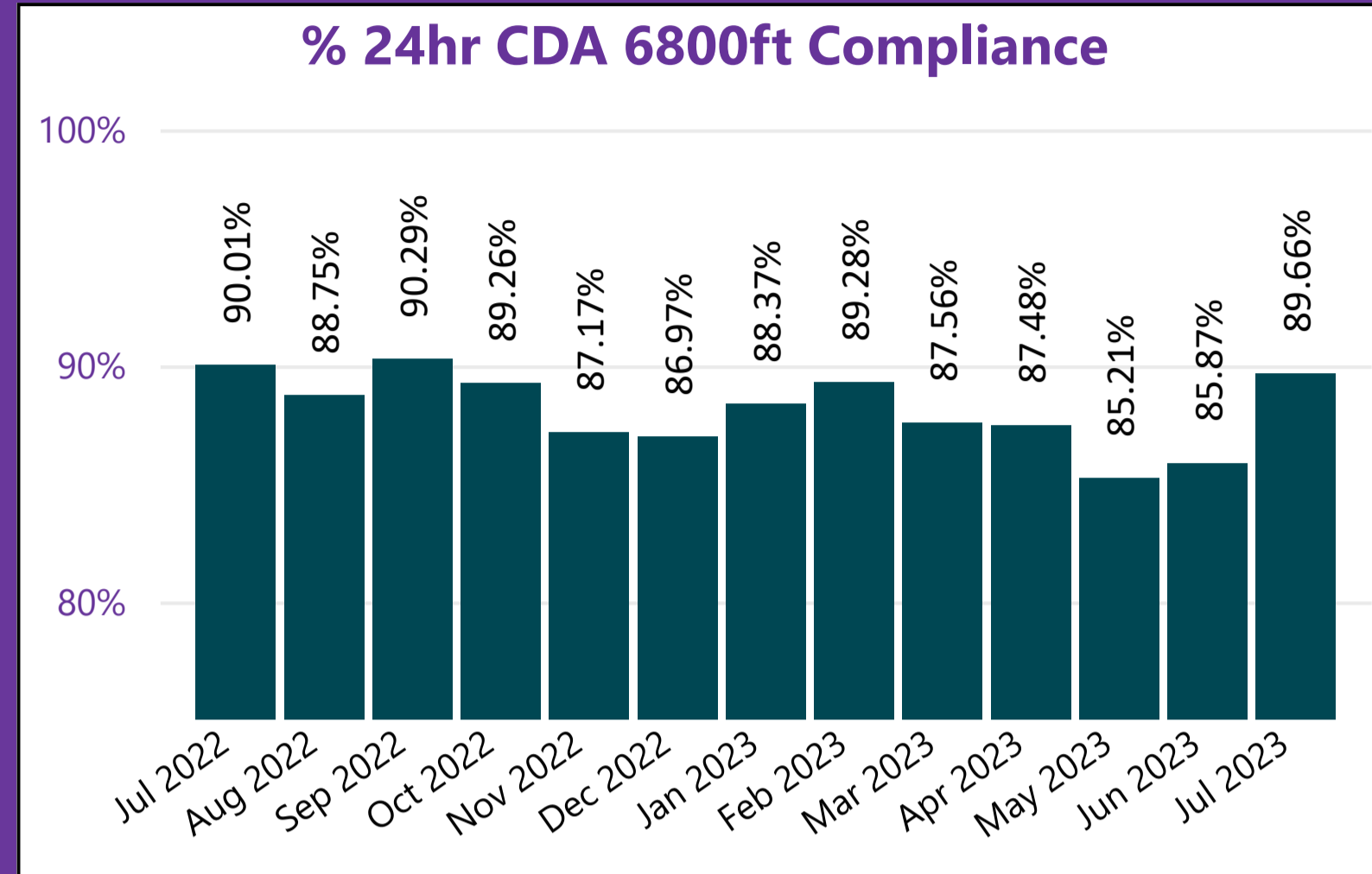


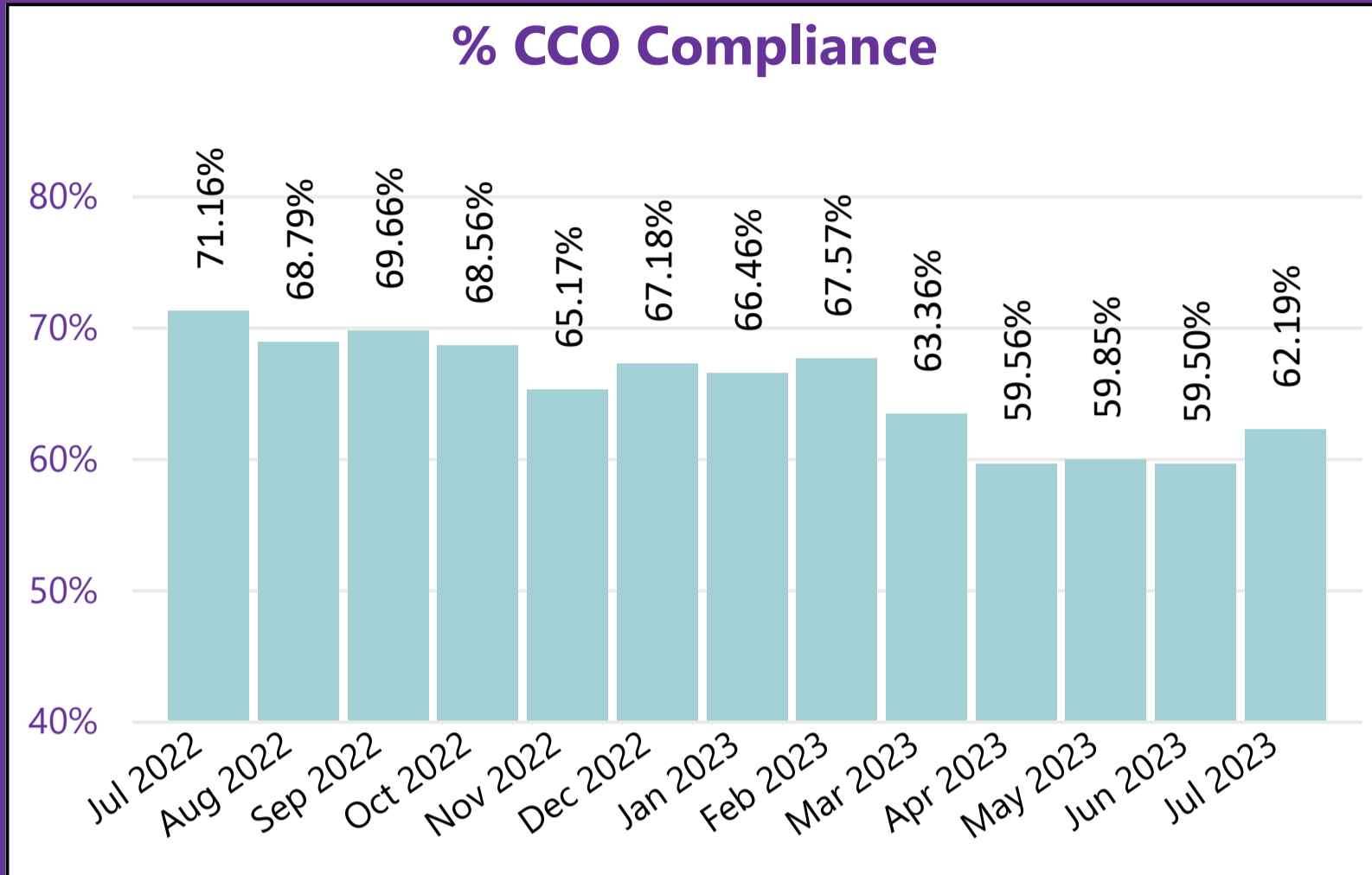
METRIC: After take-off, aircraft shall be operated in such a way that it is at a height of not less than 1000ft AAL at 6.5km from the start of roll.

COMMENTS: A higher number of infringements can be anticipated in the summer months as aircraft are slower to climb in warmer temperatures.

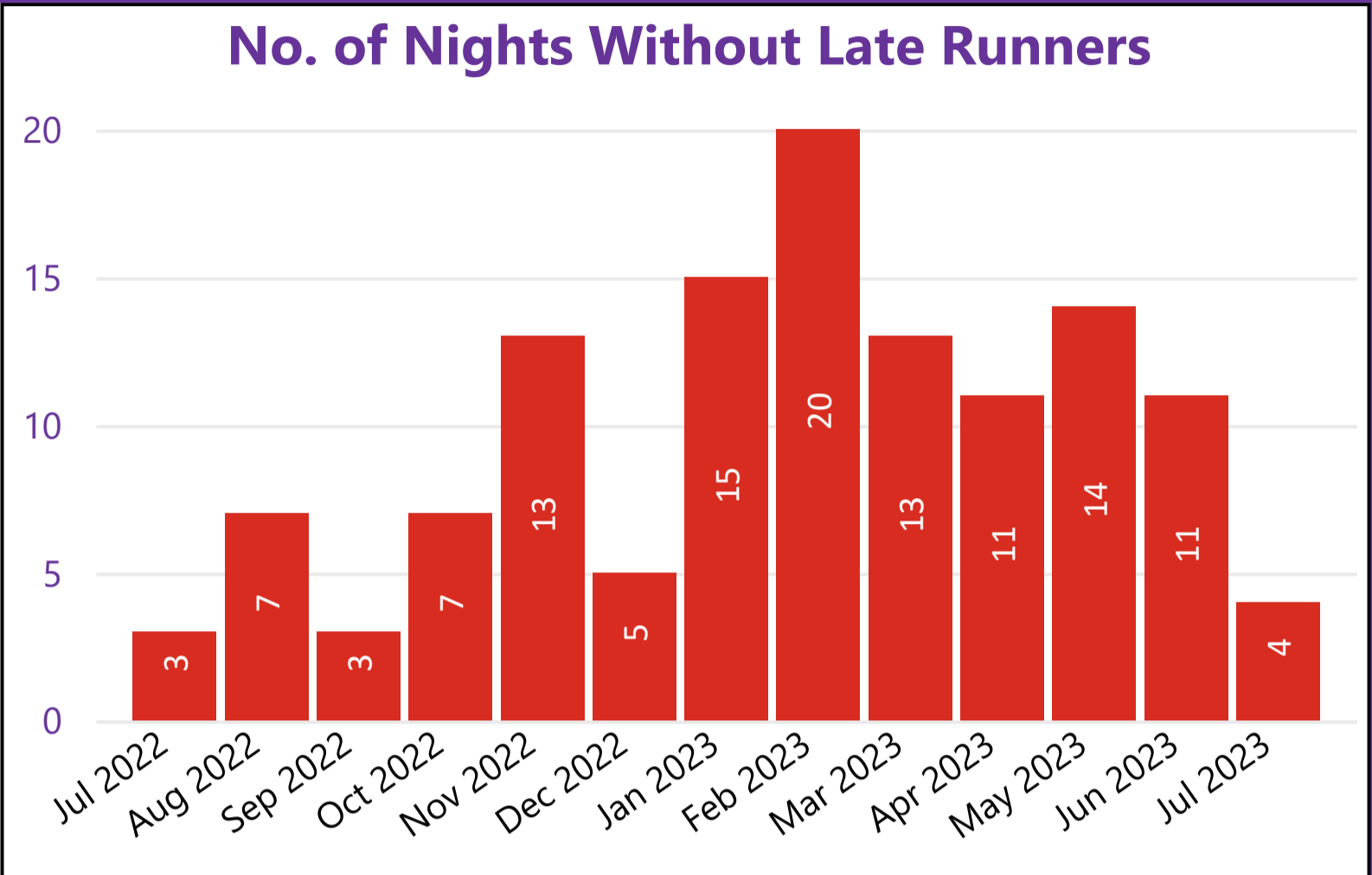


METRIC: When an aircraft arrives, it shall not fly a segment of level flight longer than 2.5nm below 6800ft.

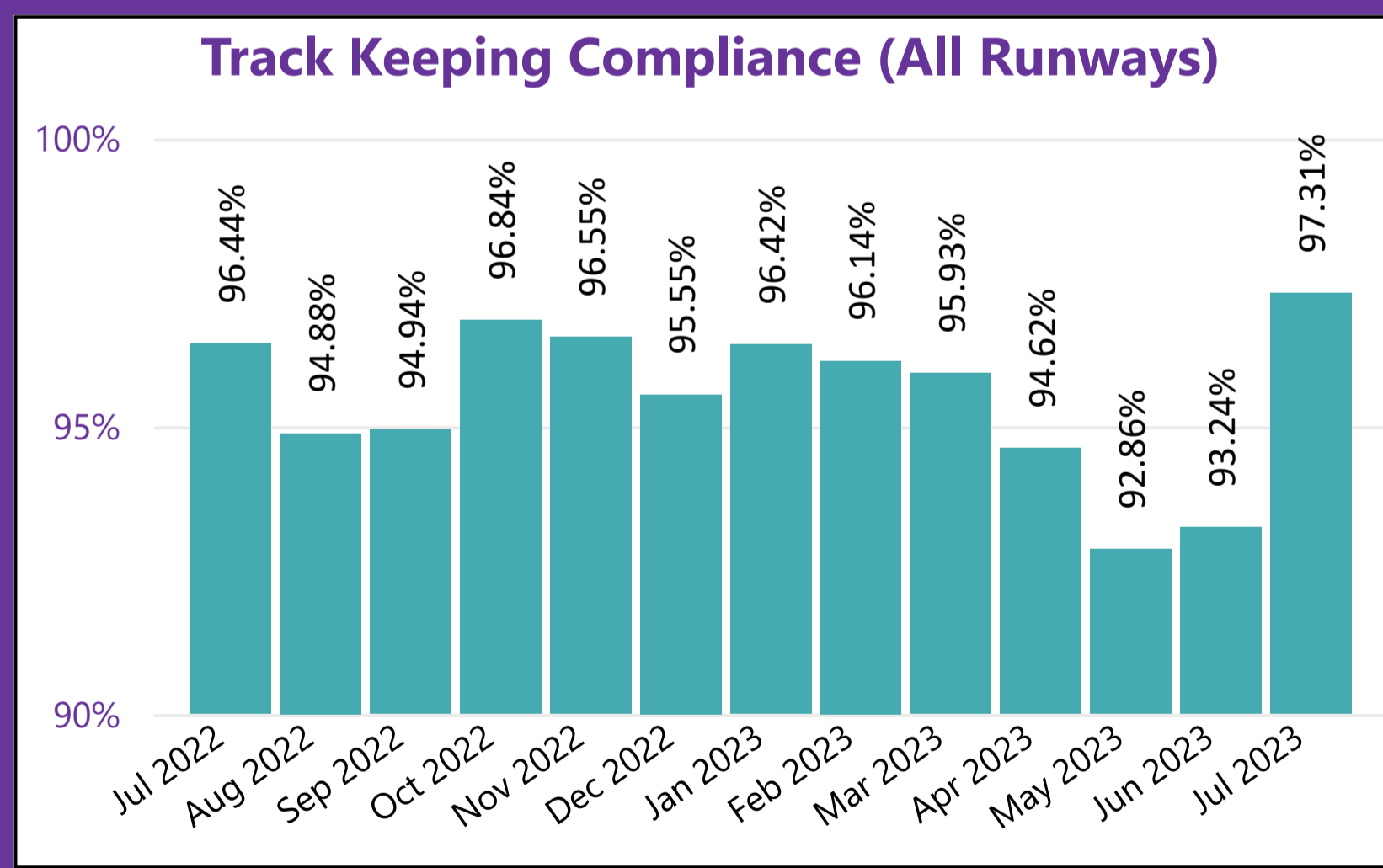
COMMENTS: YTD 24hr CDA Average for 2024 is 90.39%.



METRIC: An aircraft shall endeavour to maintain a constant rate of climb after departure.

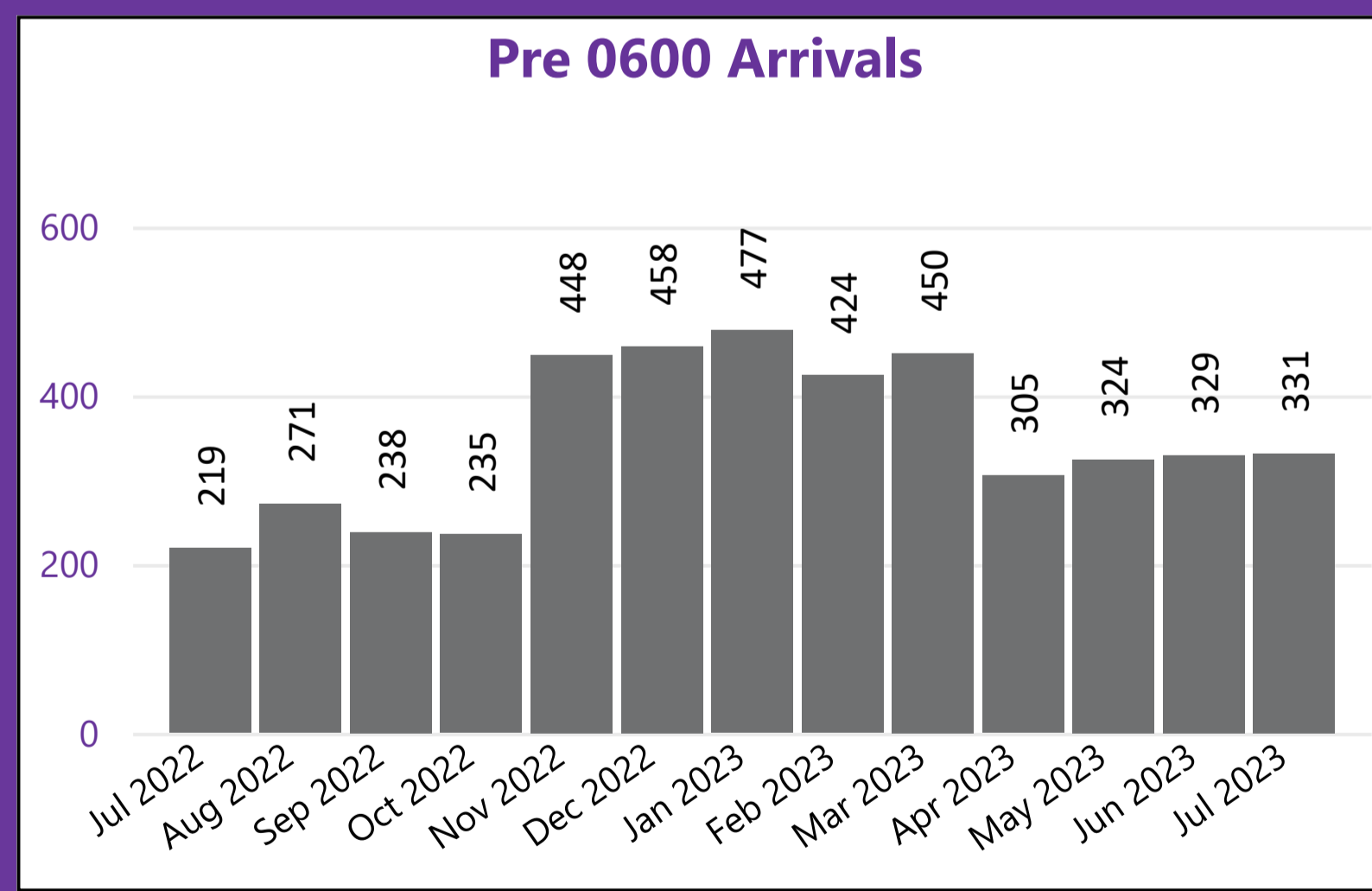


METRIC: Number of nights without late runners is specifically for flights between 23:30-04:30

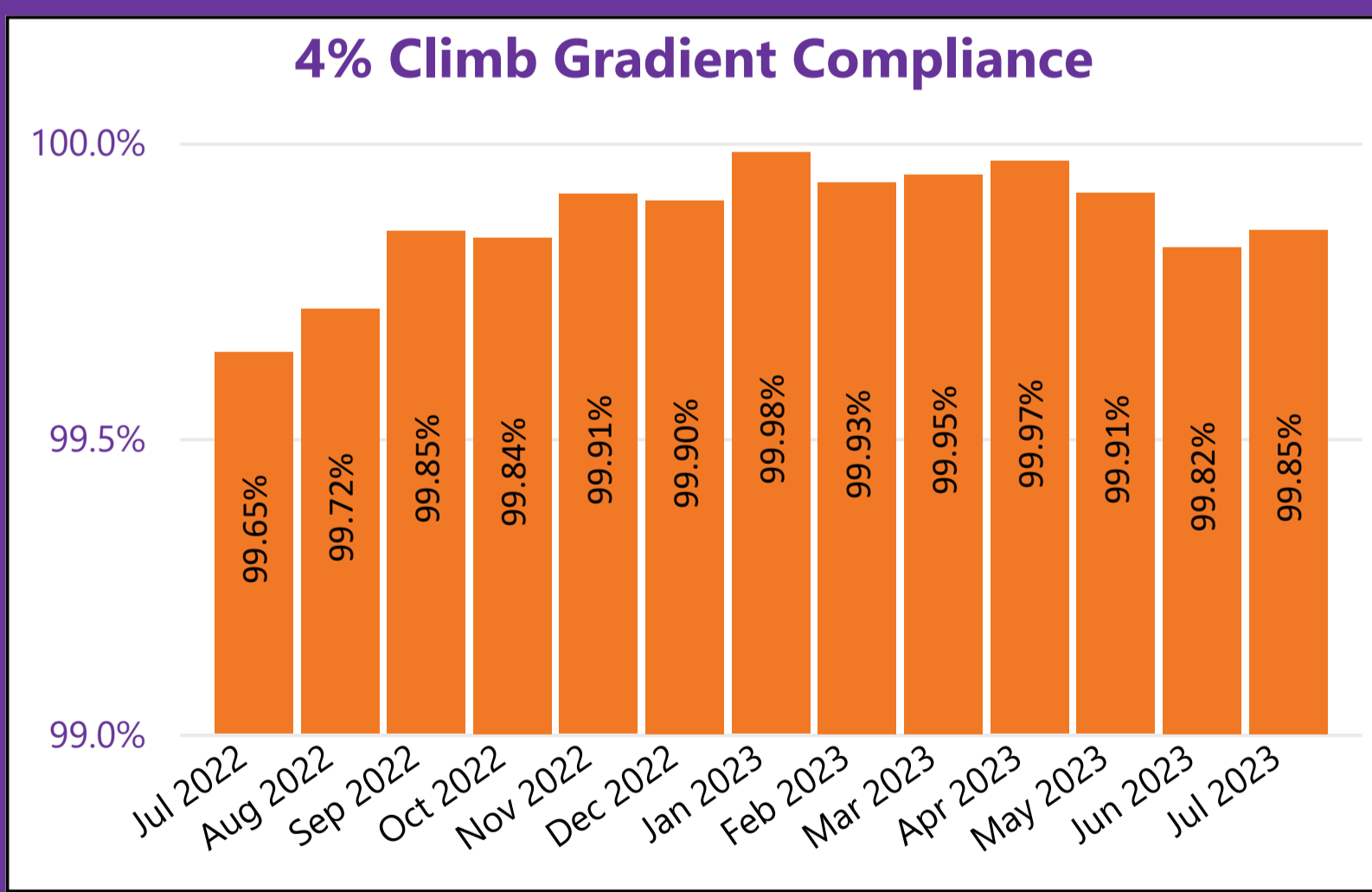


METRIC: Aircraft shall be deemed on track when it remains within a swathe 1.5km either side of the Standard Instrument Departure ideal centre line.

COMMENTS: YTD Track Keeping Compliance (All Runways) average for 2024 is 95.19%



METRIC: Early morning arrivals between the hours of 04:30-06:00.



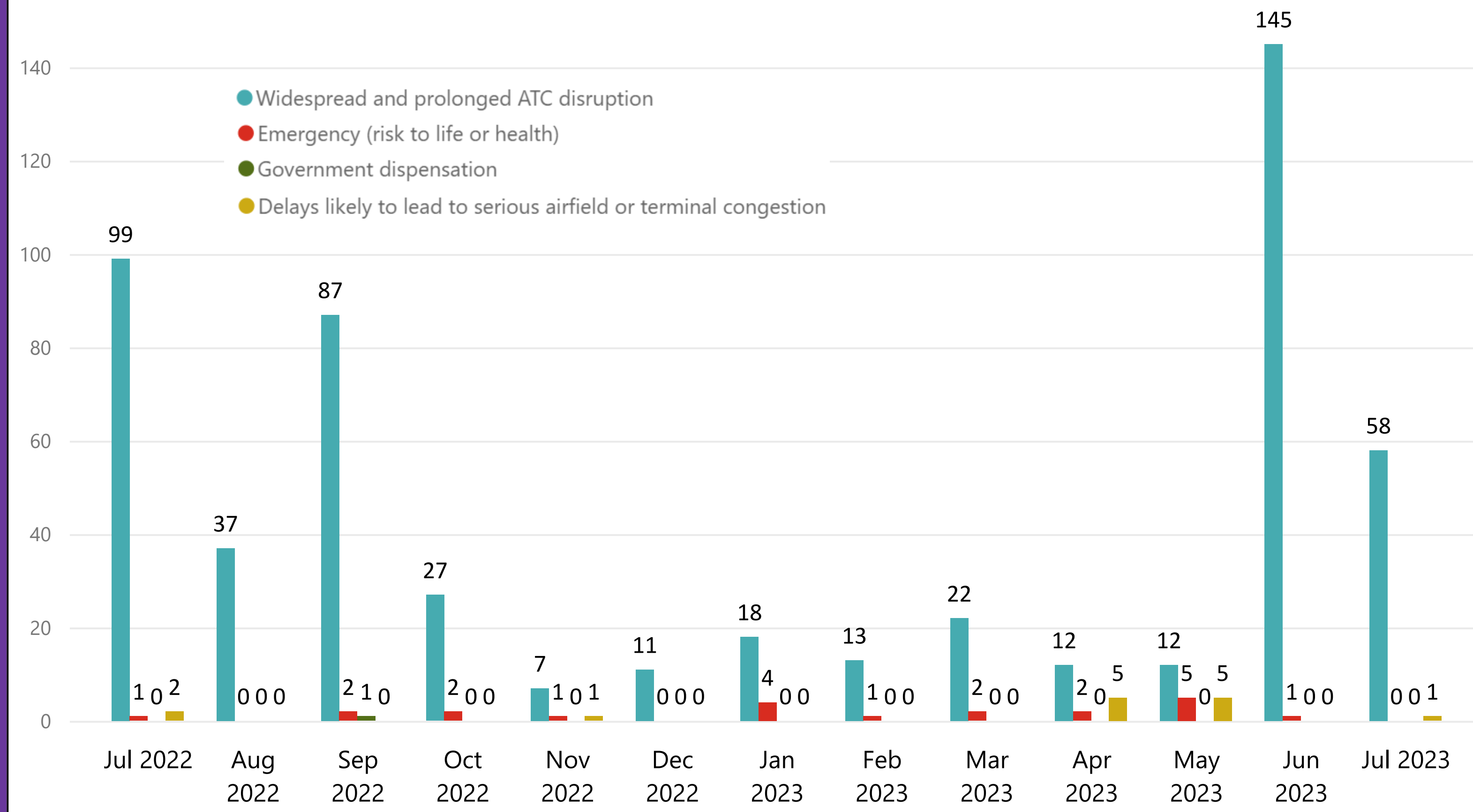
METRIC: A departing aircraft will maintain a minimum climb gradient of 4% measured between 1000ft and 4000ft.

COMMENTS: YTD 4% climb gradient average for 2024 is 99.91%

Total number of nights without Late Runners:

2022	107
2023	88

Dispensation Reasoning Breakdown

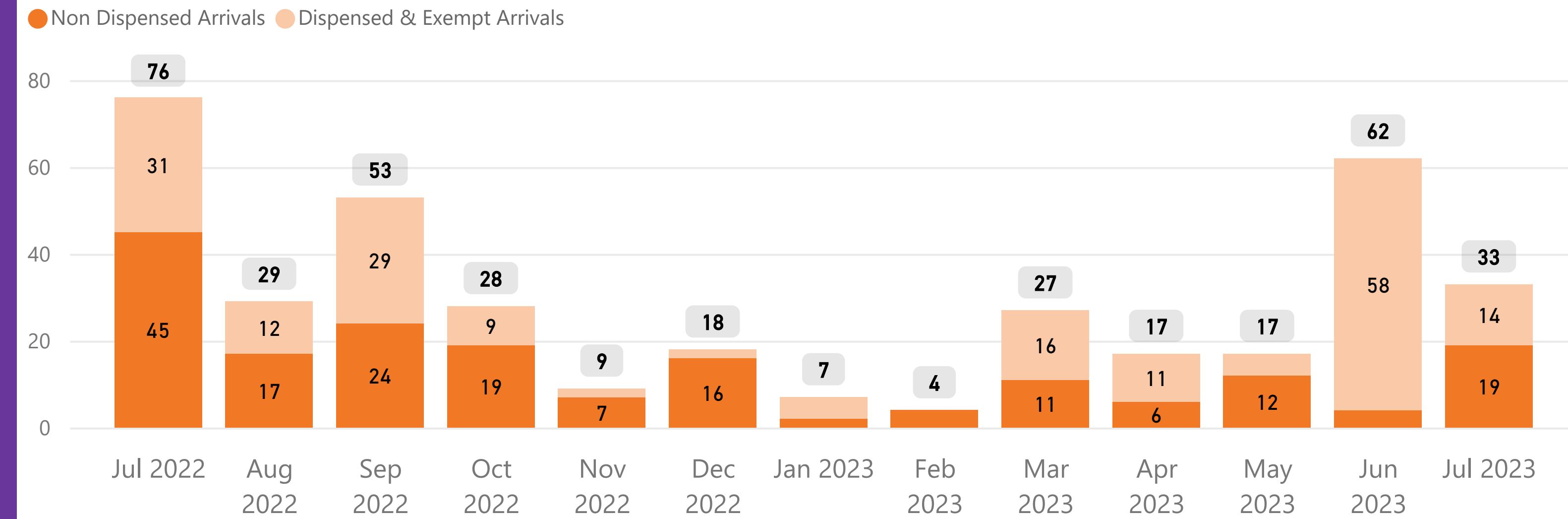


METRIC: Breakdown of dispensation reasoning.

Summary:

There were 4 nights without Late Runners in July.
 YTD figure for Nights without Late Runners in 2023 is 88 vs 72 for the same period in 2022.
 Thunderstorms and CB activity significantly impacted late runners within July.
 The European sector responsible for greatest regulation was Karlsruhe.
 There have currently been 0 noise infringements this year

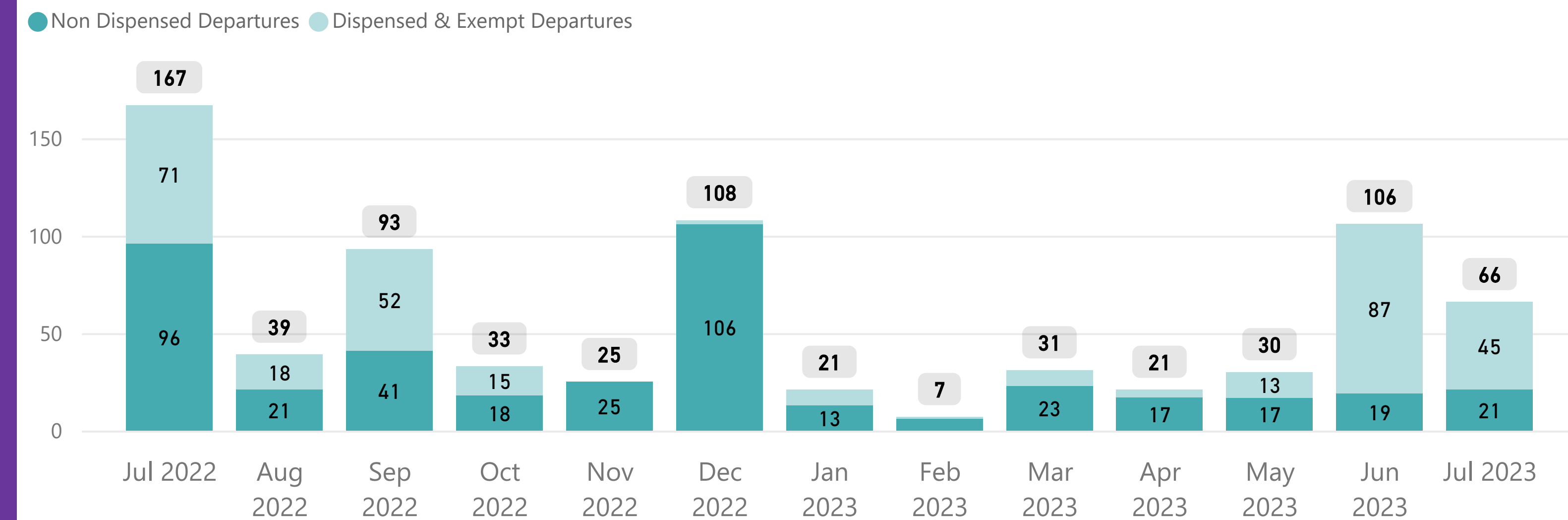
Late Runners (Arrivals)



METRIC: Late running, off schedule arrivals operating between 23:30-04:30.

COMMENTS: YTD for 2023 is 167

Late Runners (Departures)



METRIC: Late running, off schedule departures operating between 23:30-04:30.

COMMENTS: YTD for 2023 is 282