W24/25 Airline League Table

Rank (ATMs)	Airline Code	Airline Name	Total Air Traffic Movements (ATMs)	Average QC	Rank (QC)	CDA Performance	Rank (CDA)	NEO/MAX % of total movements	Rank (NEO/MAX movements)	Track Keeping (TK)	Rank (TK)
1	EZY	**easyJet**	13,197	0.256	7	91.90%	5	49.20%	5	99.8%	2
2	FR	**Ryanair**	4,839	0.413	13	96.94%	2	33.20%	6	100.0%	1
3	LS	**Jet2.com**	1,695	0.514	14	94.40%	4	No NEO/MAX movements	8	99.6%	3
4	KL	**KLM**	1,166	0.260	8	73.40%	9	0.50%	7	99.8%	2
5	EI	**Aer Lingus**	1,086	0.128	4	65.40%	11	No NEO/MAX movements	8	70.1%	8
6	TOM	**TUI Airways**	898	0.310	10	94.81%	3	66.90%	2	98.6%	4
7	GR	**Aurigny Air Services**	244	0.132	5	79.50%	8	No NEO/MAX movements	8	93.8%	5
8	LM	**Loganair**	209	0.105	1	63.20%	12	No NEO/MAX movements	8	100.0%	1
9	SI	**Blue Islands**	206	0.128	3	51.50%	13	No NEO/MAX movements	8	91.3%	6
10	XQ	**SunExpress**	56	0.314	11	89.29%	6	64.30%	3	100.0%	1
11	ENT	**Enter Air**	28	0.515	15	85.70%	7	No NEO/MAX movements	8	100.0%	1
12	EZE	**Eastern Airways**	27	0.203	6	63.60%	12	No NEO/MAX movements	8	100.0%	1
13	ZT	**Titan Airways**	16	0.540	16	71.40%	10	No NEO/MAX movements	8	87.5%	7
14.5	XC	**Corendon Airlines**	4	0.363	9	100.00%	1	50.00%	4	100.0%	1
14.5	EW	**Eurowings**	4	0.303	12	50.00%	14	No NEO/MAX movements	8	100.0%	1
16	A3	**Aegean Airlines**	2	0.125	2	100.00%	1	100.00%	1	100.0%	1

W24/25 League Table Summary

Total movements	23,677
Season average QC	0.288
Season average CDA	79.44%
Season average NEO/Max movement %	52.0%
Season average TK	96.29%

Winter Period - 27th October to 29th March

Summer period - 30th March - 25th October

S25 Airline League Table

Rank (ATMs)	Airline Code	Airline Name	Total Air Traffic Movements (ATMs)	Average QC	Rank (QC)	CDA Performance	Rank (CDA)	NEO/MAX % of total movements	Rank (NEO/MAX movements)	Track Keeping (TK)	Rank (TK)
1	EZY	**easyJet**	24,741	0.261	9	92.50%	5	42.70%	6	99.8	3
2	FR	**Ryanair**	9,136	0.358	13	97.40%	2	51.40%	3	99.9	2
3	LS	**Jet2.com**	5,982	0.515	18	94.30%	3	No NEO/MAX movements	9	99.6	4
4	TOM	**TUI Airways**	3,430	0.234	8	94.12%	4	92.20%	1	99.0	5
5	EI	**Aer Lingus**	1,718	0.127	4	100.00%	1	No NEO/MAX movements	9	100.0	1
6	KL	**KLM**	1,635	0.262	10	74.80%	13	0.50%	8	99.9	2
7	SI	**Blue Islands**	482	0.128	5	56.80%	15	No NEO/MAX movements	9	95.1	6
8	GR	**Aurigny Air Services**	407	0.130	6	79.40%	10	No NEO/MAX movements	9	94.9	7
9	LM	**Loganair**	294	0.106	2	70.10%	14	No NEO/MAX movements	9	100.0	1
10	XQ	**SunExpress**	252	0.462	17	87.83%	9	17.50%	7	100.0	1
11	PC	**Pegasus**	96	0.333	12	92.06%	6	46.90%	5	100.0	1
12	FH	**Freebird Airlines**	76	0.375	16	76.30%	11	No NEO/MAX movements	9	100.0	1
13	WK	**Edelweiss**	60	0.367	15	91.10%	7	No NEO/MAX movements	9	100.0	1
14	XC	**Corendon Airlines**	38	0.274	11	89.50%	8	78.90%	2	100.0	1
15	EZE	**Eastern Airways**	13	0.211	7	75.00%	12	No NEO/MAX movements	9	100.0	1
16	ENT	**Enter Air**	4	0.363	14	100.00%	1	50.00%	4	100.0	1
17	AEH	**Air Emelia**	2	0.105	1	100.00%	1	No NEO/MAX movements	9	100.0	1
18	ZT	**Titan Airways**	1	0.125	3	100.00%	1	No NEO/MAX movements	9	100.0	1

S25 League Table Summary

Total movements	48,367
Season average QC	0.263
Season average CDA	87.3%
Season average NEO/Max movement %	47.5%
Season average TK	99.34%

Methodology Statement

This statement describes the methodology used in the airline league table and explains some of the key metrics used.

Air Traffic Movements (ATMs)

An Air Traffic Movement refers to any aircraft take-off or landing at the airport, with each departure and arrival counted as a separate movement

Average Noise Quota Count (QC)

This metric assesses the average Quota Count (QC) per flight. Individual aircraft have a defined QC value for arrival and departure, which is dependent on the performance of the aircraft. The QC value is determined by the Effective Perceived Noise Level (EPNdB) stated on its noise certificate and may be affected by the type of engines used, certified Maximum Take-Off Weight (MTOW), and any applicable noise modifications (e.g., landing gear hush kits for B727). QC is a strategic metric as it can be improved in the longer term through airlines changing their fleet mix, introducing newer aircraft types, or modifying existing aircraft to reduce their noise impact.

Airlines operating modern and quieter aircraft will have a lower average QC score. The following is a worked example of how QC Is calculated:

1. ***Understand the Quota Count (QC) System***

Each aircraft is assigned a QC value based on its certified noise level during take-off or landing. QC values are typically standardized based on noise decibels (dB).

2. ***Collect Data***

List of air traffic movements (ATMs): Number of take-offs and landings.

QC value for each movement: Based on aircraft type and operation (landing or take-off).

3. ***Calculate the Total Quota Count***

For each movement:

Sum up the QC values for all air traffic movements in a specific period (e.g., a day, a month, or a year).

Total QC=∑ (QC for movement 1 + QC for movement 2 + … + QC for movement n)

4. ***Count the Total Air Traffic Movements***

Determine the total number of movements (take-offs + landings) during the same period.

Total ATMs = Number of take-offs + Number of landings

5. ***Calculate the Average Quota Count***

Divide the total QC by the total number of air traffic movements:

Average QC = Total QC/Total ATMs

Continuous Descent Approach (CDA) Performance

CDA performance relates to the vertical profiles flown during arrival to the airport. CDA performance is equal to the proportion of arrivals that meet the criteria for CDA, i.e., no level segment longer than 2.5 nautical miles below the altitude of 7,000 ft. Continuous descent approaches reduce the noise impact because they require lower engine thrust and the aircraft stays higher for longer.

Track Keeping (TK) Performance

Track-keeping performance refers to the process of an aircraft remaining on its intended flight path, adhering to the planned route, and avoiding deviations. All departures are required to stay within the Noise Preferential Routes (NPRs) defined by the Department for Transport to avoid more densely populated areas. Track-keeping performance is equal to the proportion of departures that stay within the NPRs until they reach an altitude of 3,000 ft or 4,000 ft depending on the route.

Winter and Summer Season

The dates for an airport's winter and summer seasons typically align with the International Air Transport Association (IATA) scheduling standards. These are used worldwide by airlines and airports to define operational schedules:

-Winter Season:

1. Begins on the **last Sunday of October** each year.
2. Ends on the **last Saturday before the last Sunday of March** the following year.

-Summer Season:

1. Begins on the **last Sunday of March** each year.
2. Ends on the **last Saturday before the last Sunday of October** the same year.

These dates coincide with daylight saving time adjustments in many regions and are used to standardize timetables globally i.e.

Winter 2024/2025: October 27, 2024, to March 29, 2025.

Summer 2025: March 30, 2025, to October 26, 2025.