

Appendix 3: Section 106 Agreement Year Summary 2022-23

Section 106 Year Summary 2022 / 2023

No.	Description	Number	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	%s	Notes
1	Overall daytime and night time ATMs															
(a)	Total ATMs	28819	2060	2377	2238	2452	2847	2735	2416	2492	1714	2108	2639	2741		Each landing = 1 ATM and Each take off = 1 ATM
(b)	Less Exempt ATMs	374	38	30	34	24	36	100	25	13	23	18	14	19		
	Net ATMs to include in Quota limit of 53,300 p.a.	28445	2022	2347	2204	2428	2811	2635	2391	2479	1691	2090	2625	2722	53%	of annual permitted movements 53,300
(c)	Cargo ATMs (permitted lesser of 10% of Total ATMs or 5,300 p.a.)	377	56	46	58	52	62	62	23	0	0	0	10	8	13%	of 10% of Total ATMs
		13.25%	0.03	0.02	0.03	0.02	0.02	0.02	0.01	0.00	0.00	0.00	0.00	0.00		
(d)	Boeing 737-300 ATMs (Limit 2,150 p.a.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	of limit 2,150
(e)	ATMs by aircraft with QC between 2 and 4 (60 permitted p.a.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	of the 60 permitted per annum
(f)	ATMs by aircraft with a QC greater than 4 (only permitted if Diverted or Exempt)	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
(g)	Total daytime arrivals	14150	1023	1181	1098	1211	1401	1317	1187	1238	825	1044	1311	1314		Required for directional monitoring
(h)	Total daytime arrivals & departures	28367	2018	2345	2202	2396	2778	2665	2363	2477	1677	2098	2624	2724		Required for directional monitoring
(i)	Number of arrivals in daytime from South West	5221	685	721	330	429	484	704	466	164	44	387	434	373	37%	target is under 50% - All ATMs to/from SW operated in accordance with 1 of the S106 provisions for safety or movement volumes
(j)	Number of arrivals & departures in daytime from South West	13450	982	1034	1077	1131	1320	1162	1117	1154	816	1036	1291	1330	47%	target is under 50% - All ATMs to/from SW operated in accordance with 1 of the S106 provisions for safety or movement volumes
(k)	Number of departing aircraft over 5.7 tonnes identified as not having followed the Noise	20	1	0	0	2	2	8	0	2	1	2	0	2		infringements issued due non-compliance
2	Flights in Night Quota Period (NQP) (23:00.00 – 06:29.59) (Limit of 120 ATMs per month)															
(a)	Total ATMs	452	42	32	36	56	69	70	53	15	37	10	15	17		
i	Less Delayed* ATMs of not more than QC1	0	0	0	0	0	0	0	0	0	0	0	0	0		
ii	Less Diverted* ATMs of not more than QC1	5	0	0	0	0	1	0	1	0	1	2	0	0		
iii	Less Exempt* ATMs of not more than QC1	86	13	6	4	5	12	4	13	8	6	6	2	7		
	Net ATMs to include in Quota Total	361	29	26	32	51	56	66	39	7	30	2	13	10	25%	of the 1440 movements permitted
(b)	Number of Delayed* ATMs	0	0	0	0	0	0	0	0	0	0	0	0	0		
(c)	Number of Diverted* ATMs	5	0	0	0	0	1	0	1	0	1	2	0	0		
(d)	Number of Exempt* ATMs	86	13	6	4	5	12	4	13	8	6	6	2	7		
(e)	Number of ATMs by aircraft with a QC greater than 1 or by helicopters	0	0	0	0	0	0	0	0	0	0	0	0	0		
(f)	Number of ATMs comprising Passenger Flights	0	0	0	0	0	0	0	0	0	0	0	0	0		this figure is the total of 2. (g) + the Passenger Flights included within 2.(b) and 2.(c) above
(g)	Number of Passenger Flights of not more than QC1 scheduled to land in shoulder period 23:00.00 – 23:29.59 (90 per month permitted)	0	0	0	0	0	0	0	0	0	0	0	0	0		of the 1,080 movements permitted (per annum)
(h)	Number of ATMs not comprising Passenger Flights	447	42	32	36	56	69	67	53	15	35	10	15	17		
(i)	Number of aircraft which did not take off towards, or land from, the North East	112	5	7	16	21	16	15	13	3	12	1	2	1	25%	In all cases, the aircraft operated under S106 3.39 (iv) - due weather conditions or were circuits permitted under clause (c) of 3.39
3	Summary of non-compliances															
(a)	ATMs by aircraft during daytime with a QC greater than 4 not Diverted* or Exempt*	0	0	0	0	0	0	0	0	0	0	0	0	0		
(b)	Number of departing aircraft over 5.7 tonnes identified as not having followed the Noise Preferential Routes	20	1	0	0	2	2	8	0	2	1	2	0	2		3 infringements issued due non-compliance
(c)	Number of ATMs not Delayed*, Diverted* or Exempt* within the NQP by aircraft with a QC greater than 1 or by helicopters	0	0	0	0	0	0	0	0	0	0	0	0	0		
(d)	Passenger Flights in NQP which are not a) scheduled to land in shoulder period or b) Delayed ATMs or Diverted ATMs	0	0	0	0	0	0	0	0	0	0	0	0	0		