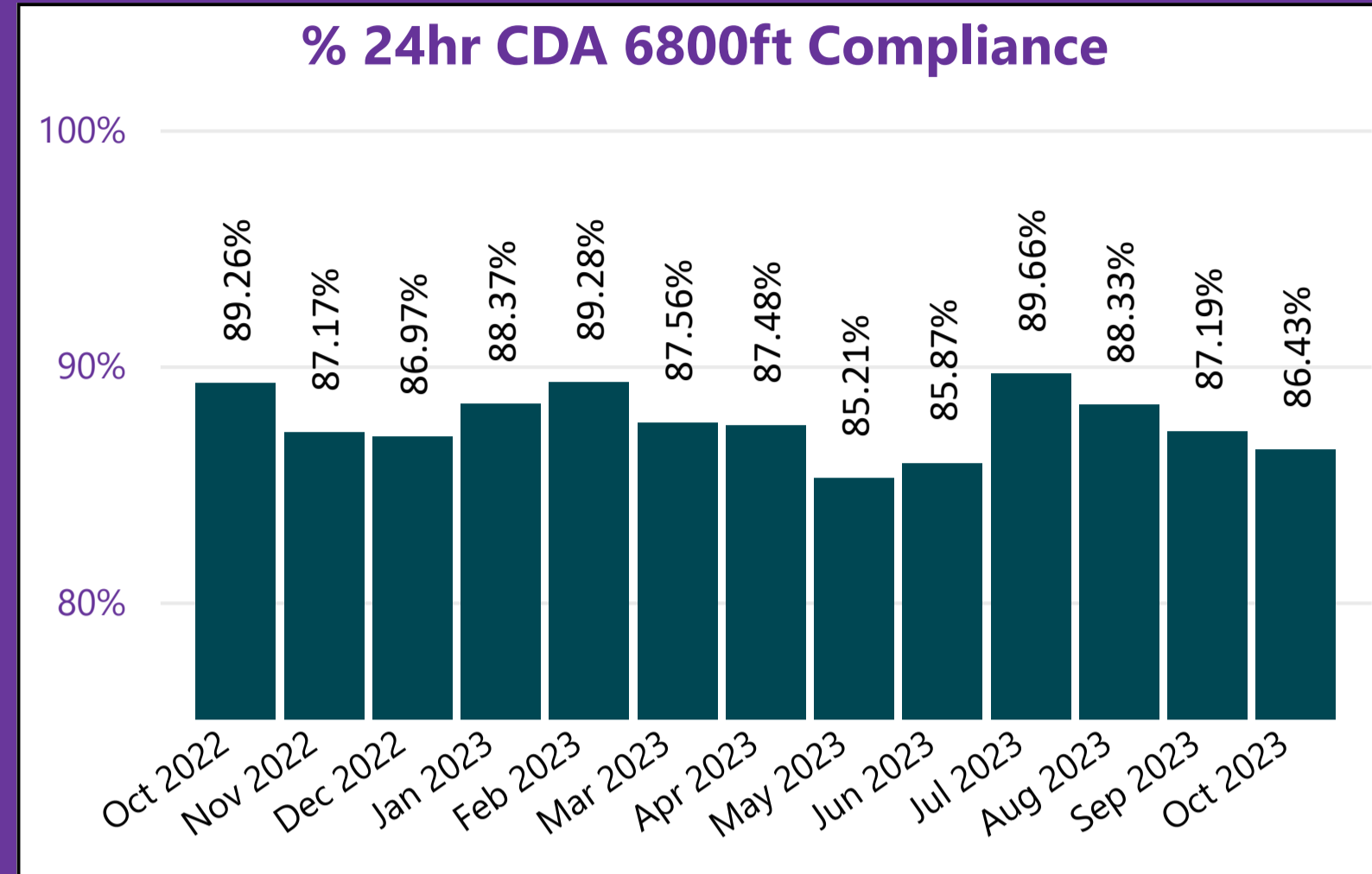


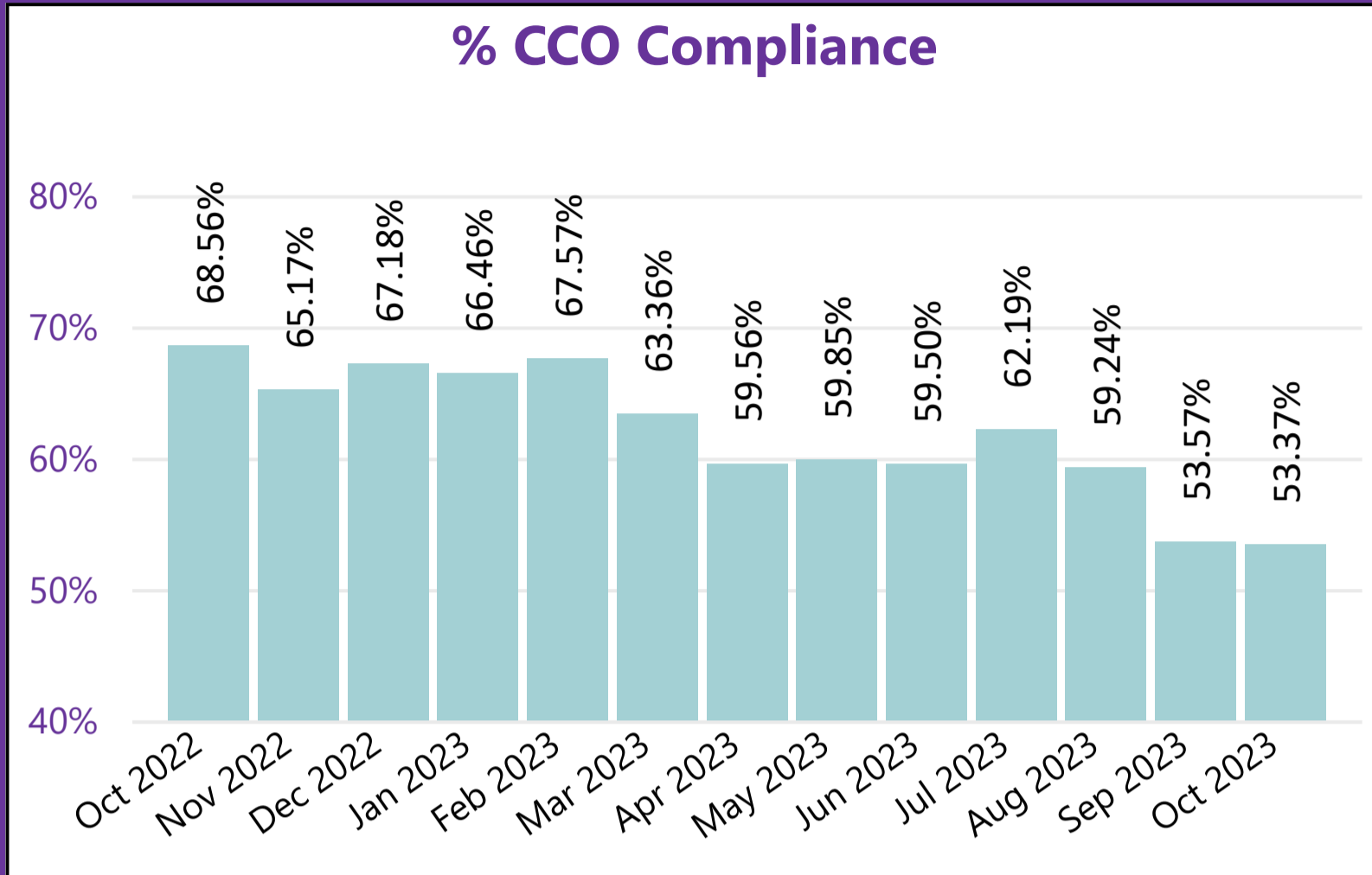
METRIC: After take-off, aircraft shall be operated in such a way that it is at a height of not less than 1000ft AAL at 6.5km from the start of roll.

COMMENTS: Following a review of the September increase, we have engaged with operators to understand any performance issues and reduce the number of infringements



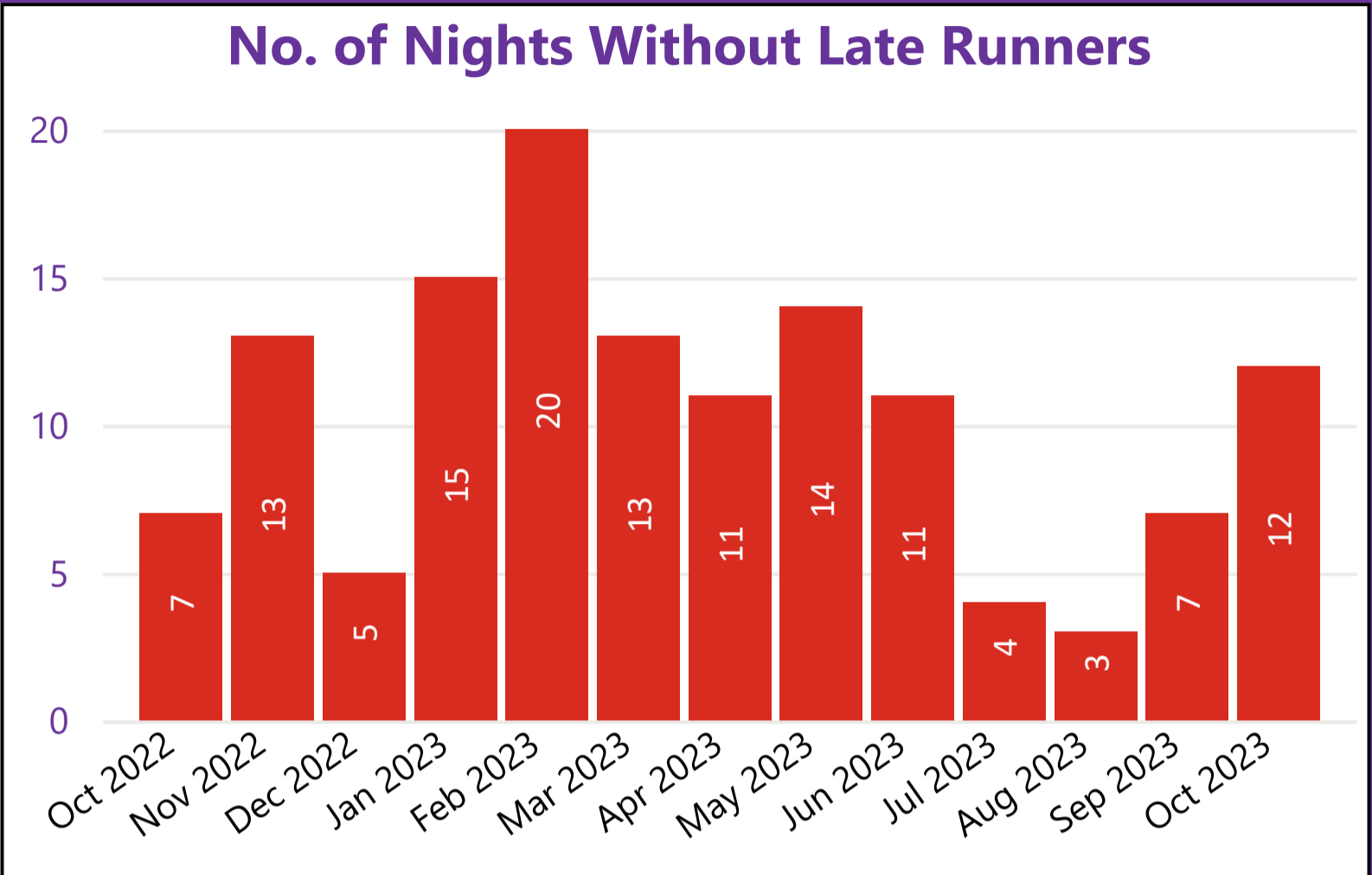
METRIC: When an aircraft arrives, it shall not fly a segment of level flight longer than 2.5nm below 6800ft.

COMMENTS: YTD 24hr CDA Average for 2023 is 90.22%.



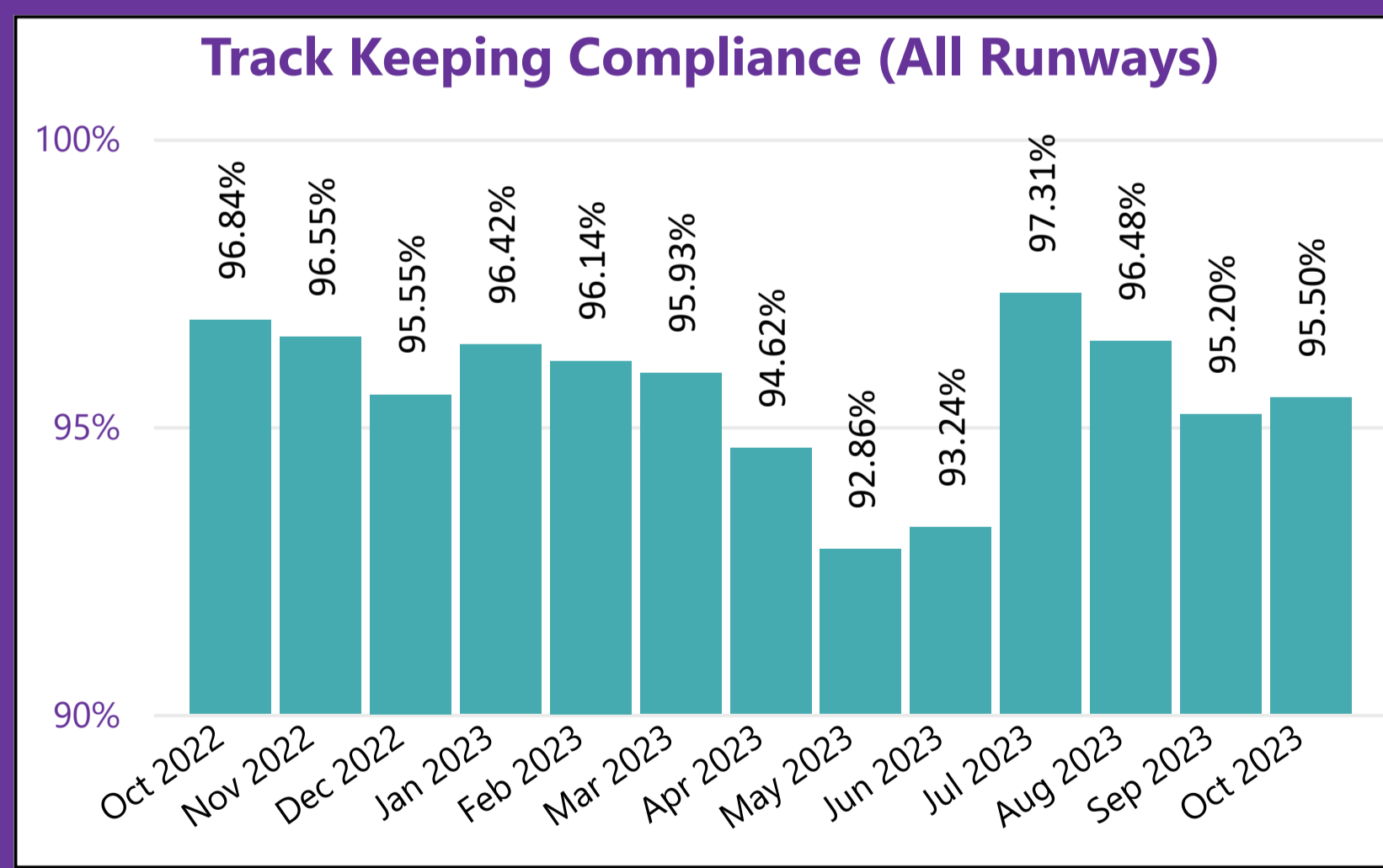
METRIC: An aircraft shall endeavour to maintain a constant rate of climb after departure.

COMMENTS: November 2023 CCO Violations count: 8664



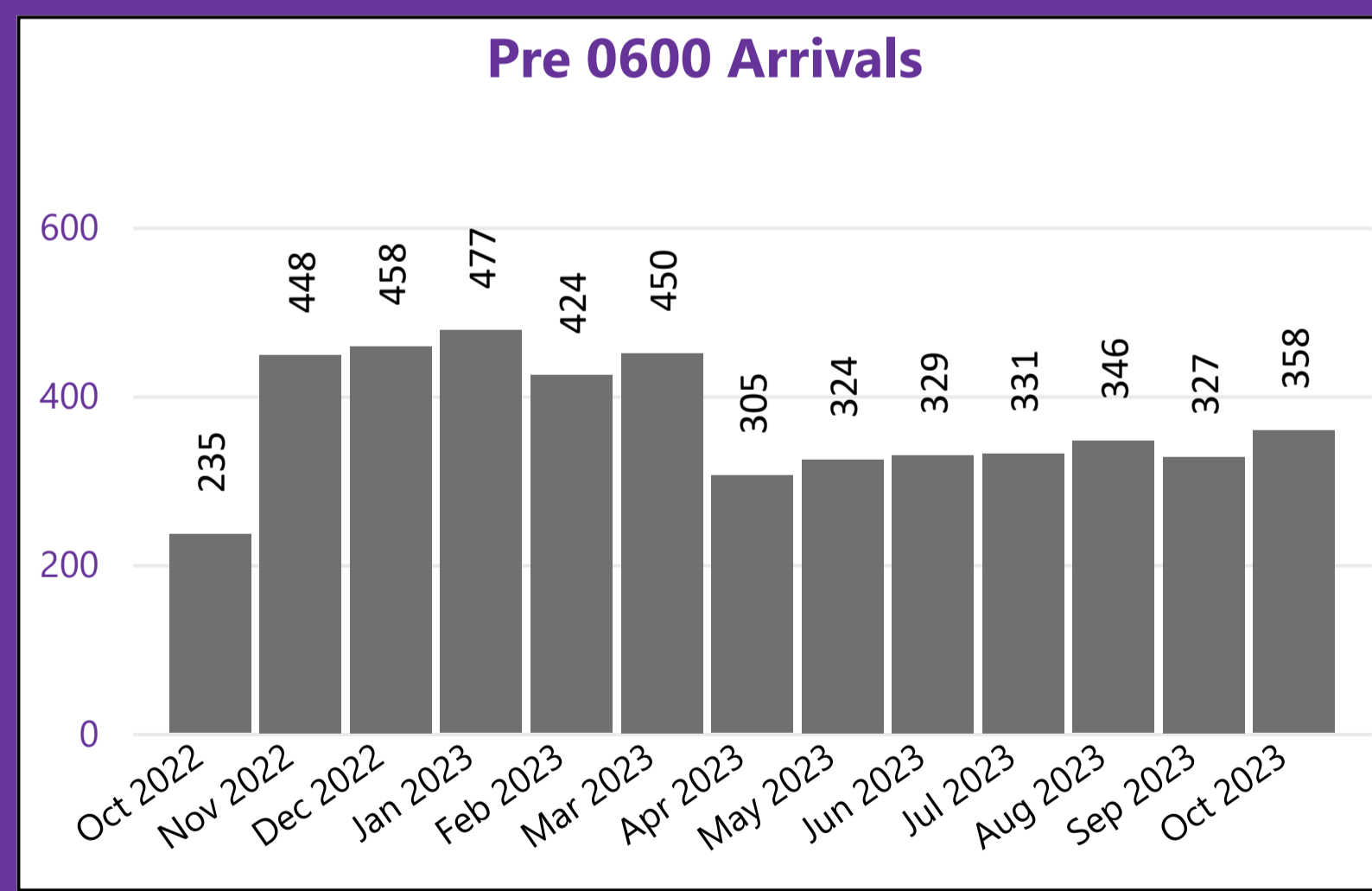
METRIC: Number of nights without late runners is specifically for flights between 23:30-04:30

COMMENTS: On 31/10/23 the target of 110 nights without late runners was achieved. We continue to engage with airlines to reduce late running flights to further build on this number.

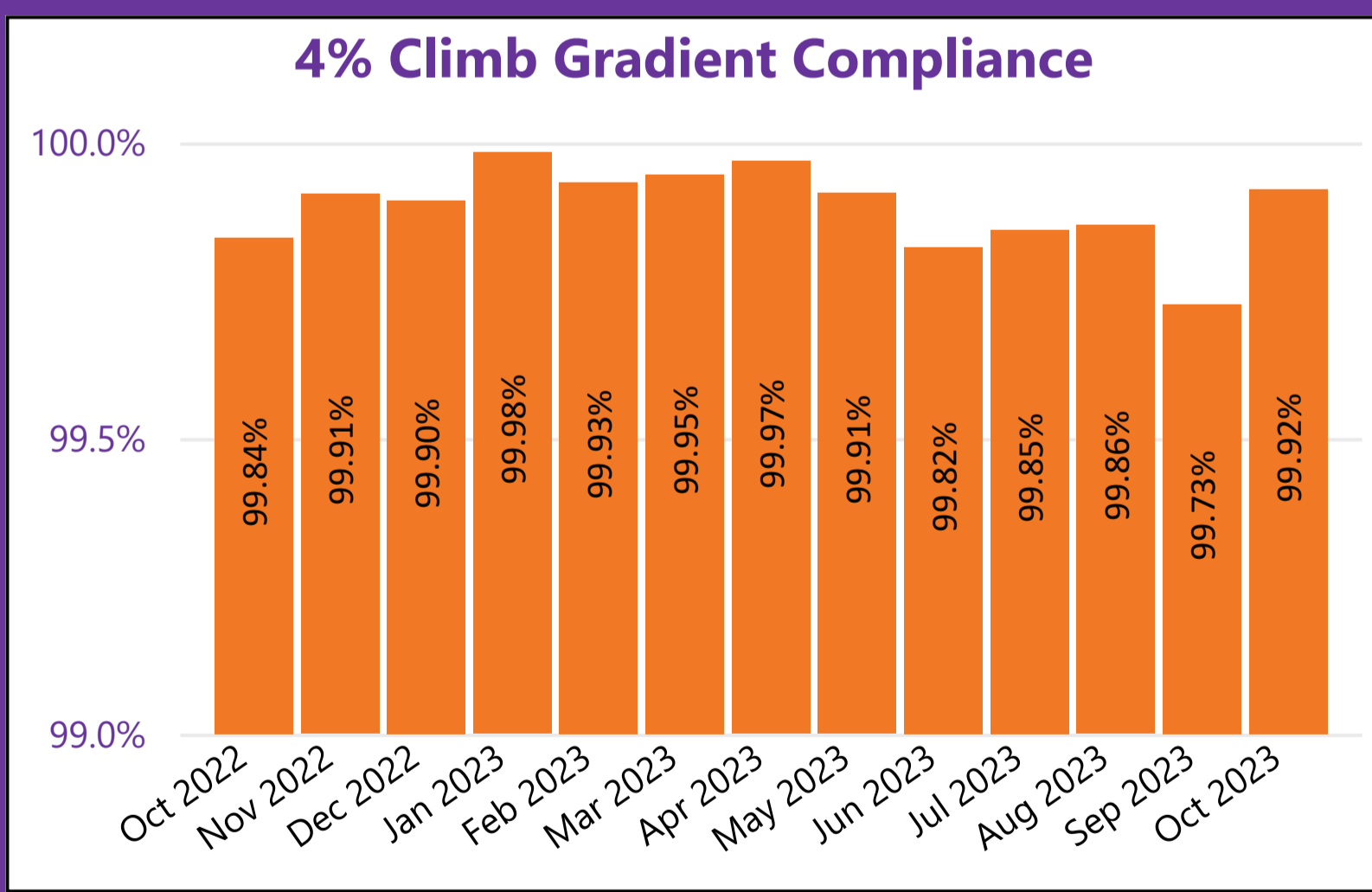


METRIC: Aircraft shall be deemed on track when it remains within a swathe 1.5km either side of the Standard Instrument Departure ideal centre line.

COMMENTS: YTD Track Keeping Compliance (All Runways) average for 2024 is 95.36%



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



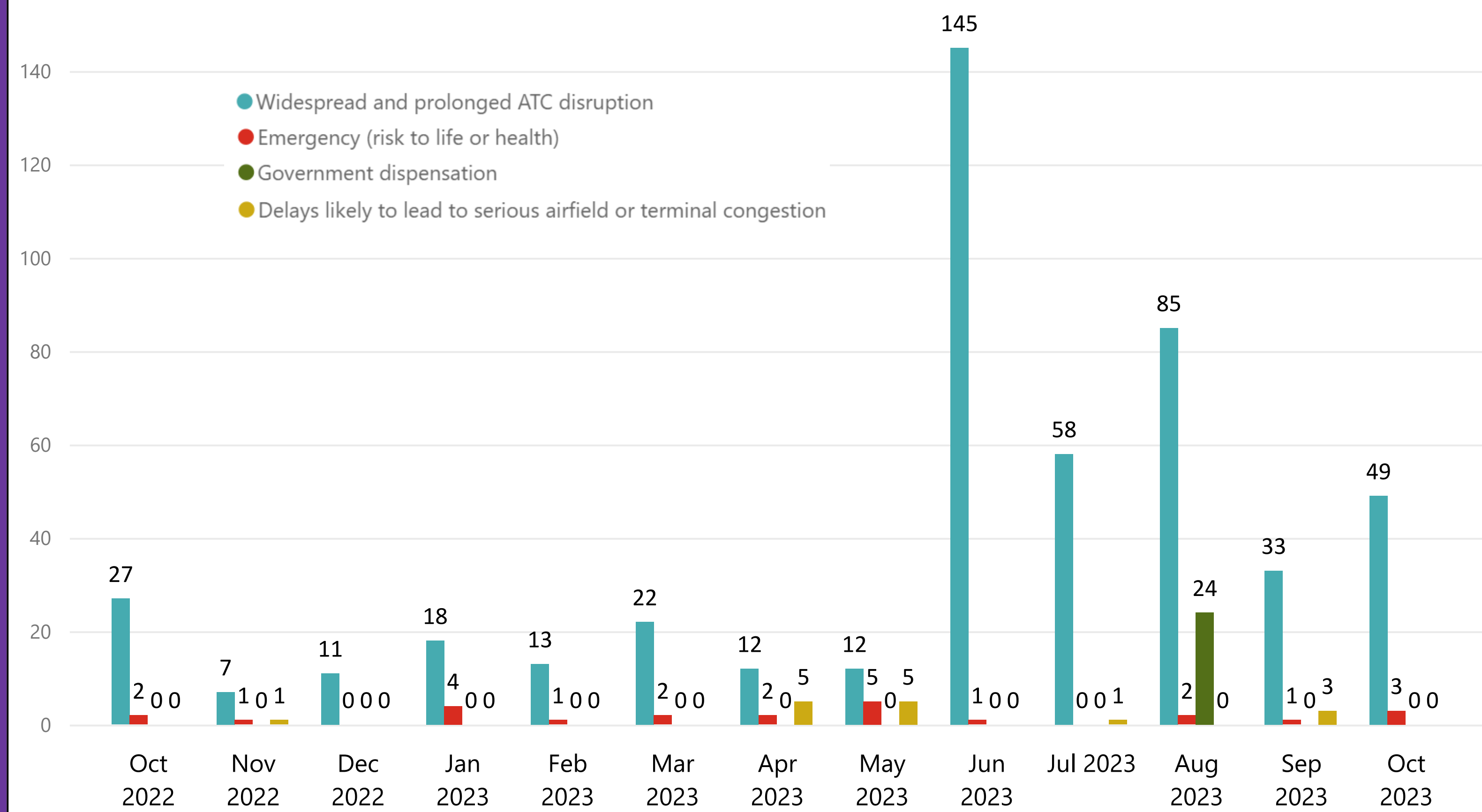
METRIC: A departing aircraft will maintain a minimum climb gradient of 4% measured between 1000ft and 4000ft.

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

Total number of nights without Late Runners:

| | |
|------|-----|
| 2022 | 107 |
| 2023 | 110 |

Dispensation Reasoning Breakdown



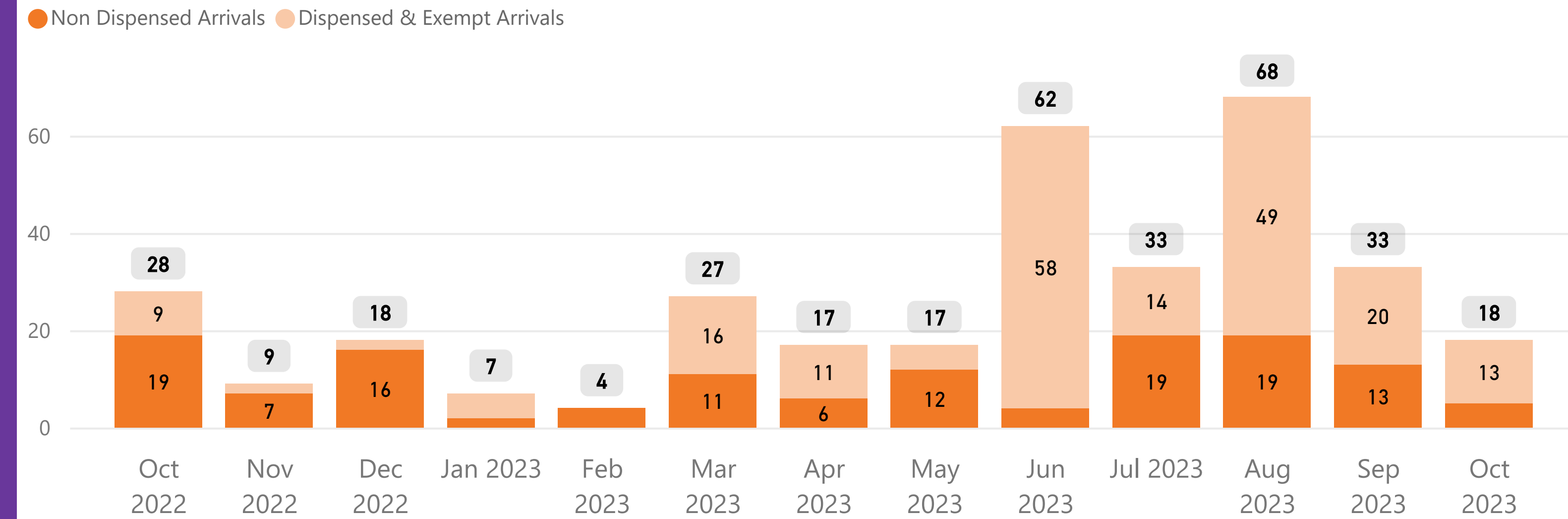
METRIC: Breakdown of dispensation reasoning.

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

Summary:

There were 12 nights without Late Runners in October. YTD figure for Nights without Late Runners in 2023 is 110 vs 82 for the same period in 2022. The 2023 target of 110 nights without late runners has now been met, we are continuing to engage with airlines to further improve on this number. Significant weather events lead to many ATC slot/capacity. There have currently been 0 noise infringements this year.

Late Runners (Arrivals)

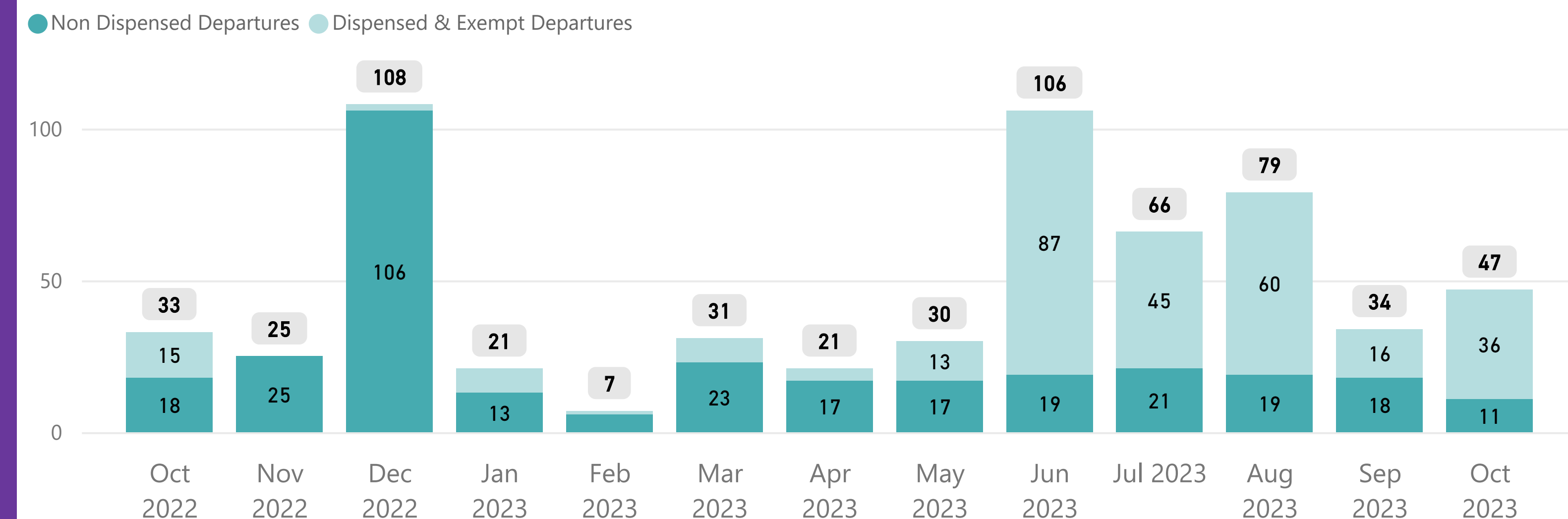


METRIC: Late running, off schedule arrivals operating between 23:30-04:30.

COMMENTS: YTD for 2023 is 286 vs 354 for the same period of 2022.

The airlines with the most Late Runners - Dispensed and Non-Dispensed (Arrivals) within October 2023 are as follows: BA (76%), EIN (12%), VIR (6%) and SAS (6%)

Late Runners (Departures)



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

COMMENTS: YTD for 2023 is 442, vs 580 for the same period of 2022.

The airlines with the highest amount of Late Runners - Dispensed and Non-Dispensed (Departures) within October 2023 are as follows: BA (23%), UAE (9%), ELY (9%), CPA (5%), THY (5%), VIR (5%), CAL (5%) and VTI (5%).