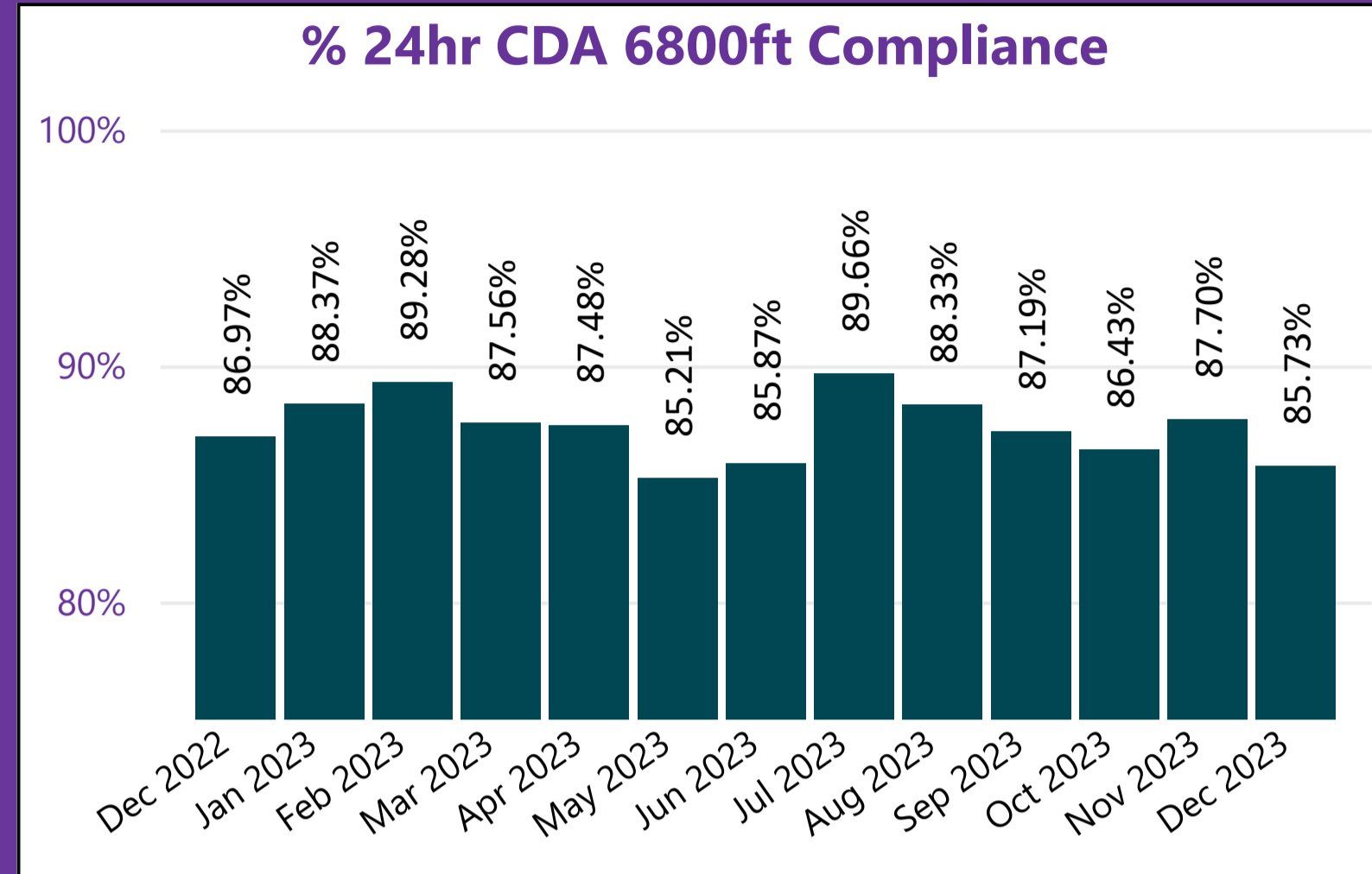


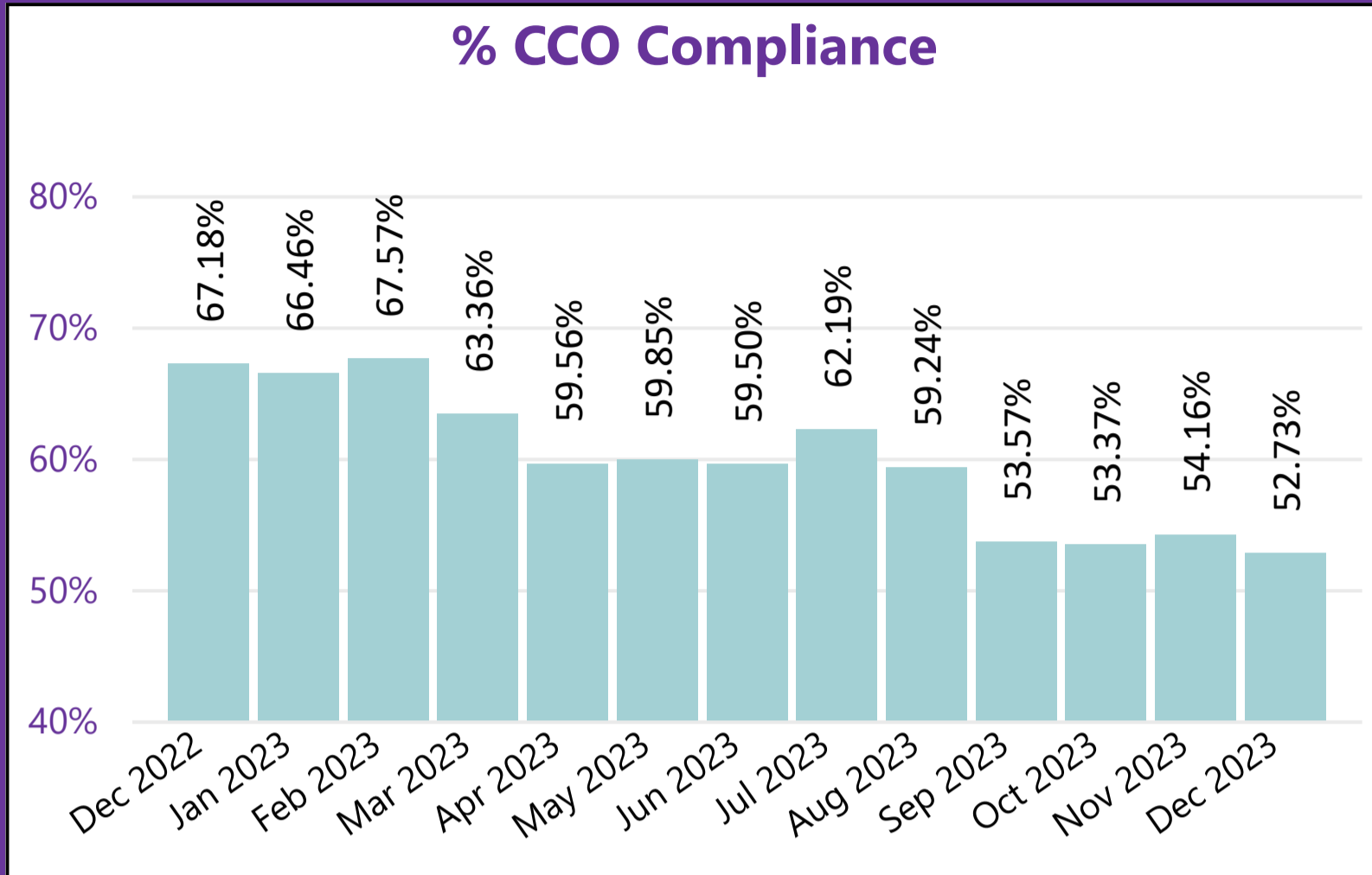
**METRIC:** After take-off, aircraft shall be operated in such a way that it is at a height of not less than 1000ft AAL at 6.5km from the start of roll.

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

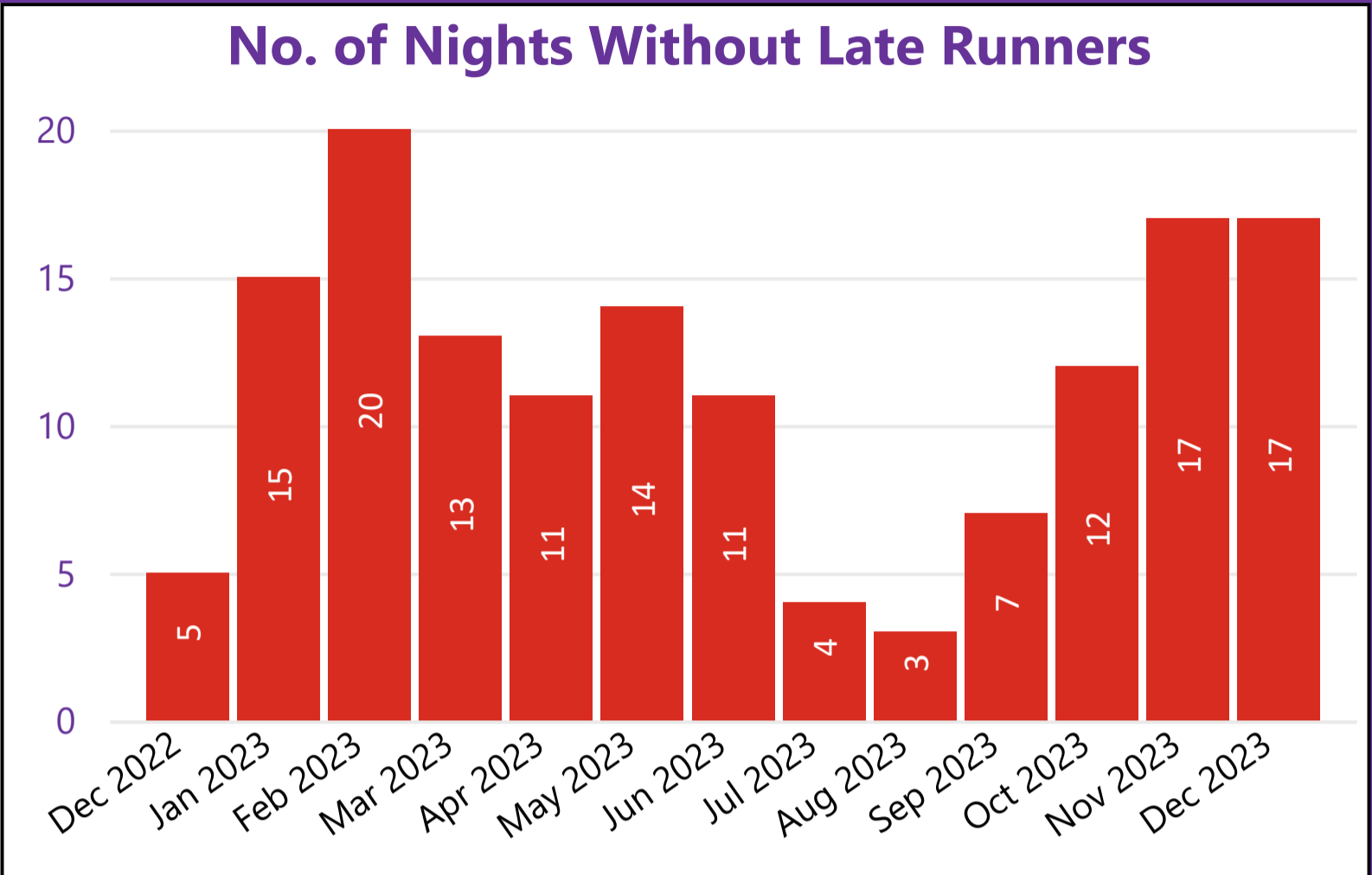


**METRIC:** When an aircraft arrives, it shall not fly a segment of level flight longer than 2.5nm below 6800ft.

**COMMENTS:** YTD 24hr CDA Average for 2023 is 89.95%.  
\* From 1st January 2024, we will be increasing the measurement of this metric from 6000ft to 6800ft

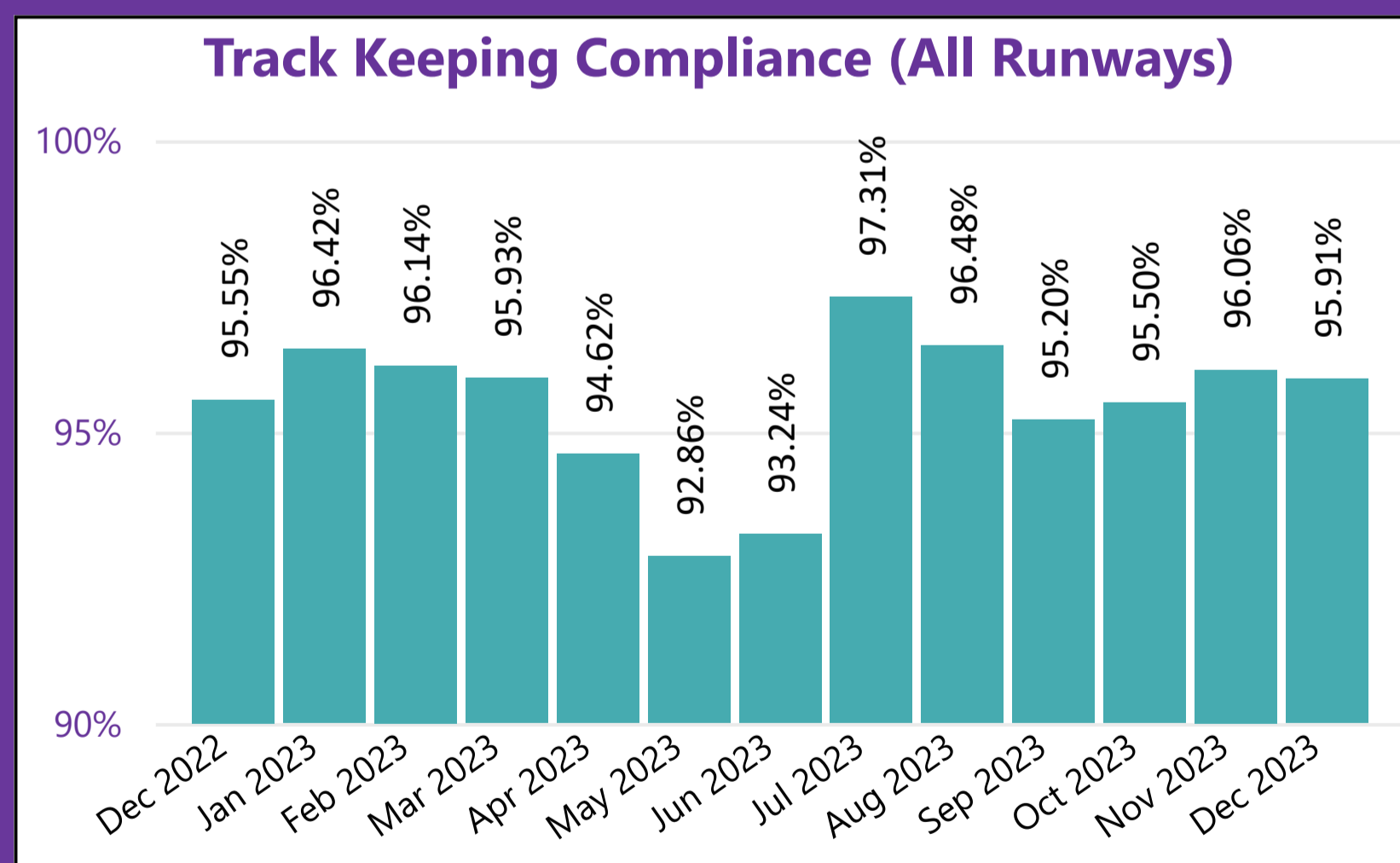


**METRIC:** An aircraft shall endeavour to maintain a constant rate of climb after departure.



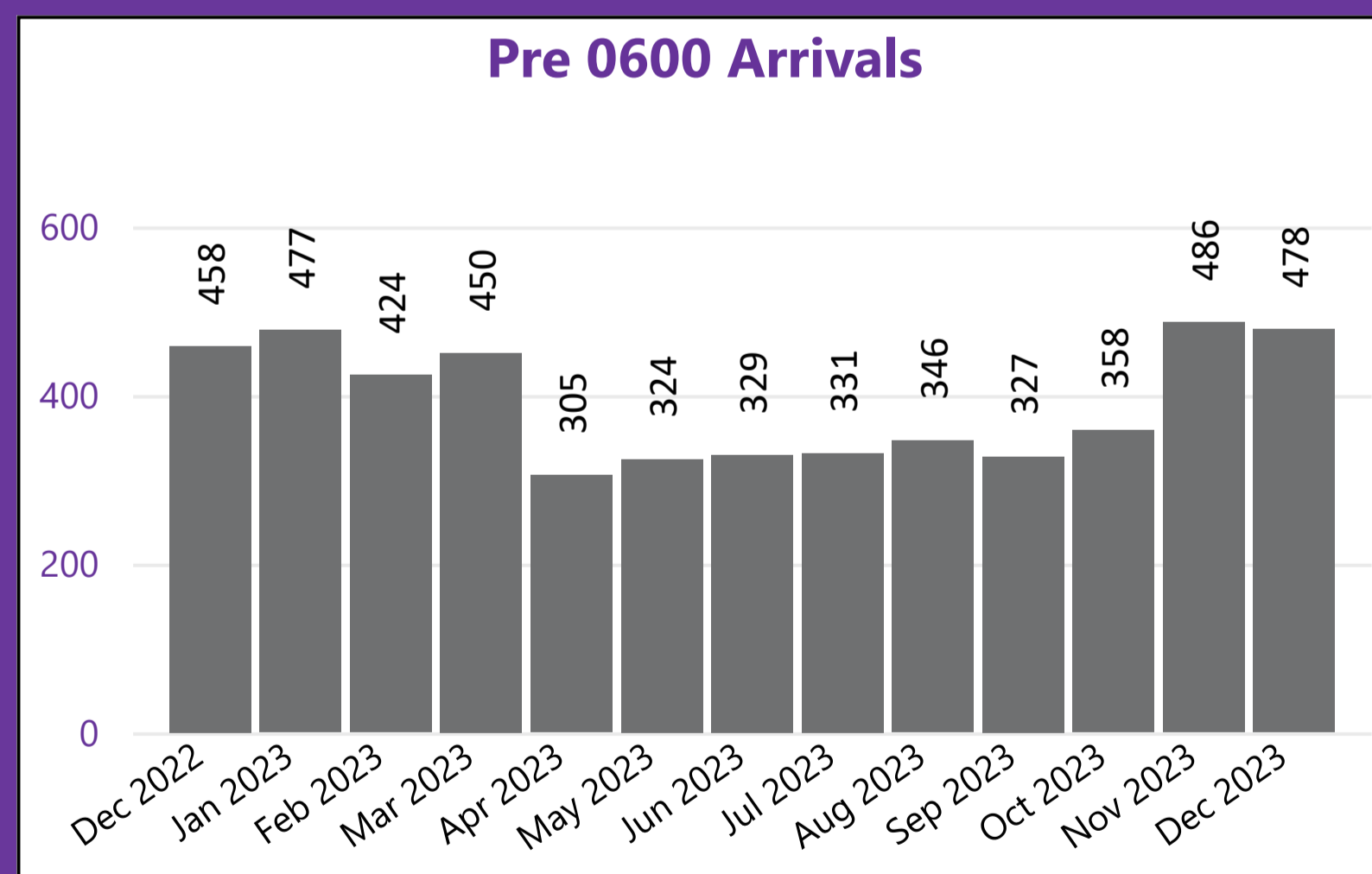
**METRIC:** Number of nights without late runners is specifically for flights between 23:30-04:30

**COMMENTS:** We saw 17 nights without late runners in December, bringing the total nights without late runners for 2023 to 144.



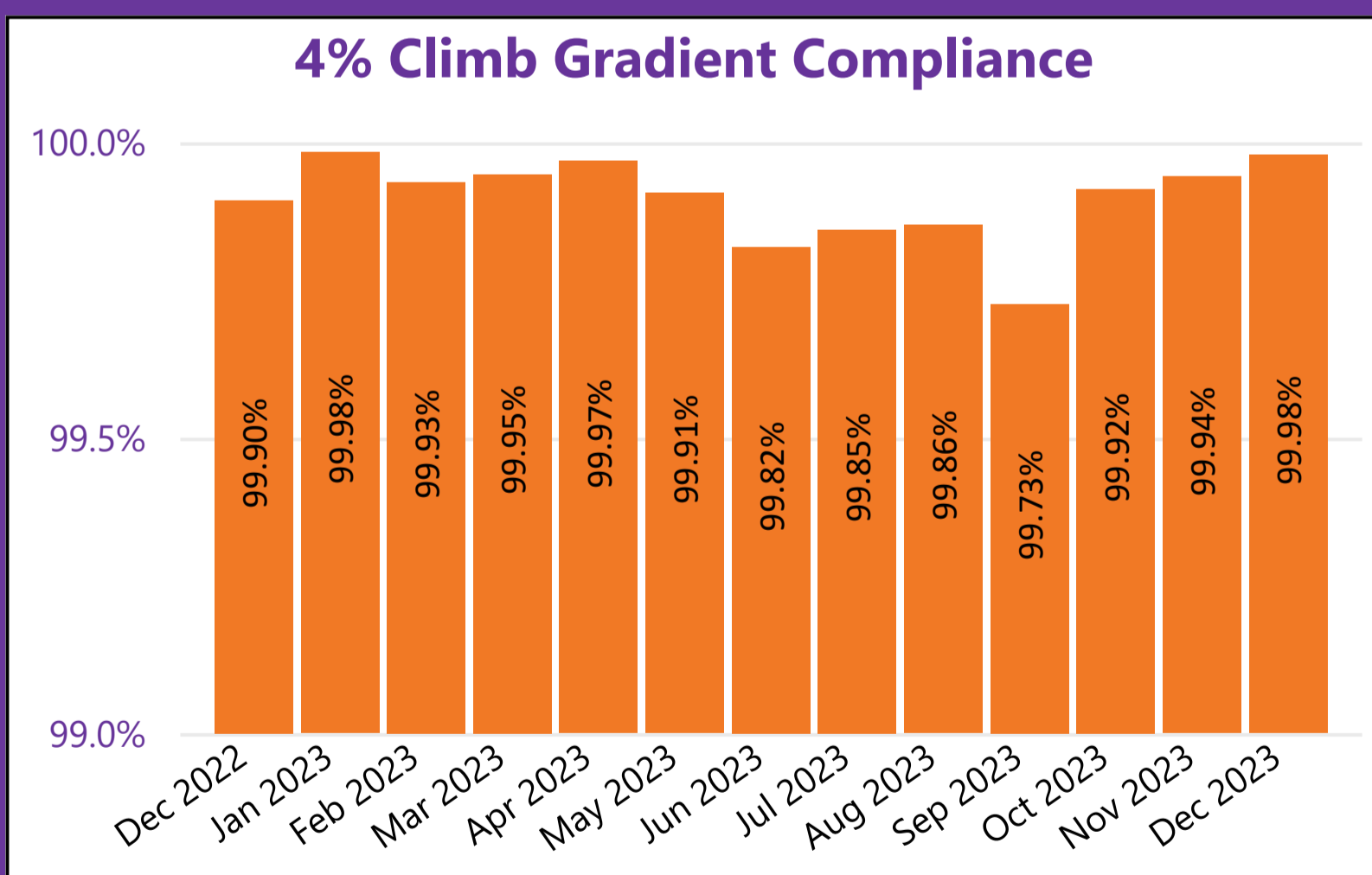
**METRIC:** Aircraft shall be deemed on track when it remains within a swathe 1.5km either side of the Standard Instrument Departure ideal centre line.

**COMMENTS:** YTD Track Keeping Compliance (All Runways) average for 2023 is 95.46%



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

**COMMENTS:** December 2023 average Early Morning Arrivals per morning is 15.



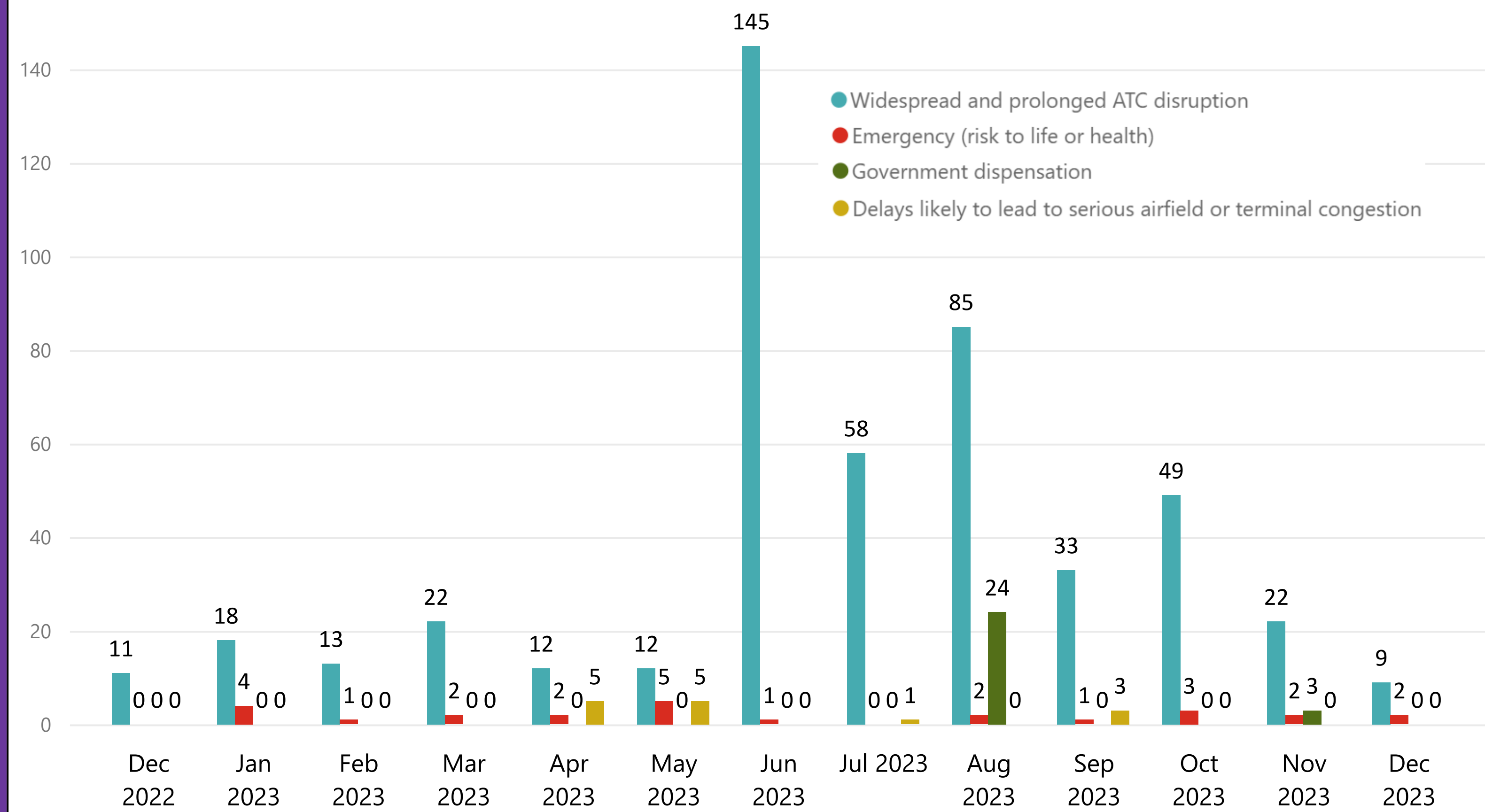
**METRIC:** A departing aircraft will maintain a minimum climb gradient of 4% measured between 1000ft and 4000ft.

**COMMENTS:** YTD 4% climb gradient average for 2024 is 99.90%  
December 2023 4% Climb Gradient Violations count: 4

**Total number of nights without Late Runners:**

2022	107
2023	144

## Dispensation Reasoning Breakdown



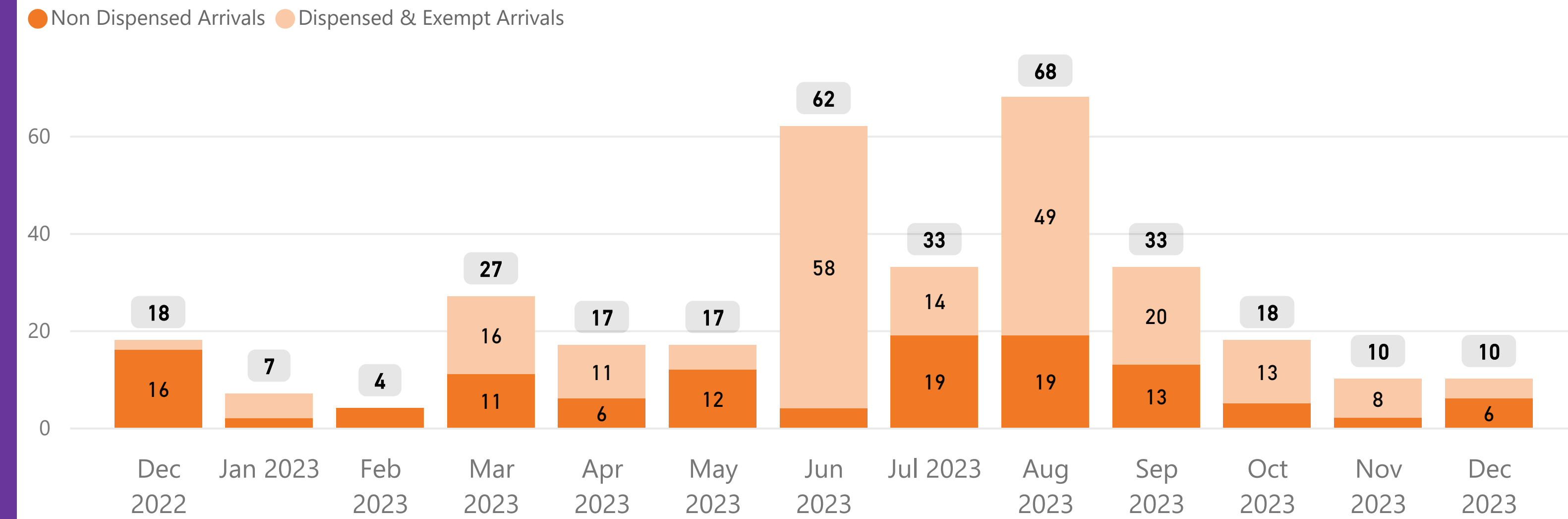
METRIC: Breakdown of dispensation reasoning.

COMMENTS: The majority of dispensed flights in December were due to significant weather events locally and across Europe. The above figures for December include 6 dispensed early morning arrivals

### Summary:

There were 17 Nights without Late Runners in December.  
 YTD figure for Nights without Late Runners in 2023 is 144, 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

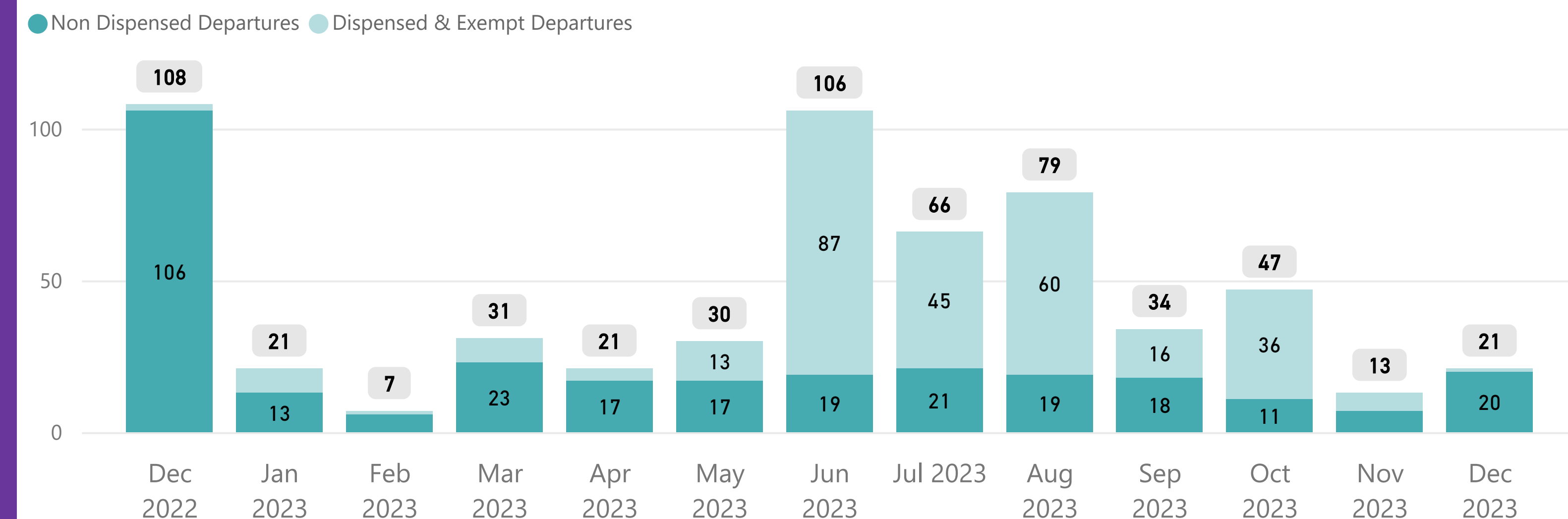
## Late Runners (Arrivals)



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

COMMENTS: YTD for 2023 is 306, vs 381 for the same period of 2022. This is an 19% 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 476, vs 713 for the same period of 2022. This is a 33% improvement on the 2022 figures