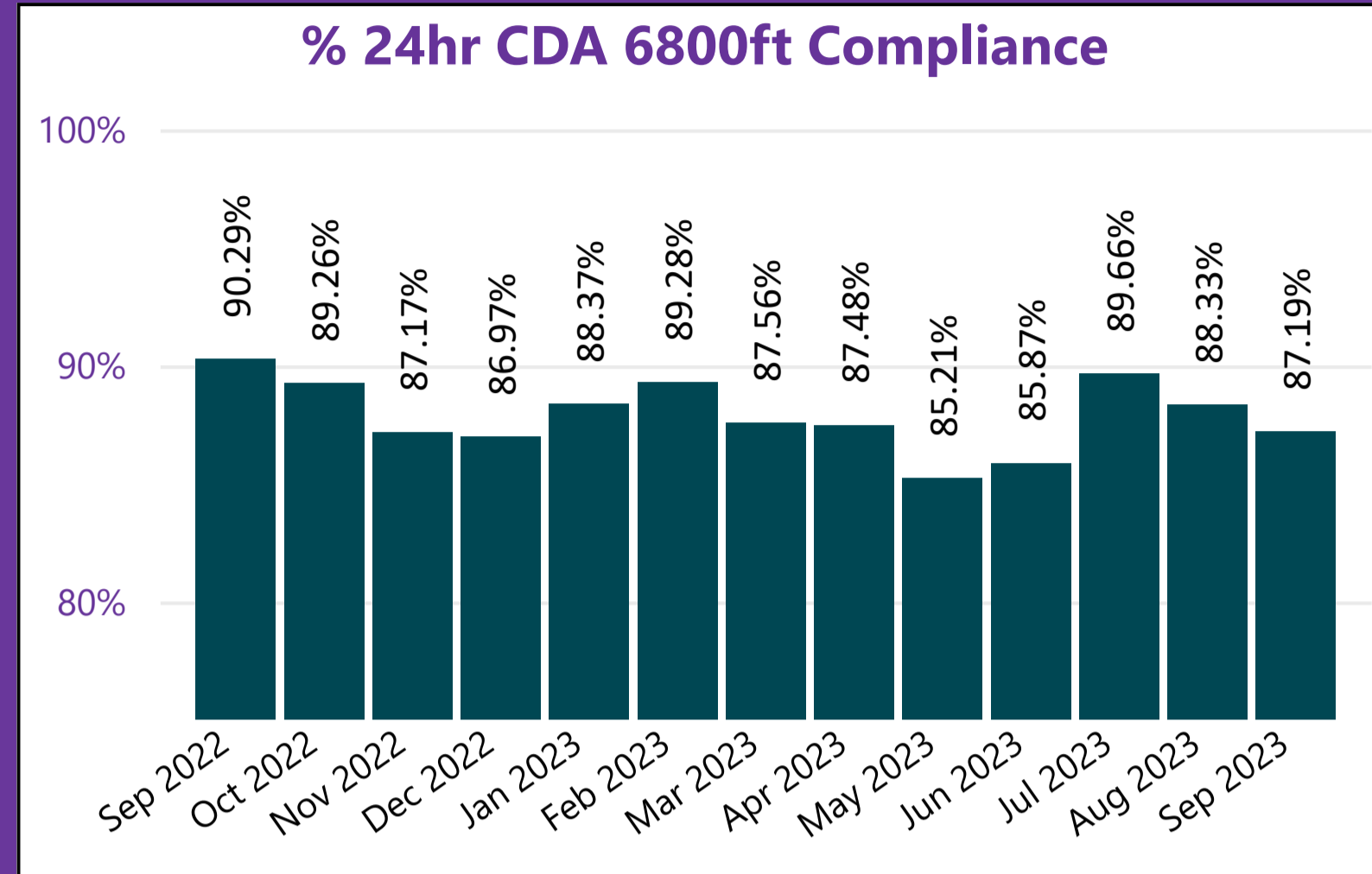


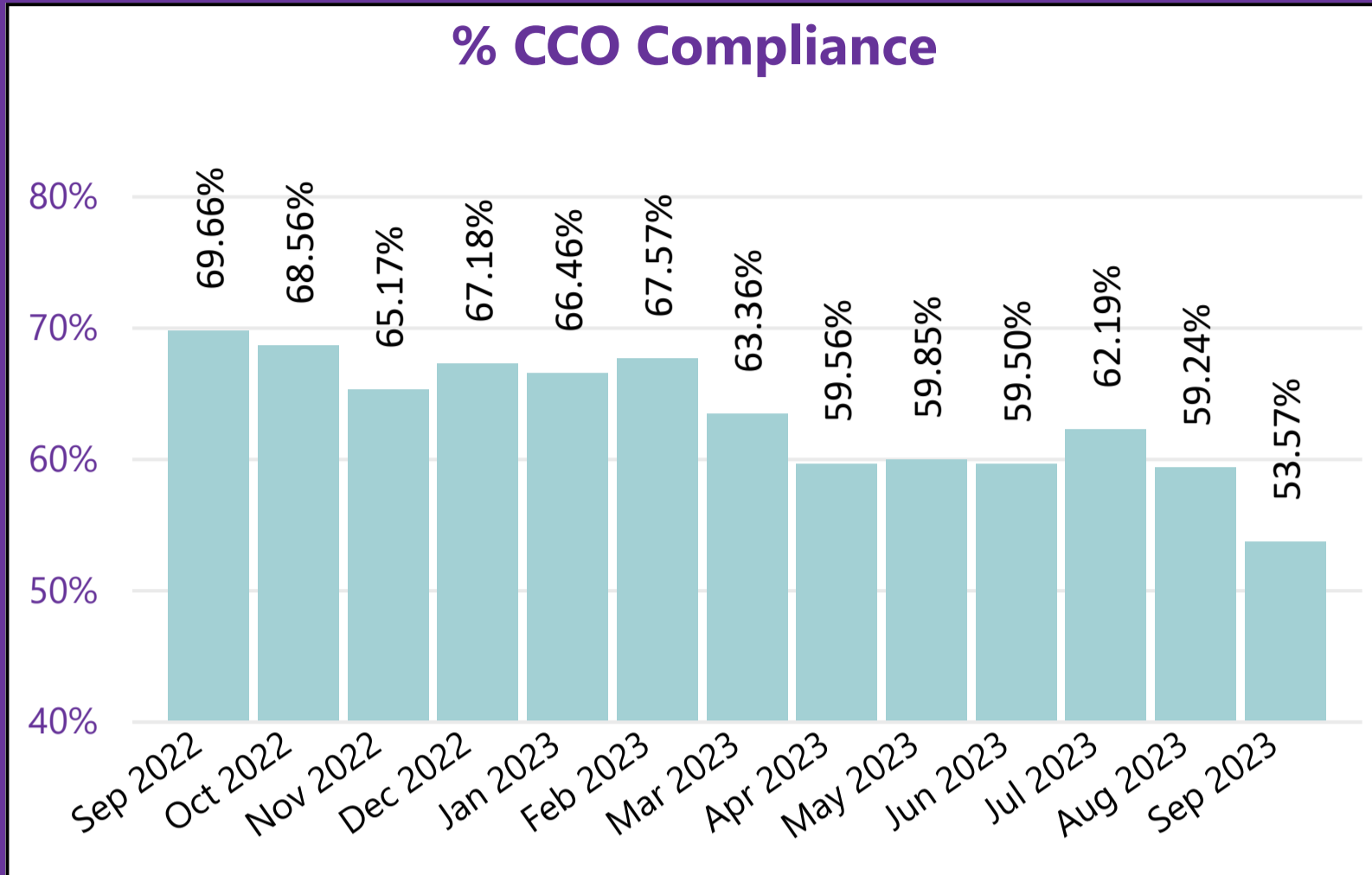
METRIC: After take-off, aircraft shall be operated in such a way that it is at a height of not less than 1000ft AAL at 6.5km from the start of roll.

COMMENTS: September has been unusually warmer than average leading to a higher number of infringements.

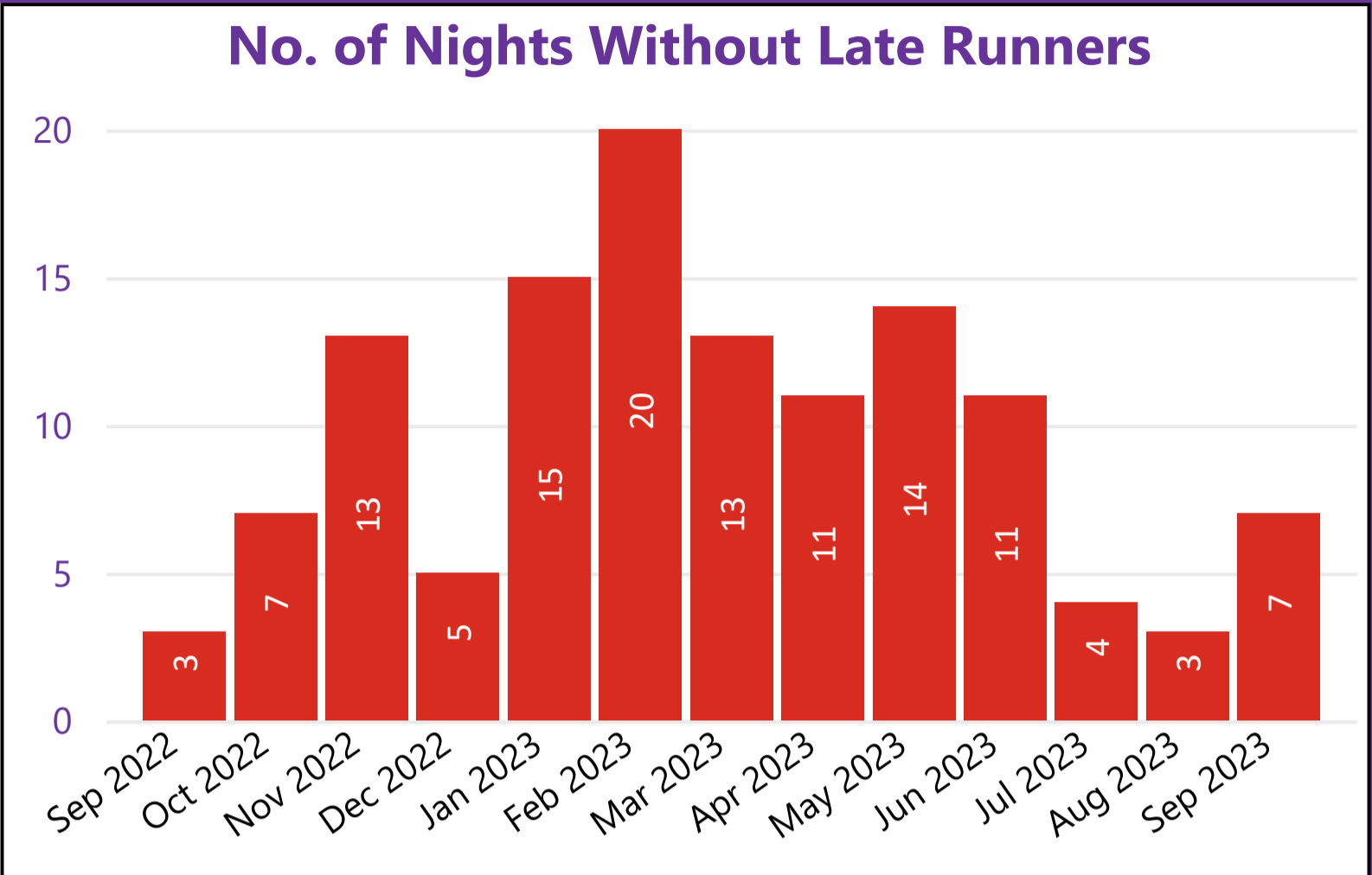


METRIC: When an aircraft arrives, it shall not fly a segment of level flight longer than 2.5nm below 6800ft.

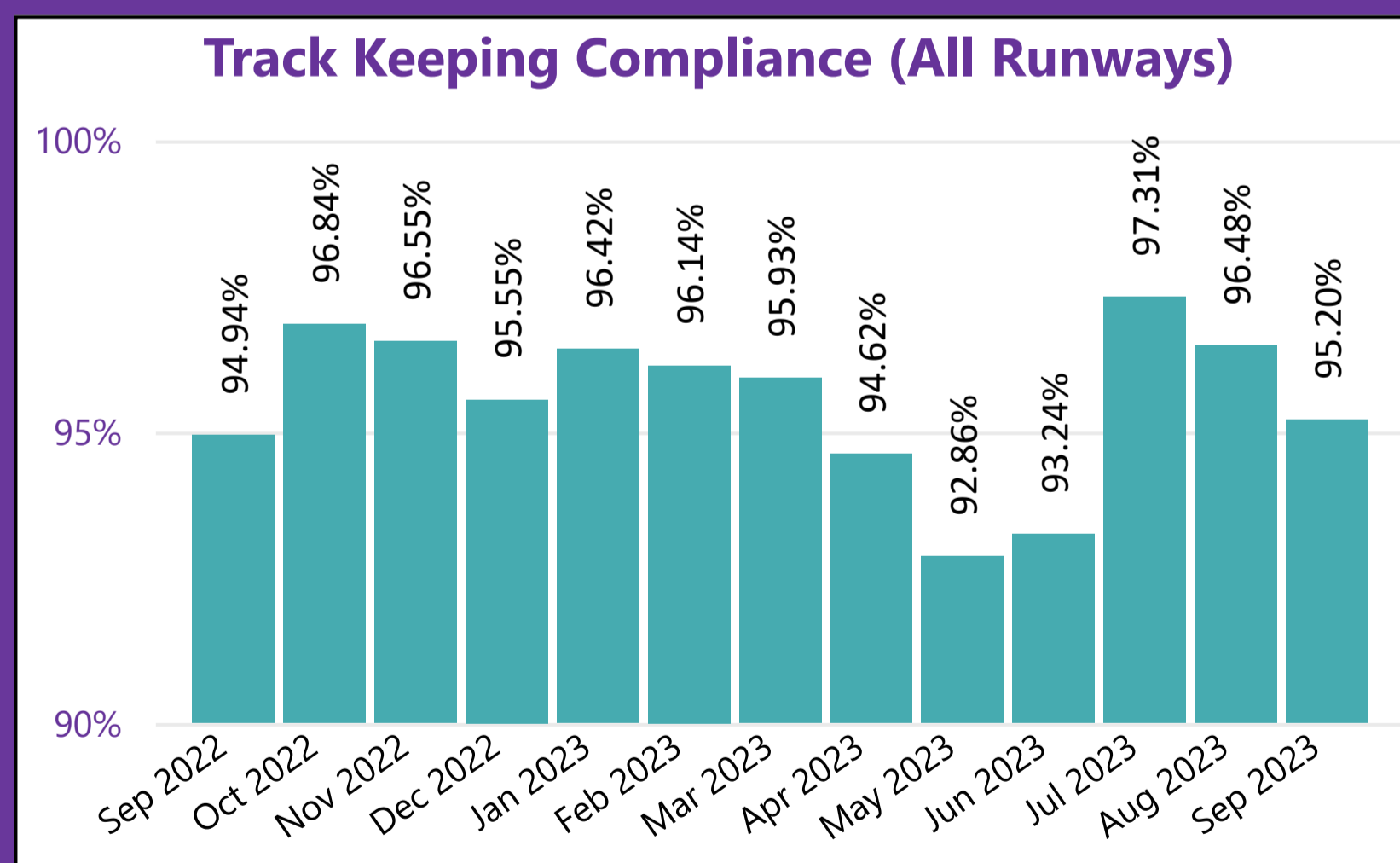
COMMENTS: YTD 24hr CDA Average for 2024 is 90.33%.



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

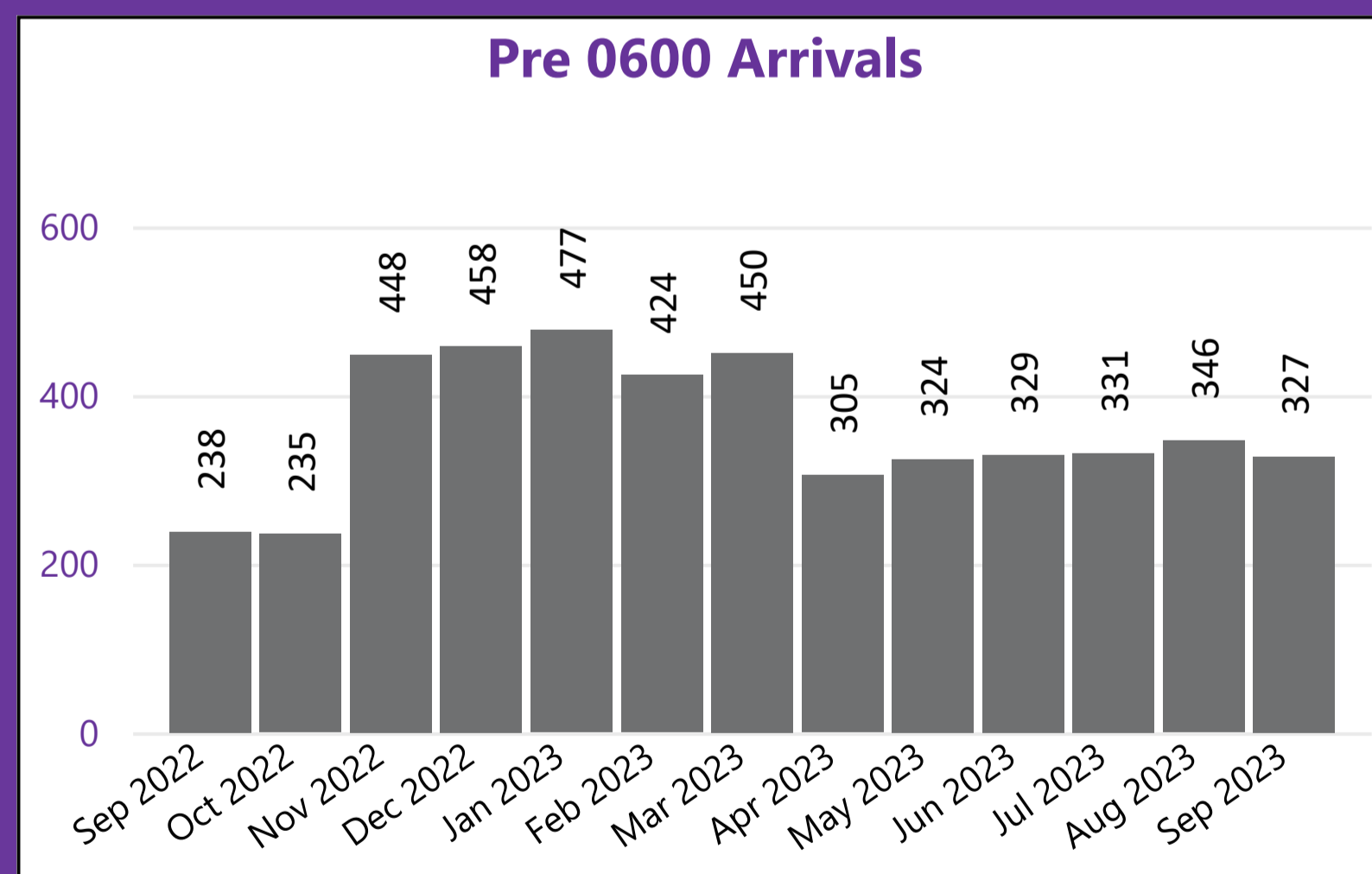


METRIC: Number of nights without late runners is specifically for flights between 23:30-04:30



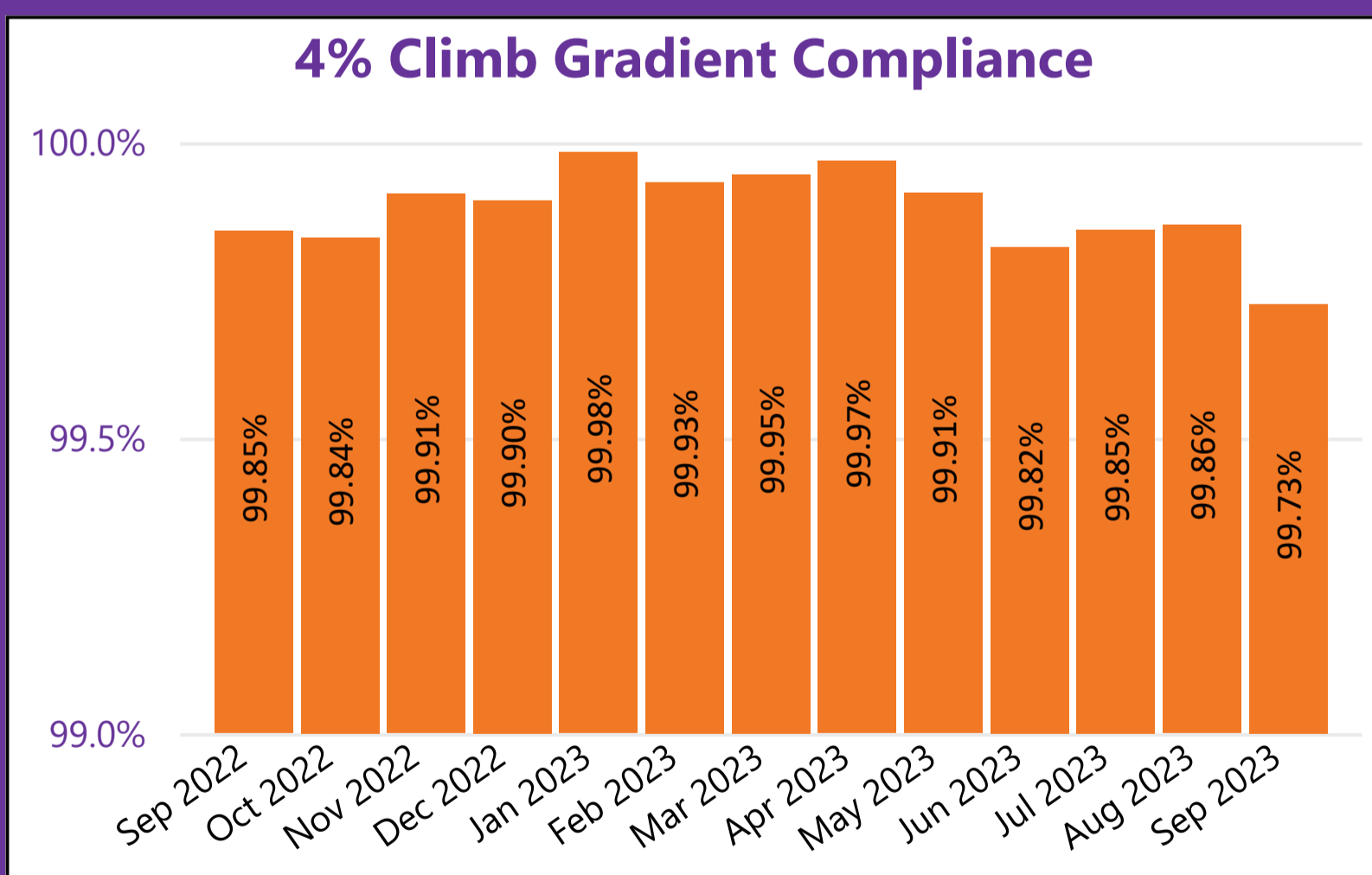
METRIC: Aircraft shall be deemed on track when it remains within a swathe 1.5km either side of the Standard Instrument Departure ideal centre line.

COMMENTS: YTD Track Keeping Compliance (All Runways) average for 2024 is 95.34%



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

COMMENTS: September 2023 average Early Morning Arrivals per morning is 10.9



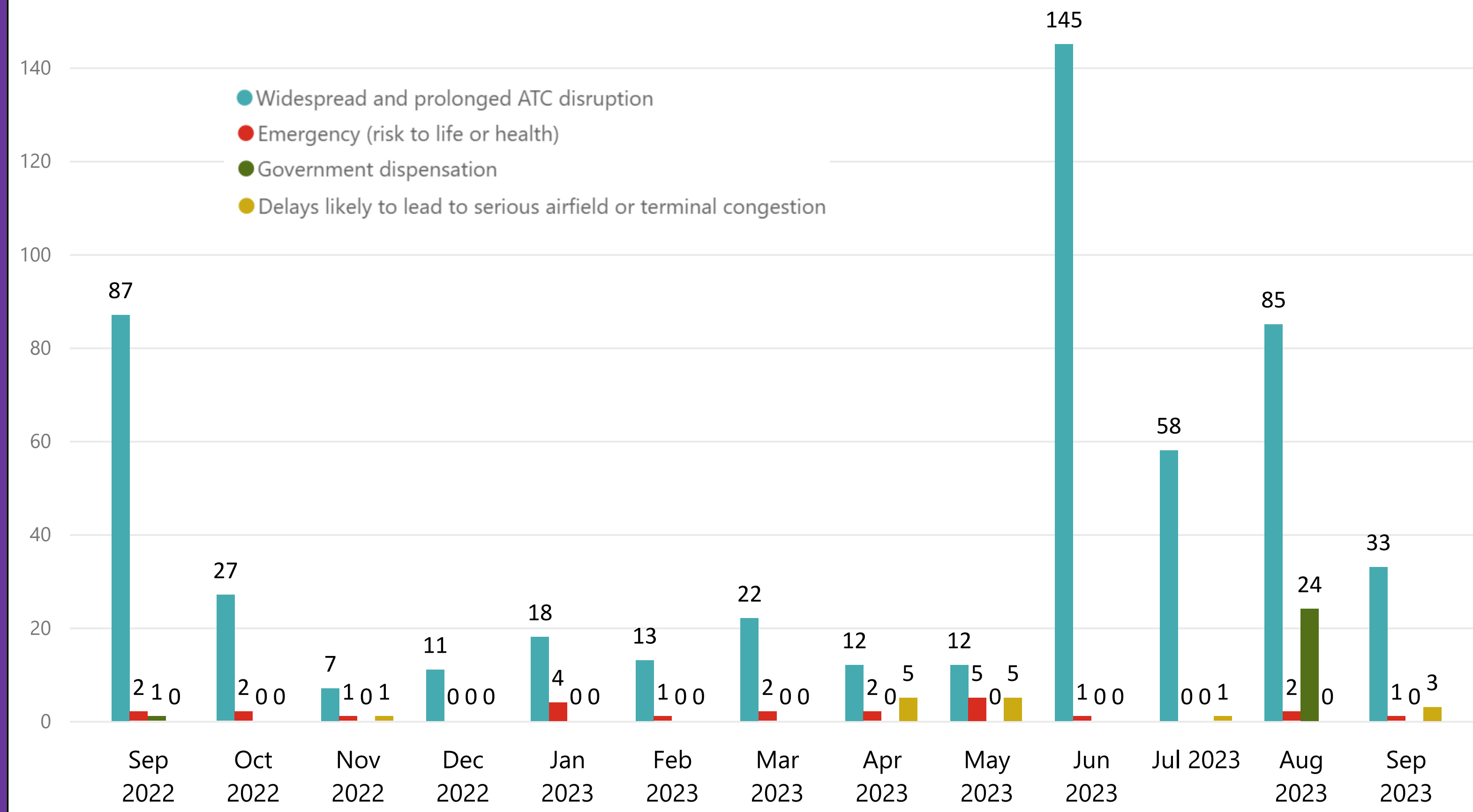
METRIC: A departing aircraft will maintain a minimum climb gradient of 4% measured between 1000ft and 4000ft.

COMMENTS: YTD 4% climb gradient average for 2024 is 99.89%

Total number of nights without Late Runners:

2022	107
2023	98

Dispensation Reasoning Breakdown



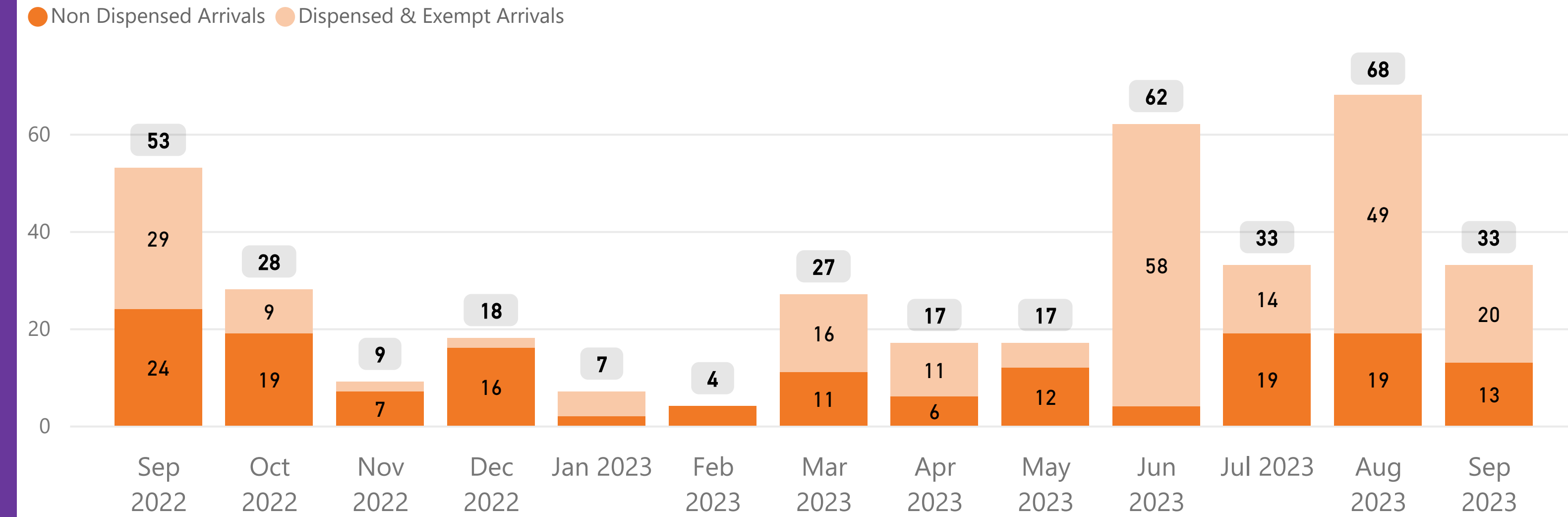
METRIC: Breakdown of dispensation reasoning.

COMMENTS: The majority of dispensed flights in September were due to significant weather events locally and across Europe.

Summary:

There were 7 nights without Late Runners in September.
 YTD figure for Nights without Late Runners in 2023 is 98 vs 82 for the same period in 2022.
 Significant weather events lead to many ATC slot/capacity restrictions locally and across Europe.
 There have currently been 0 noise infringements this year

Late Runners (Arrivals)

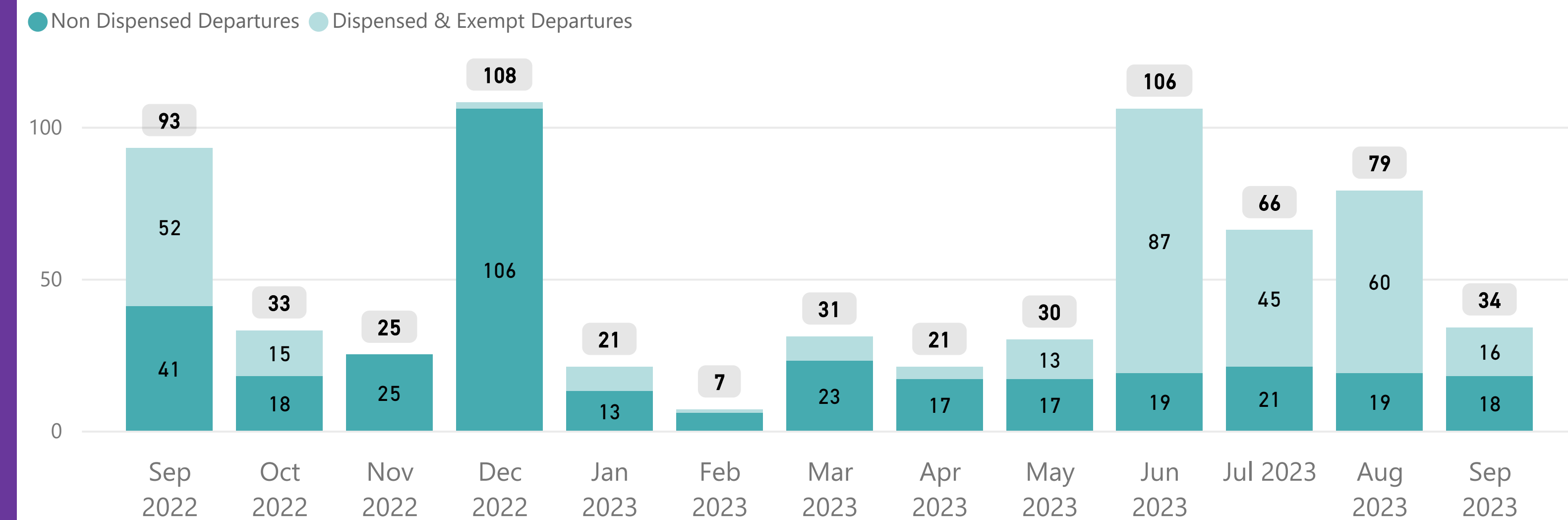


METRIC: Late running, off schedule arrivals operating between 23:30-04:30.

COMMENTS: YTD for 2023 is 268 vs 326 for the same period of 2022.

The airlines with the most Late Runners - Dispensed and Non-Dispensed (Arrivals) within September 2023 are as follows: BA (88%), THY (3%), QTR (3%), LOT (3%), AUA (3%)

Late Runners (Departures)



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

COMMENTS: YTD for 2023 is 395 vs 547 for the same period of 2022.

The airlines with the most Late Runners - Dispensed and Non-Dispensed (Departures) within September 2023 are as follows: BA (53%), CPA (9%), THY (6%), VIR (6%), ELY (6%), CCA (6%)