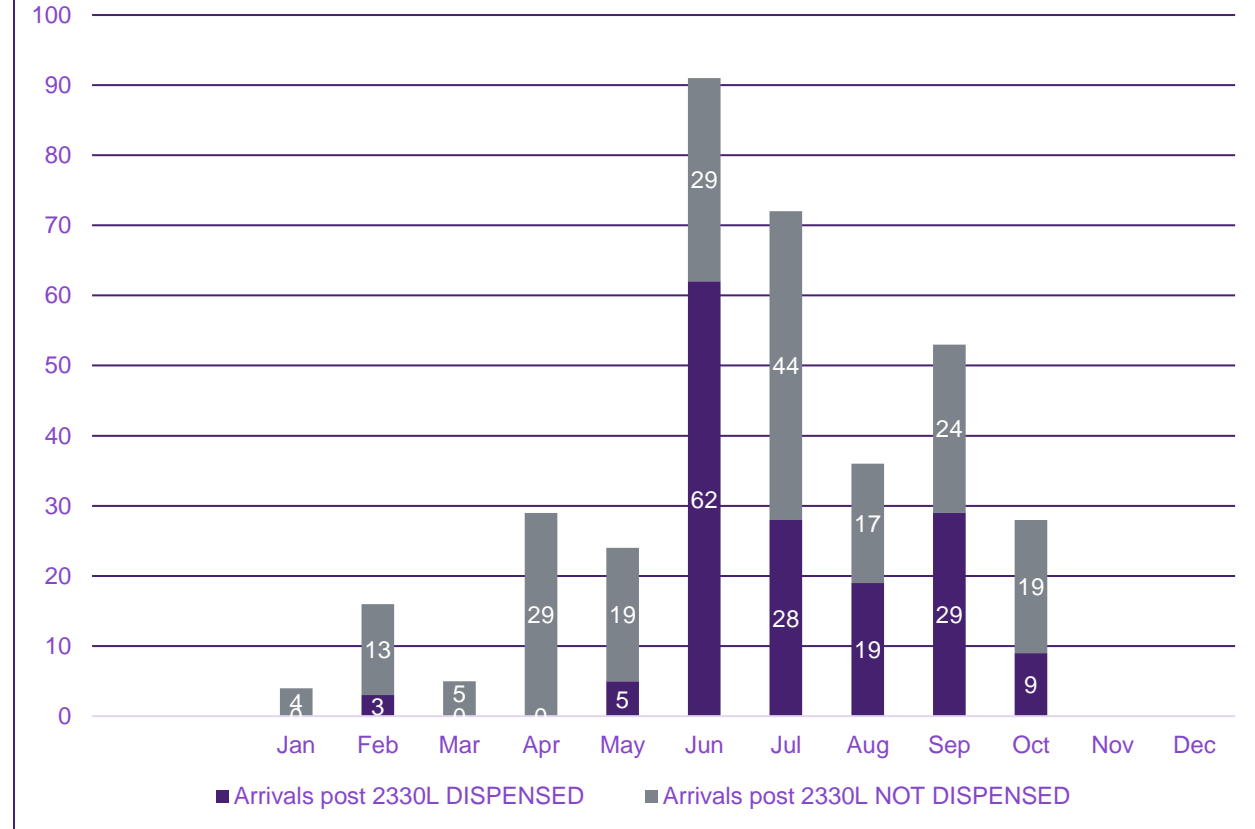
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# Late Runners 2022 YTD

## Late Runners - Departures

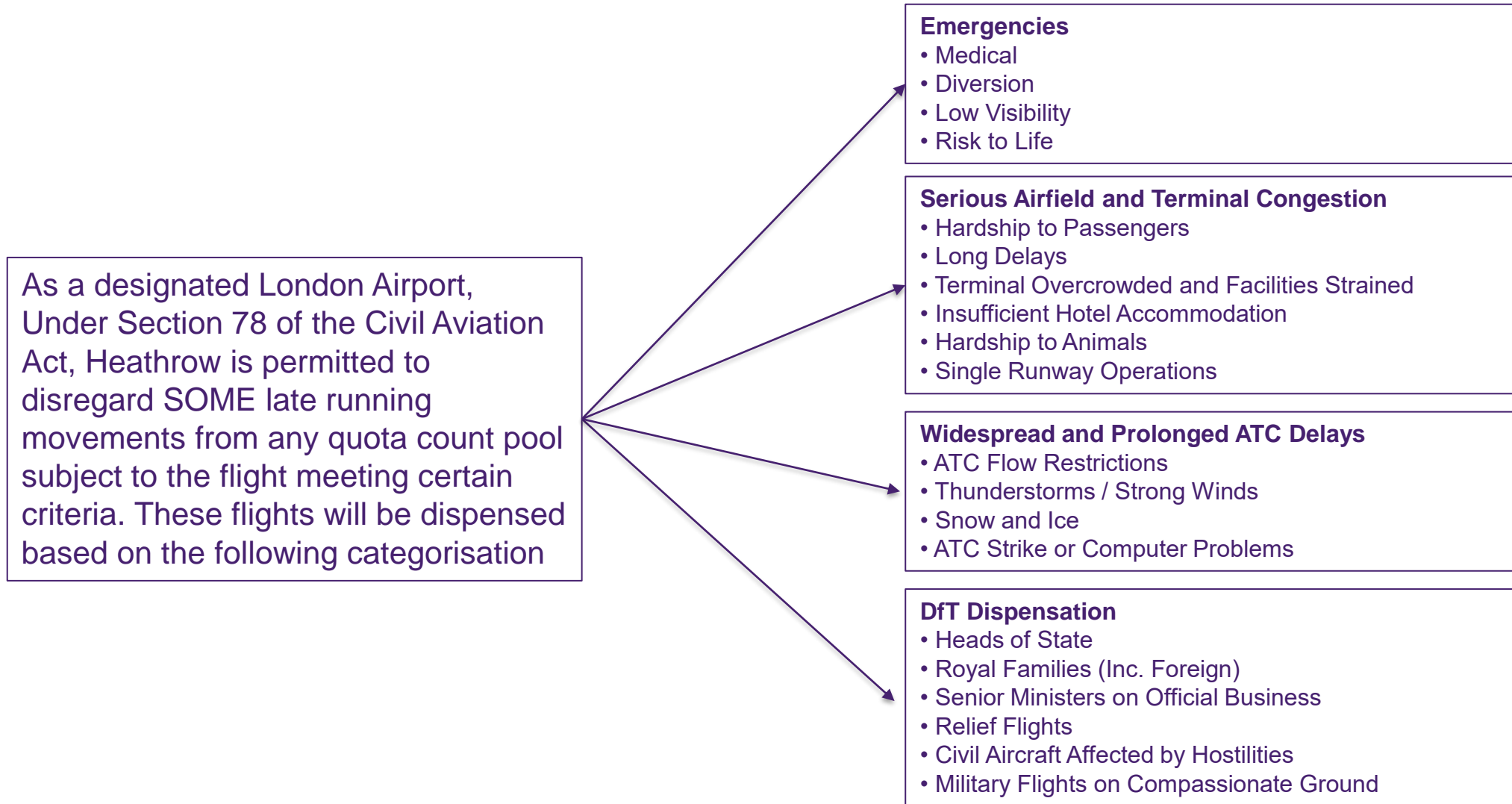


## Late Runners - Arrivals



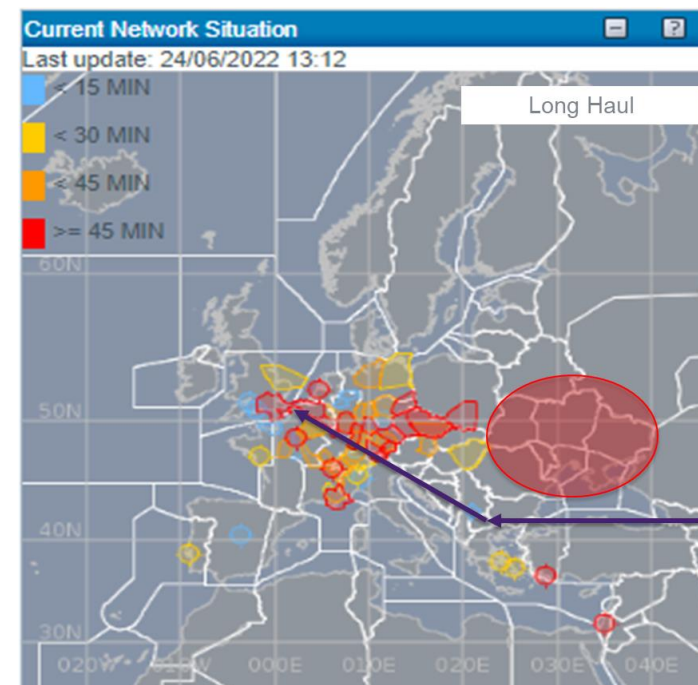
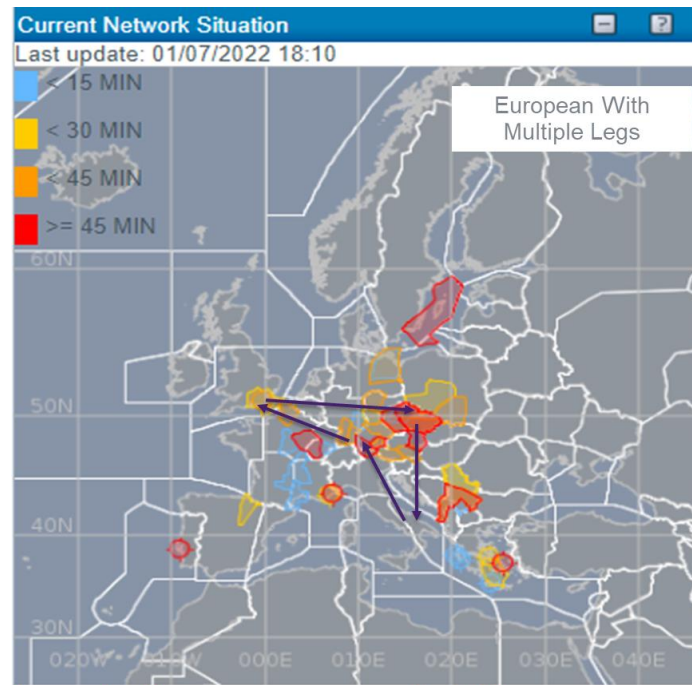


# Dispensation Reasons



# Why So Many Dispensations This Summer?

- Dispensations are only applied when an airline is put in a situation where it has no control
- This summer saw a number of challenges across the network caused by Air Traffic Control sectors
- These flights which were solely affected by ATC restrictions were dispensed under “Widespread and Prolonged ATC Delays.”
- A full investigation takes place for each late running flight to ascertain reasoning before a dispensation is applied
- Our Aircraft Ops Duty Managers are on shift 24/7 to work with airlines and NATS to mitigate any late runners
- Dispensations and late runners are always a last resort – Low visibility is one of the biggest challenges faced this year
- Despite the challenges, Heathrow remained within and below our quota allowances



Quarterly night flight reports can be found here: [Reports | Heathrow](#)