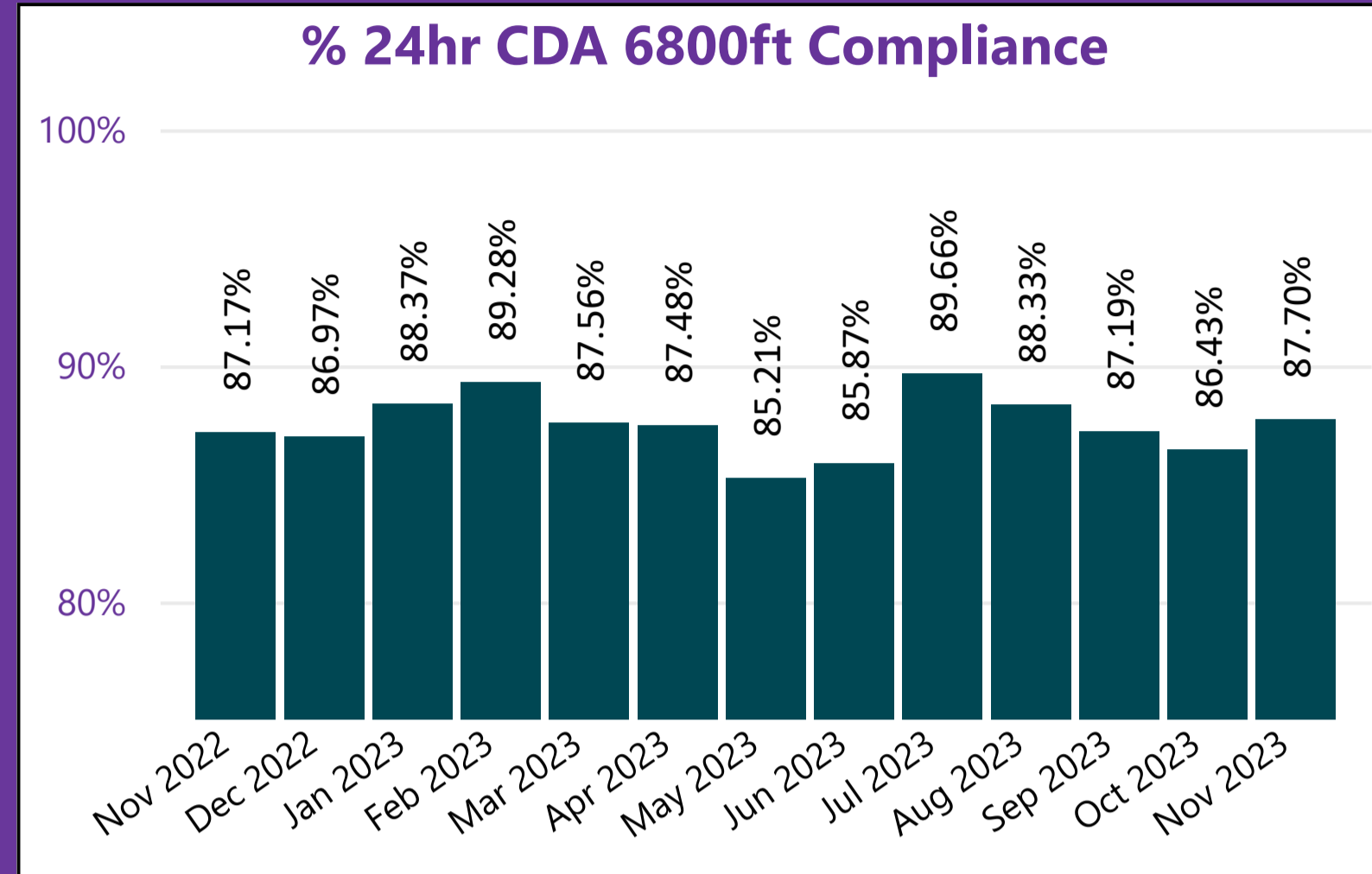


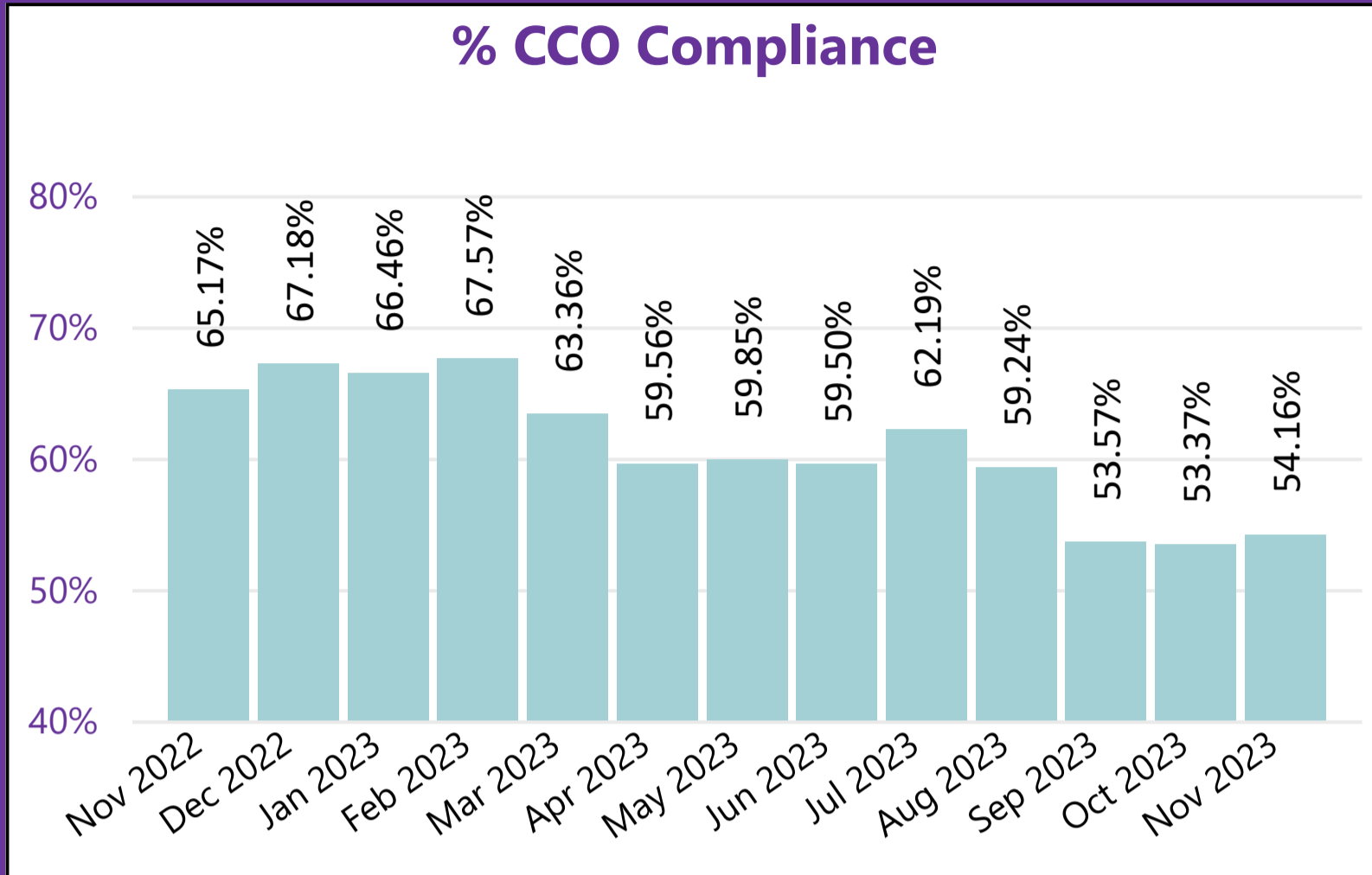
METRIC: After take-off, aircraft shall be operated in such a way that it is at a height of not less than 1000ft AAL at 6.5km from the start of roll.

COMMENTS: Following airline engagement, we are continuing to see a downward trend in number of 1000ft infringements.



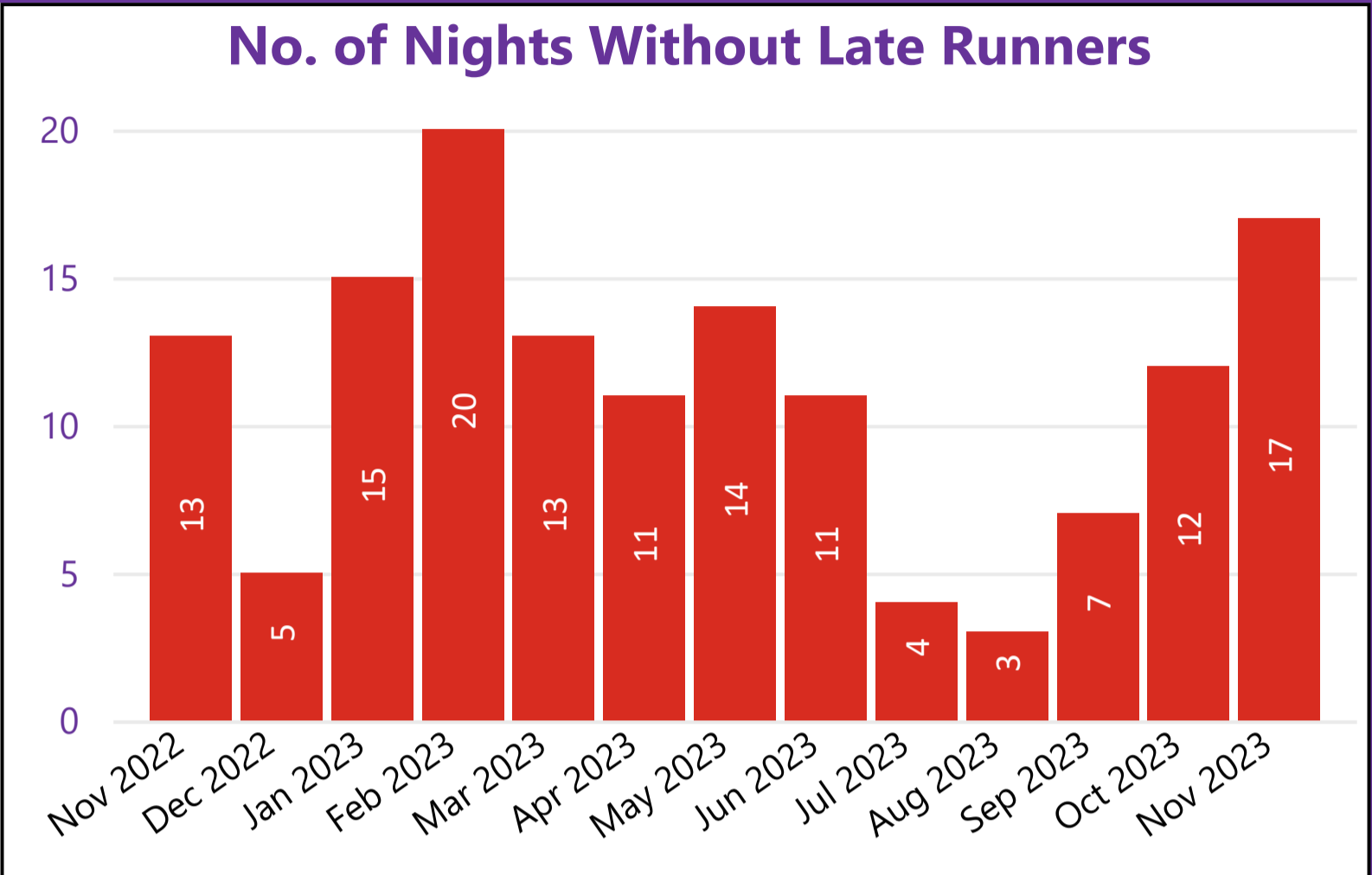
METRIC: When an aircraft arrives, it shall not fly a segment of level flight longer than 2.5nm below 6800ft.

COMMENTS: YTD 24hr CDA Average for 2023 is 90.17%.
November 2023 24hr CDA (6000ft) Violation Count: 1965
*From 1st January 2024, we will be increasing the measurement of this metric from 6000ft to 6800ft



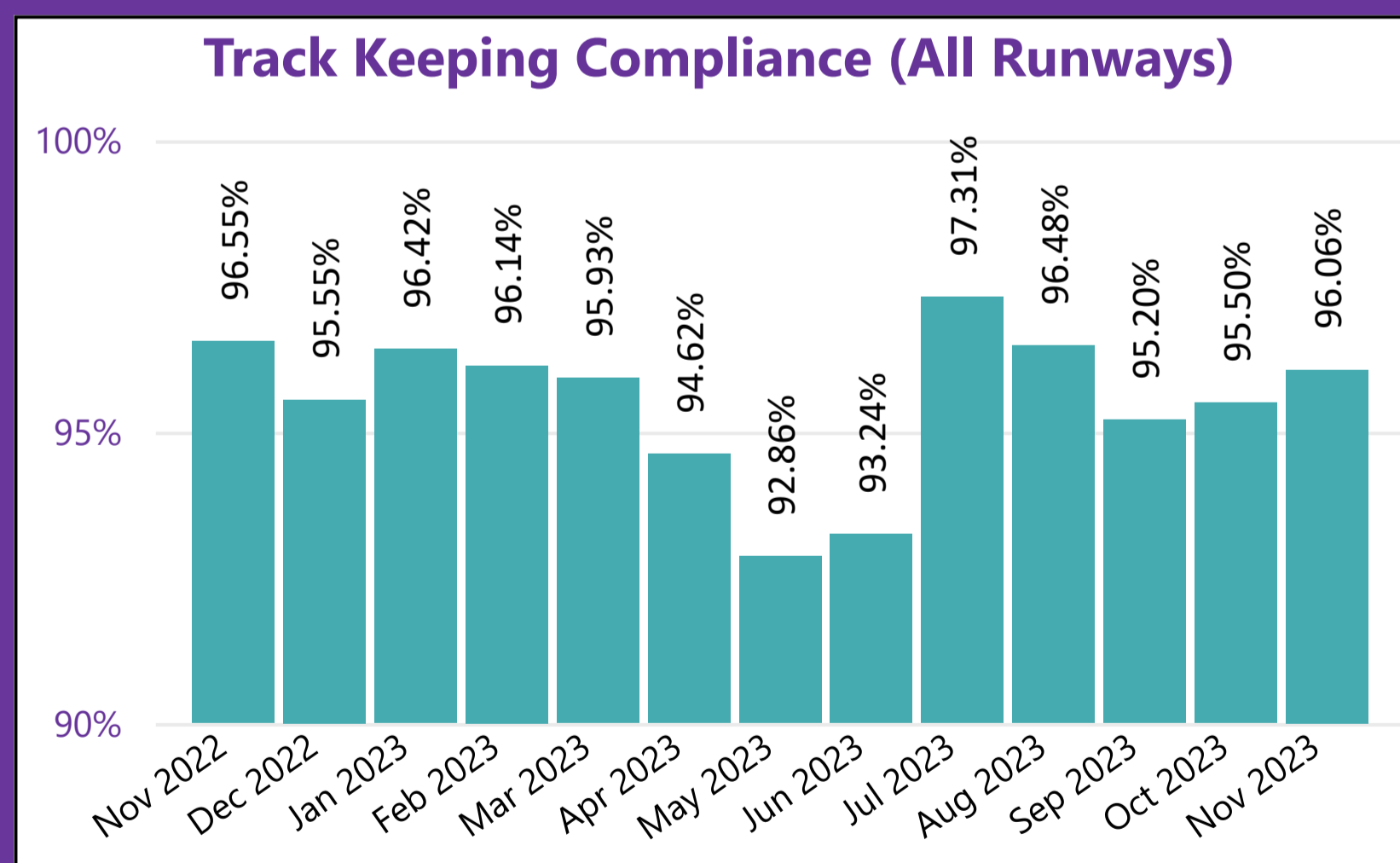
METRIC: An aircraft shall endeavour to maintain a constant rate of climb after departure.

November 2023 CCO Violations count: 8664



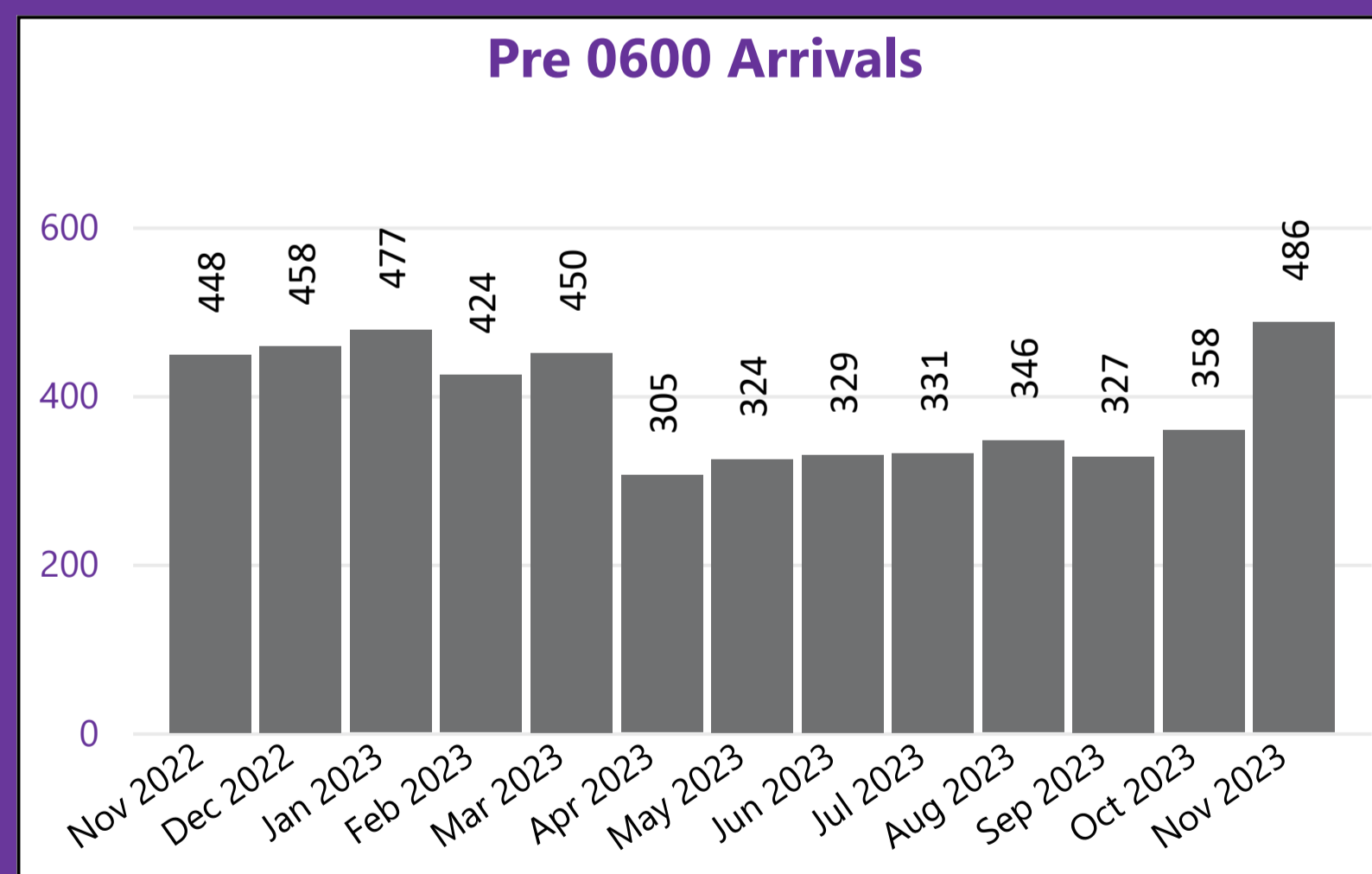
METRIC: Number of nights without late runners is specifically for flights between 23:30-04:30

COMMENTS: At the end of November, we reached 127 total nights without late runners for 2023. This beats 2019's best on record figure of 119 (excluding 2020/2021 due to Covid). We will be continuing to drive this forward throughout December



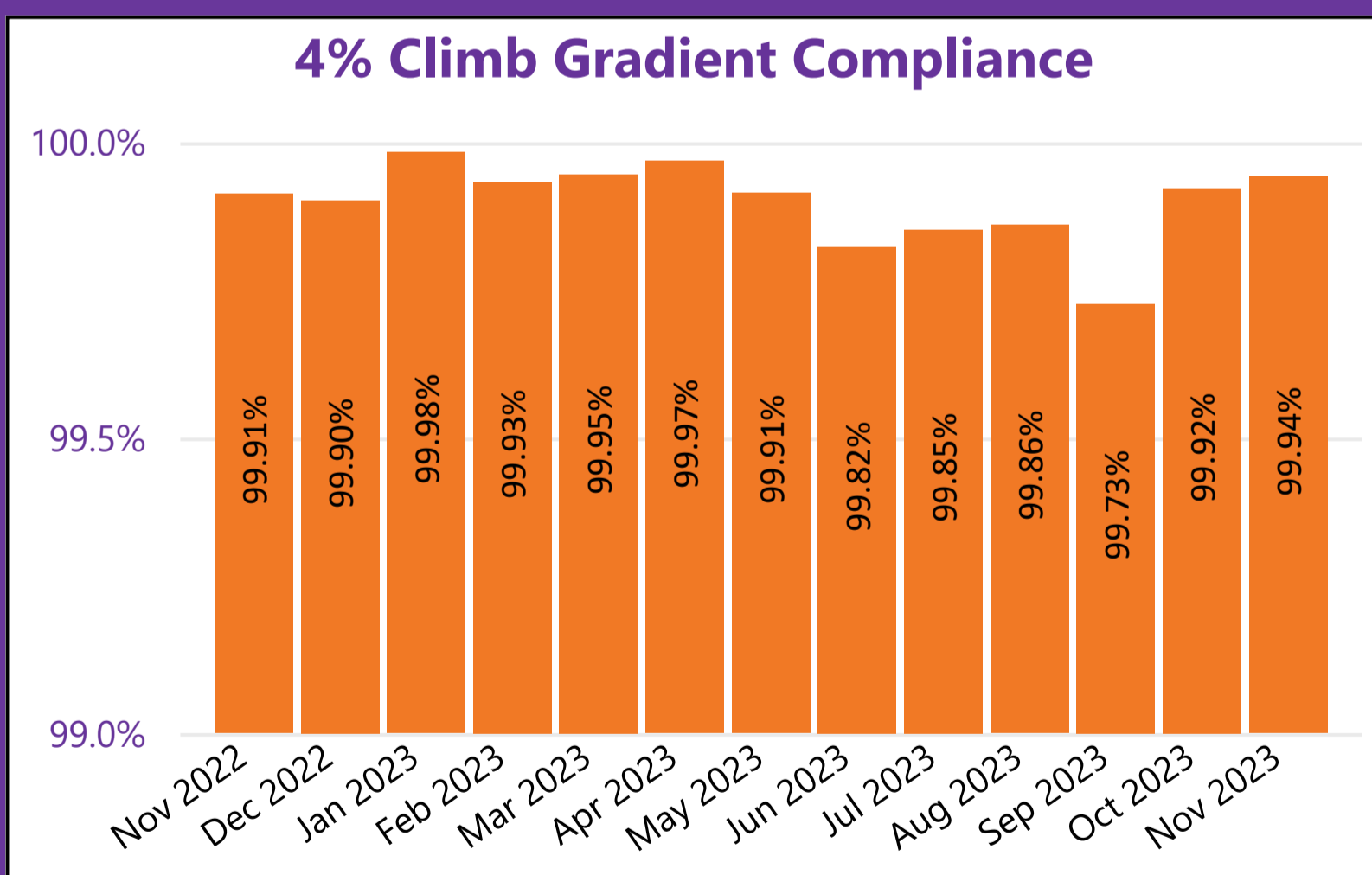
METRIC: Aircraft shall be deemed on track when it remains within a swathe 1.5km either side of the Standard Instrument Departure ideal centre line.

COMMENTS: YTD Track Keeping Compliance (All Runways) average for 2023 is 95.42%
November 2023 Track Keeping Violations (All Runways) Count: 744



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

COMMENTS: November 2023 average Early Morning Arrivals per morning is 16.2.



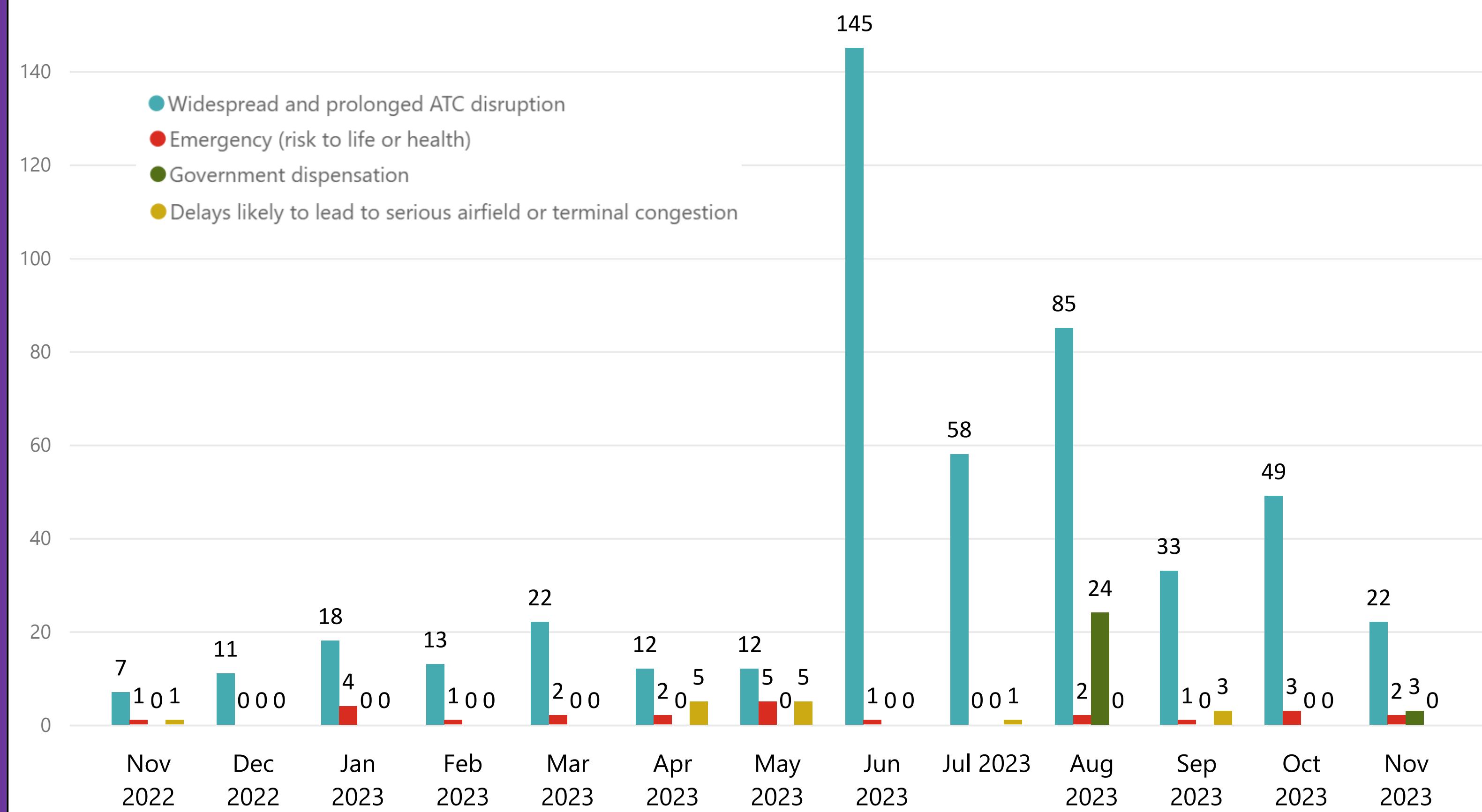
METRIC: A departing aircraft will maintain a minimum climb gradient of 4% measured between 1000ft and 4000ft.

COMMENTS: YTD 4% climb gradient average for 2024 is 99.89%
November 2023 4% Climb Gradient Violations count: 11

Total number of nights without Late Runners:

2022	107
2023	127

Dispensation Reasoning Breakdown



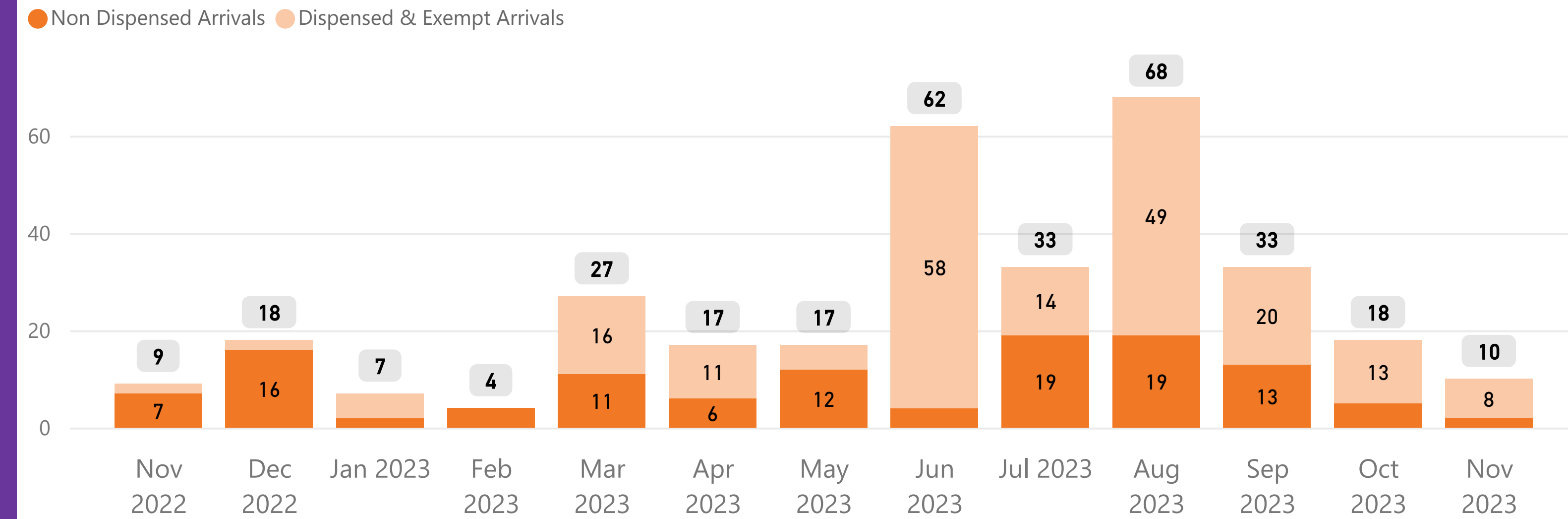
METRIC: Breakdown of dispensation reasoning.

COMMENTS: The majority of dispensed flights in November were due to significant weather events locally and across Europe. Three movements in November received government dispensation due to a national resilience exercise. The above figures for November show an additional 4 dispensed early morning arrivals, dispensed due to adverse weather

Summary:

There were 17 Nights without Late Runners in November. YTD figure for Nights without Late Runners in 2023 is 127, meaning 2023 has become the new best year on record for nights without late runners (excluding 2020/2021 due to Covid). Significant weather events lead to many ATC slot/capacity restrictions locally and across Europe. There have currently been 0 noise infringements this year

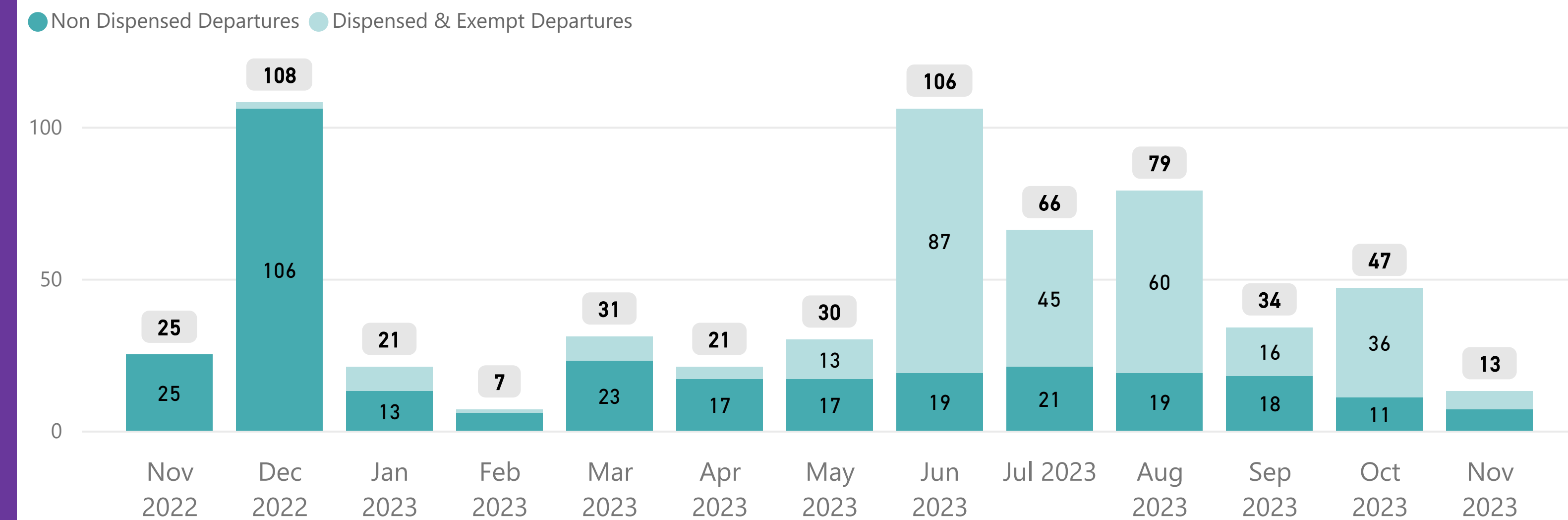
Late Runners (Arrivals)



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

COMMENTS: YTD for 2023 is 296, vs 363 for the same period of 2022. This is an 18% improvement on the 2022 figures.

Late Runners (Departures)



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

COMMENTS: YTD for 2023 is 455, vs 605 for the same period of 2022. This is a 24% improvement on the 2022 figures.