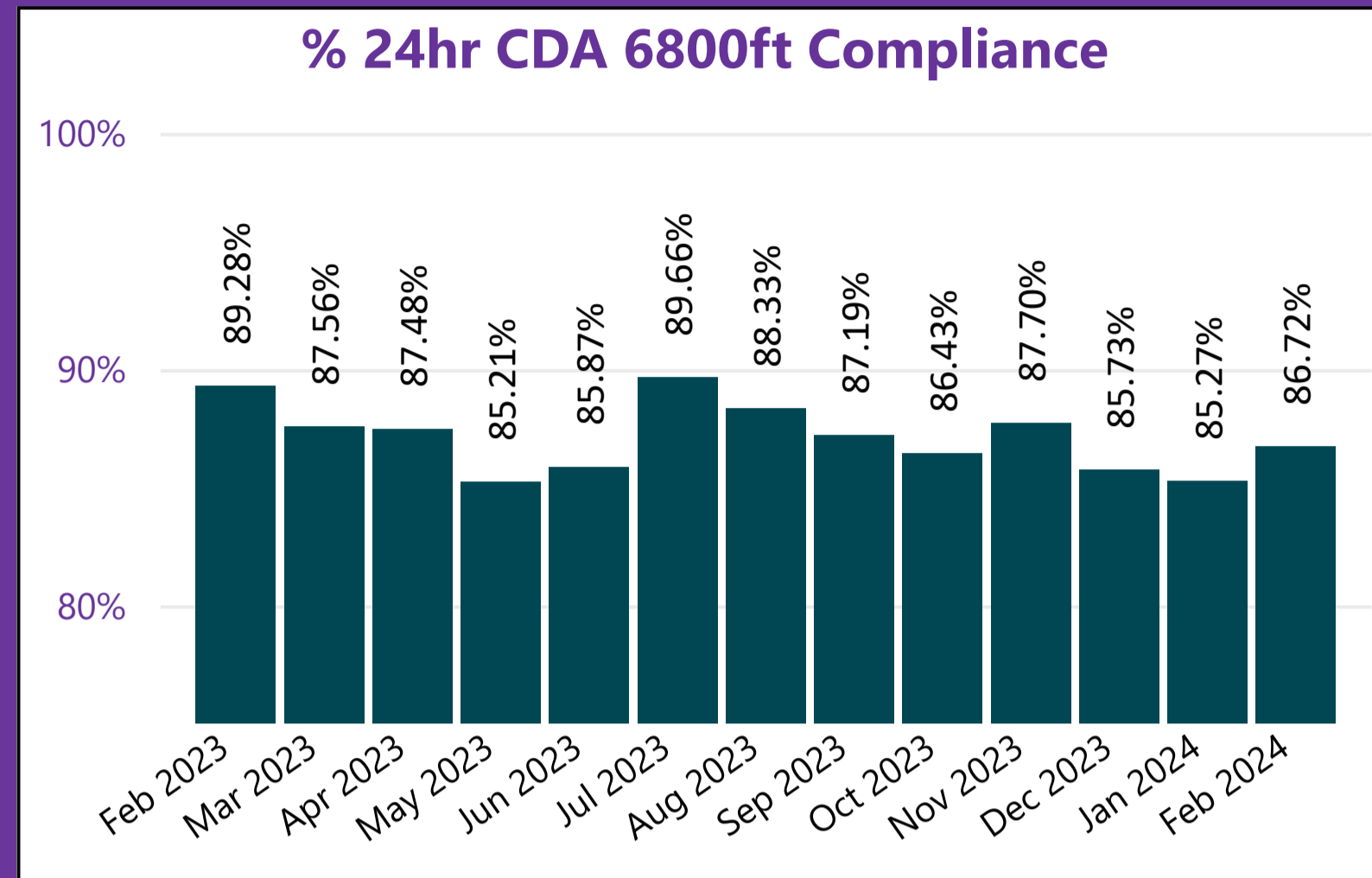
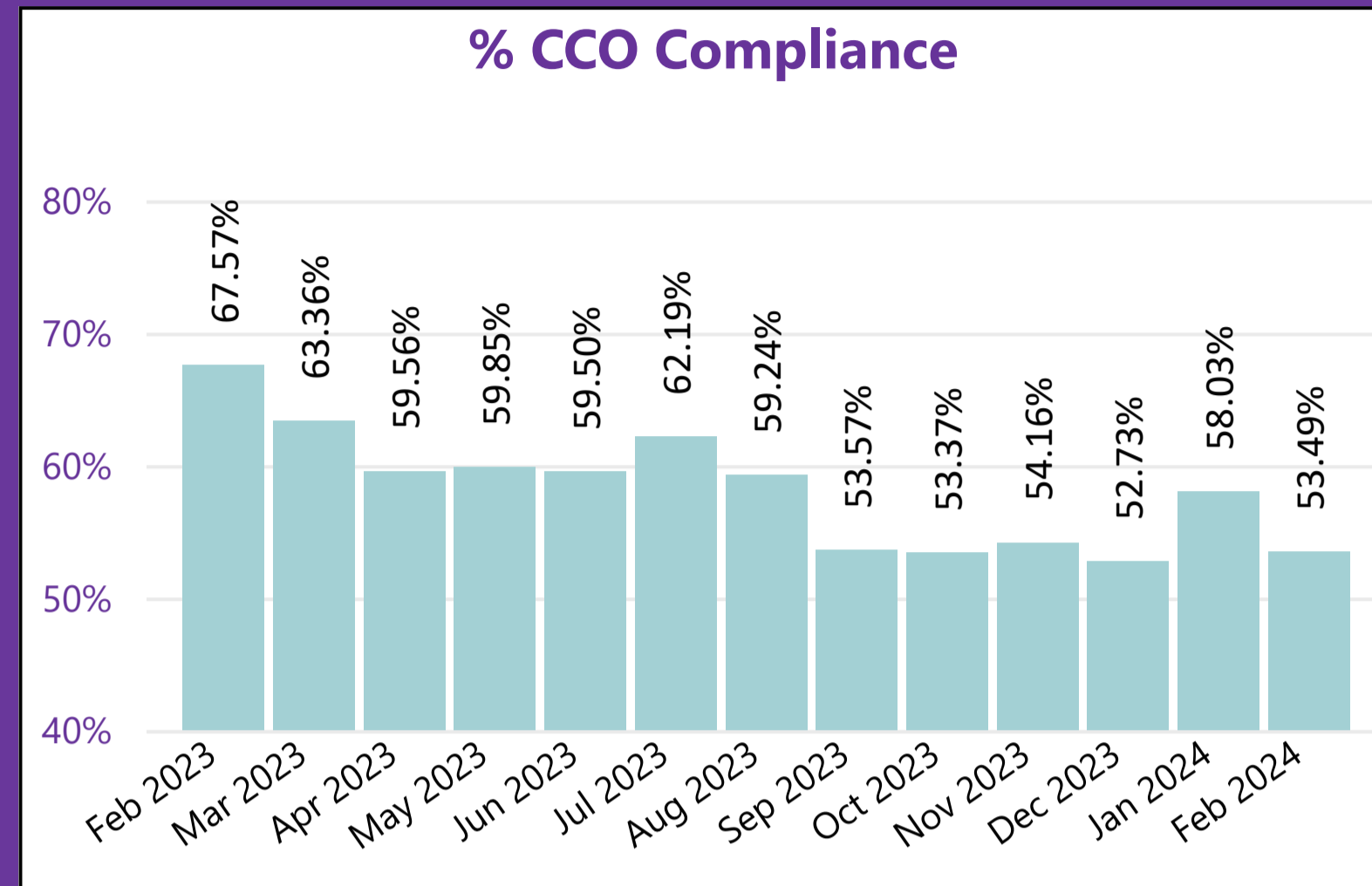


METRIC: After take-off, aircraft shall be operated in such a way that it is at a height of not less than 1000ft AAL at 6.5km from the start of roll.

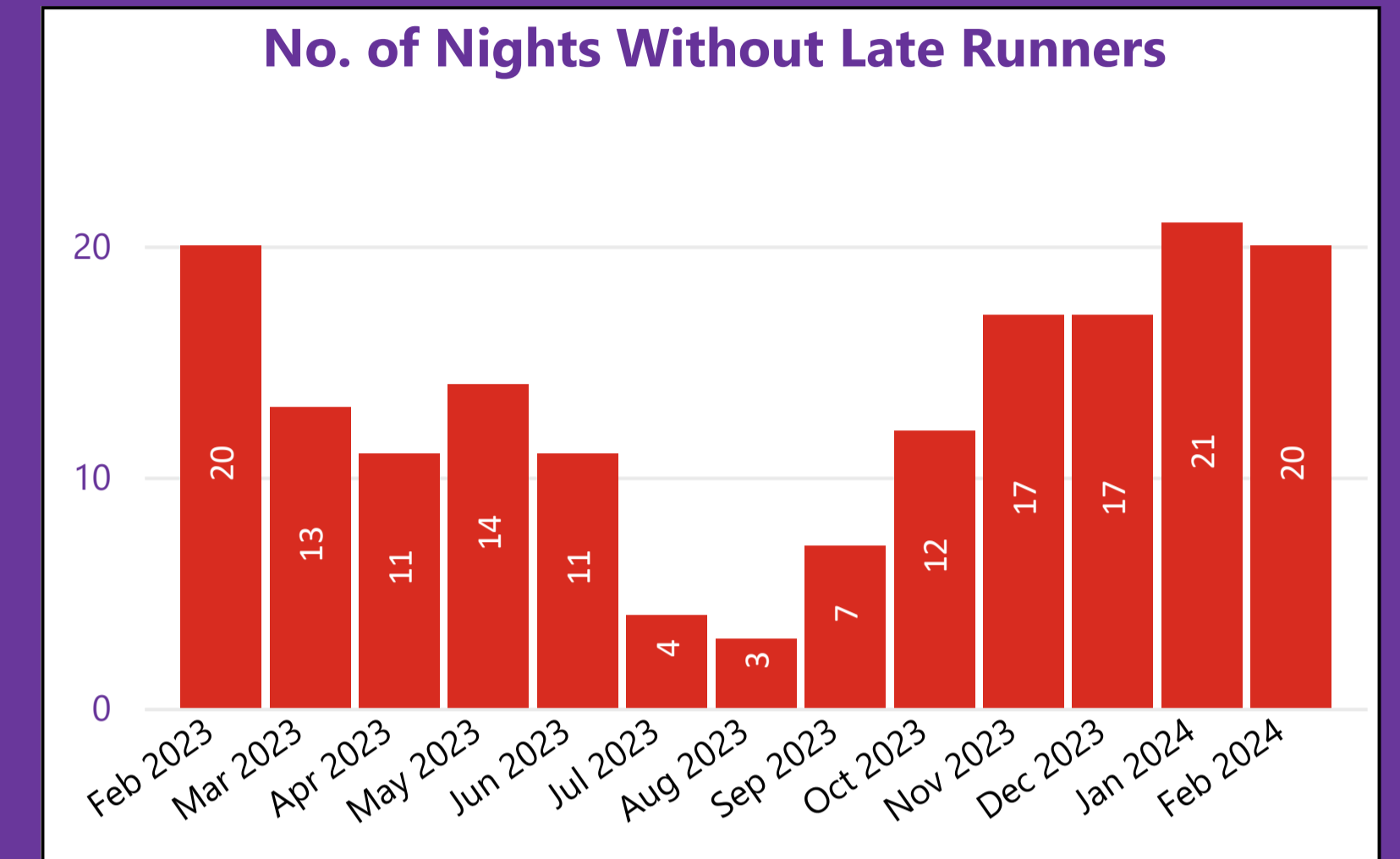


METRIC: When an aircraft arrives, it shall not fly a segment of level flight longer than 2.5nm below 6800ft.

COMMENTS: YTD 24hr CDA Average for 2024 is 85.99%.

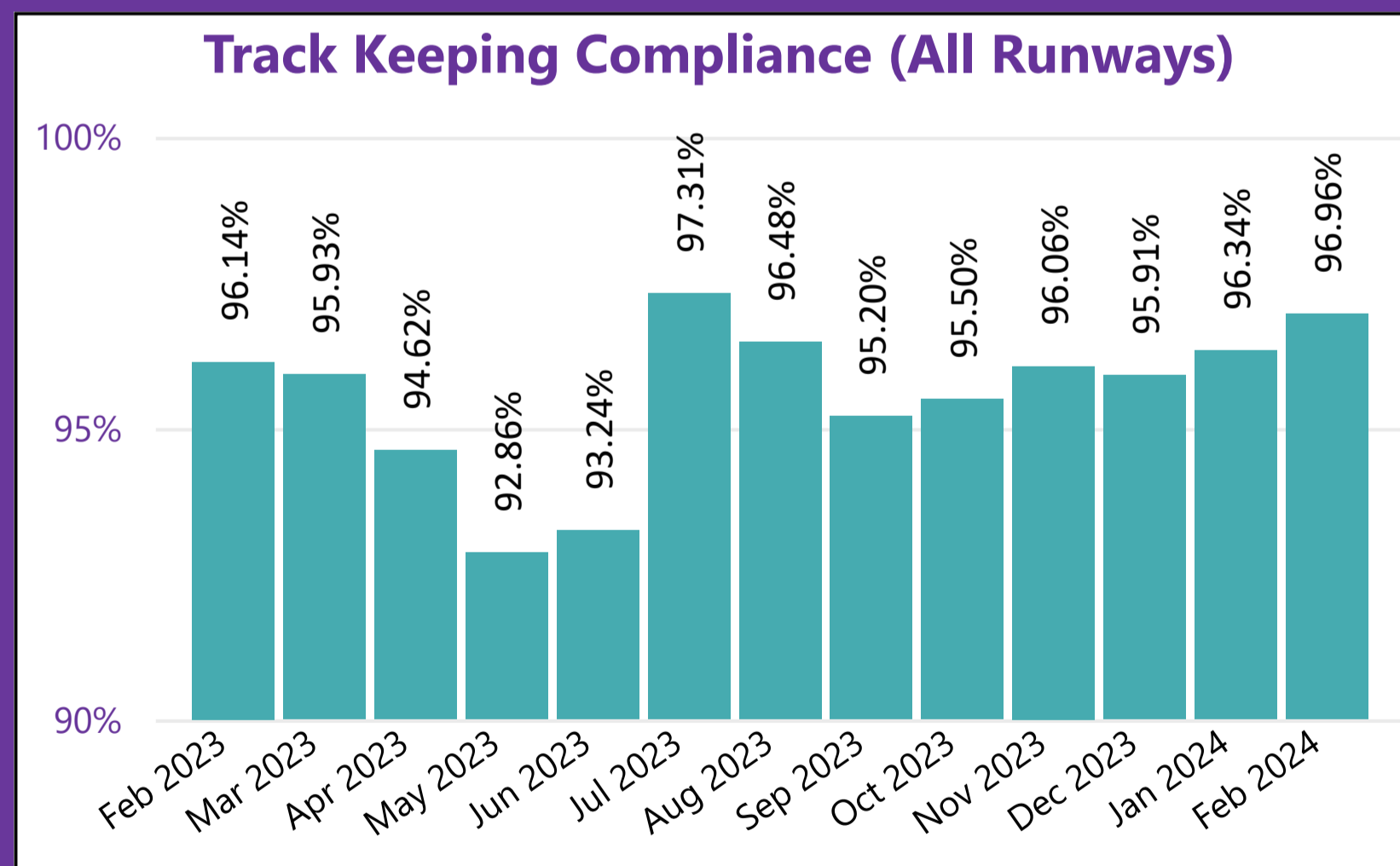


METRIC: An aircraft shall endeavour to maintain a constant rate of climb after departure.



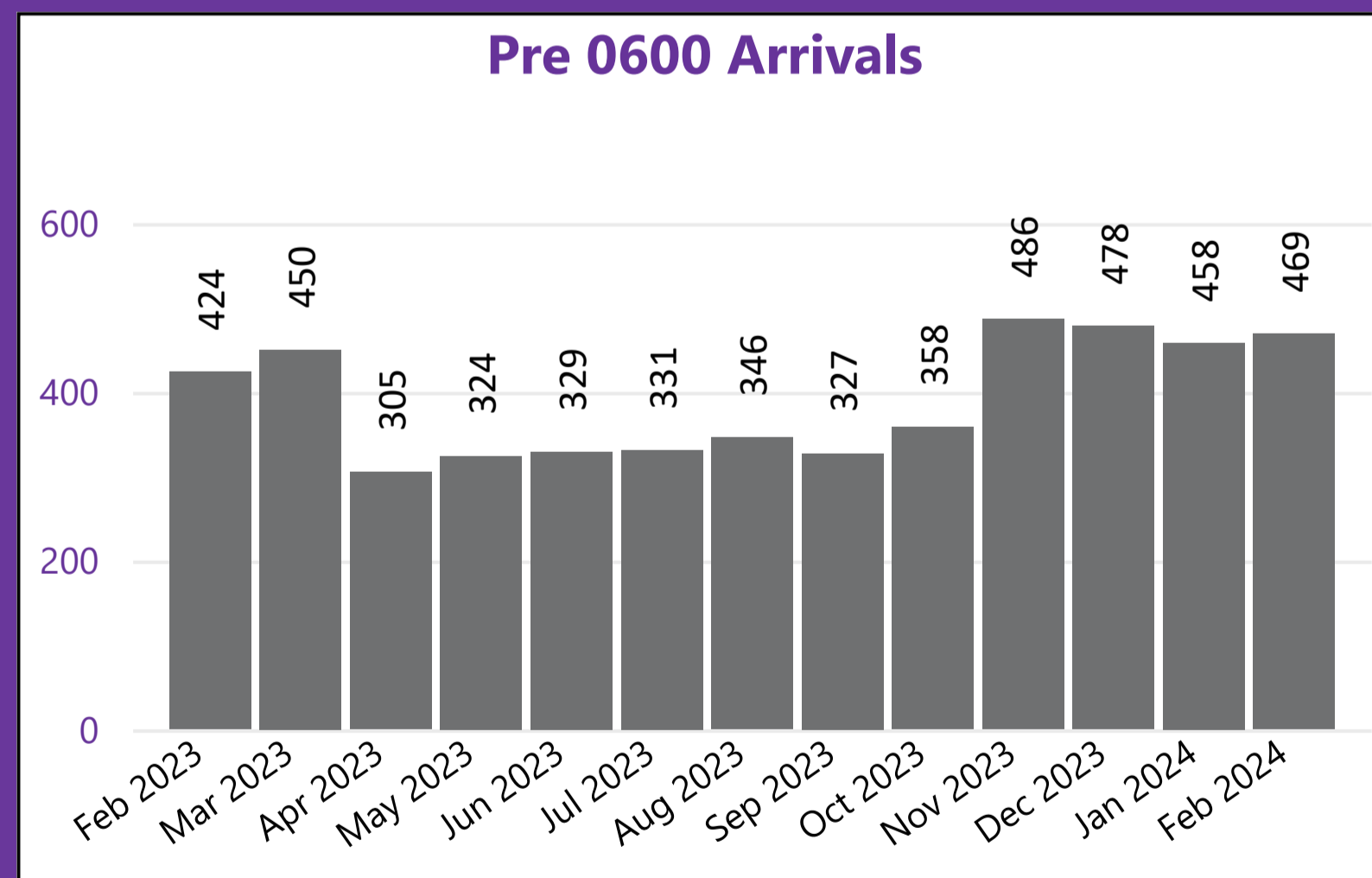
METRIC: Number of nights without late runners is specifically for flights between 23:30-04:30

COMMENTS: There were 20 nights without late runners in February 2024,



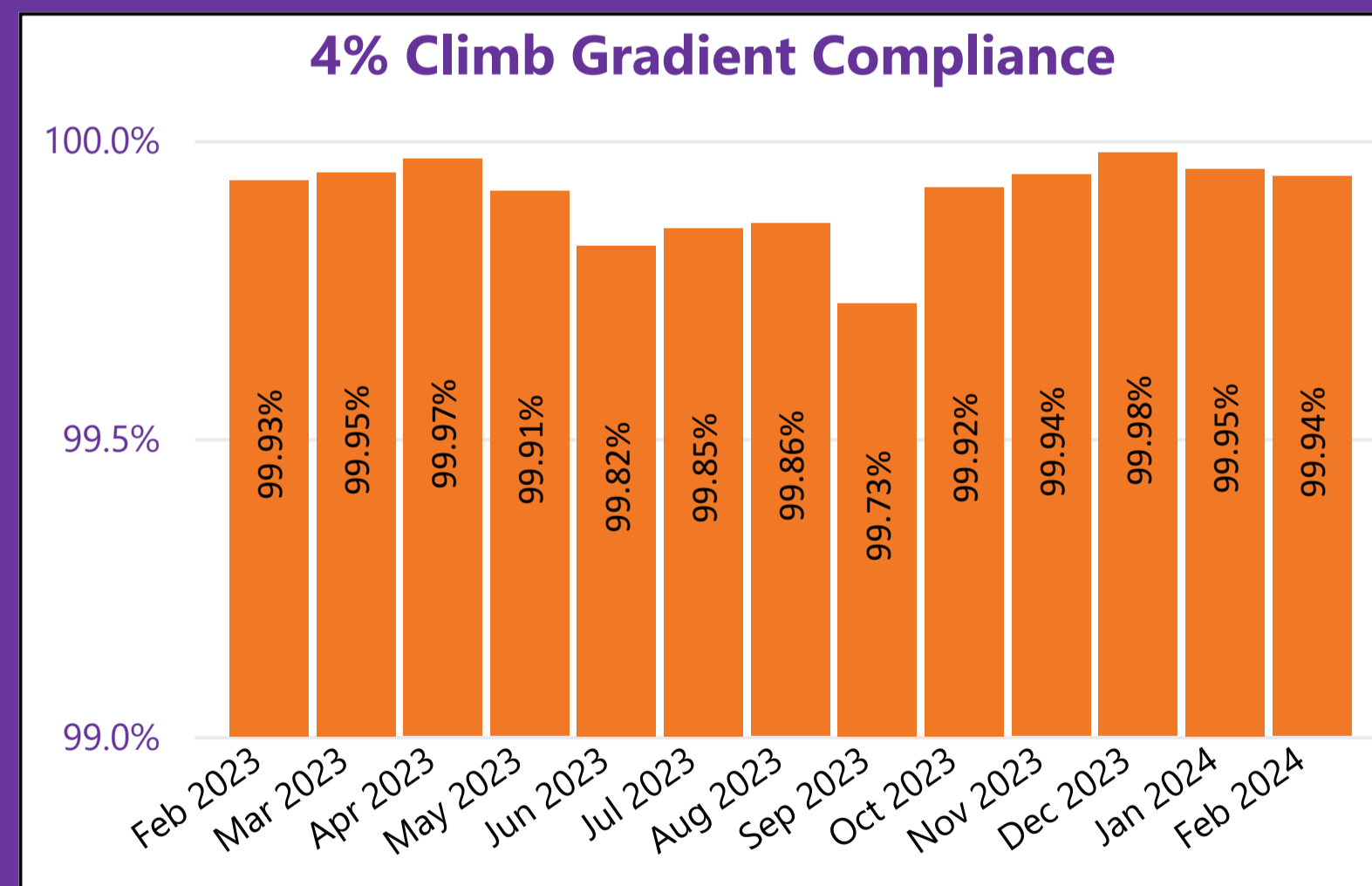
METRIC: Aircraft shall be deemed on track when it remains within a swathe 1.5km either side of the Standard Instrument Departure ideal centre line.

COMMENTS: YTD Track Keeping Compliance (All Runways) average for 2024 is 96.65%



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

COMMENTS: February 2024 average Early Morning Arrivals per morning is 16.



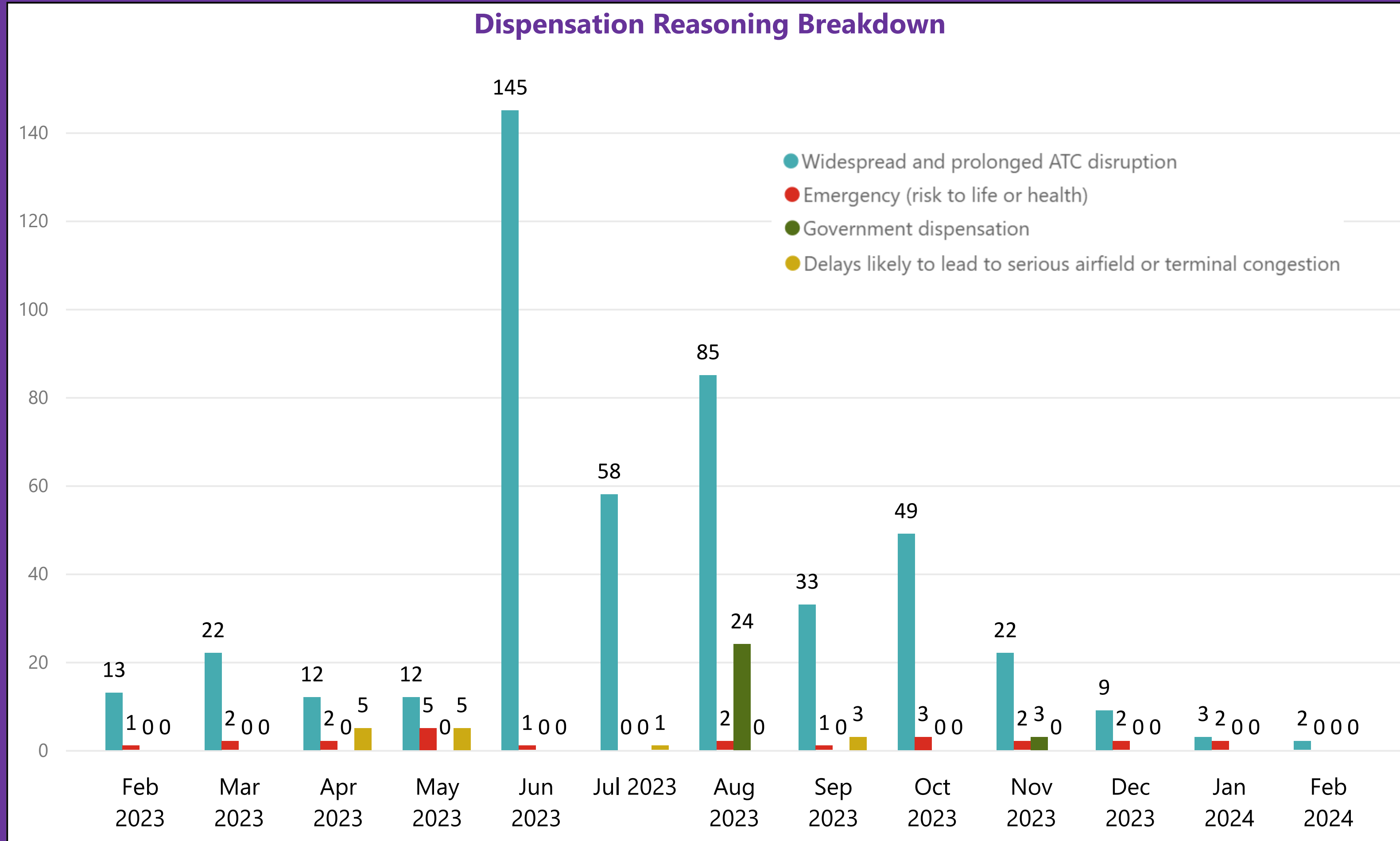
METRIC: A departing aircraft will maintain a minimum climb gradient of 4% measured between 1000ft and 4000ft.

COMMENTS: YTD 4% climb gradient average for 2024 is 99.95%

February 2024 4% Climb Gradient Violations count: 11

Total number of nights without Late Runners:

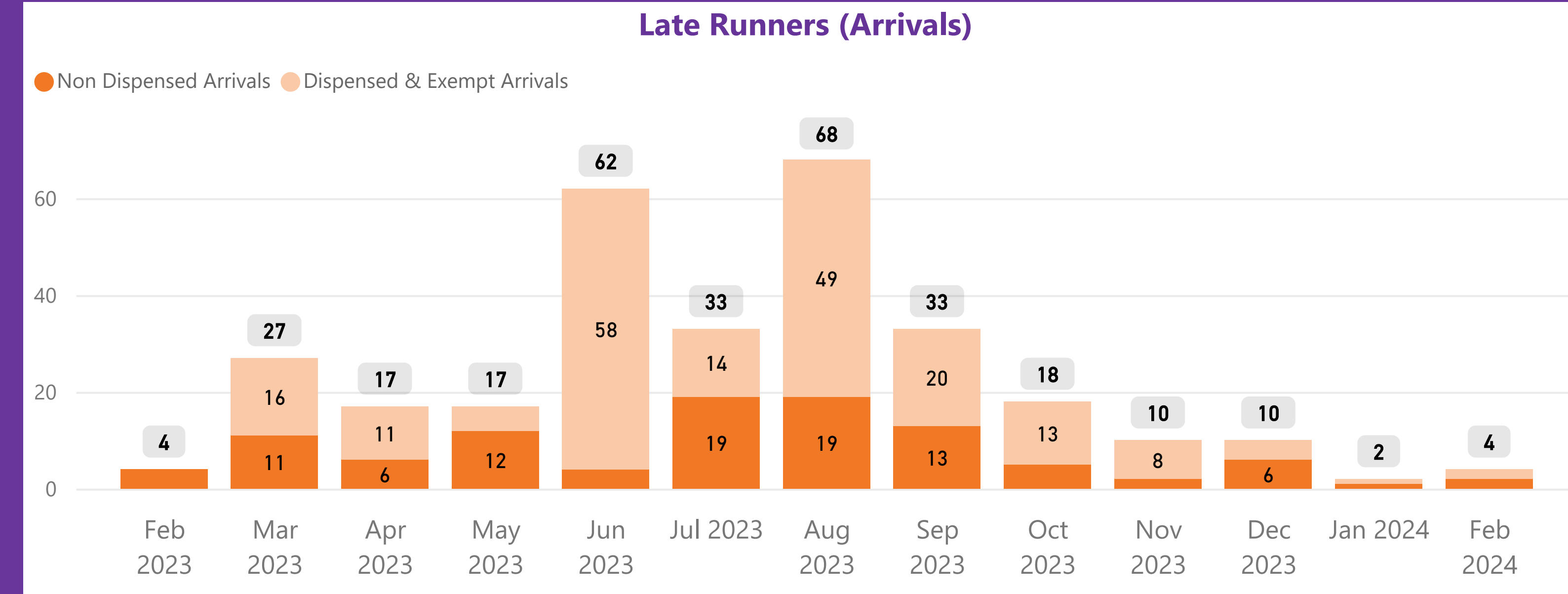
2022	107
2023	144
2024	41



METRIC: Breakdown of dispensation reasoning.

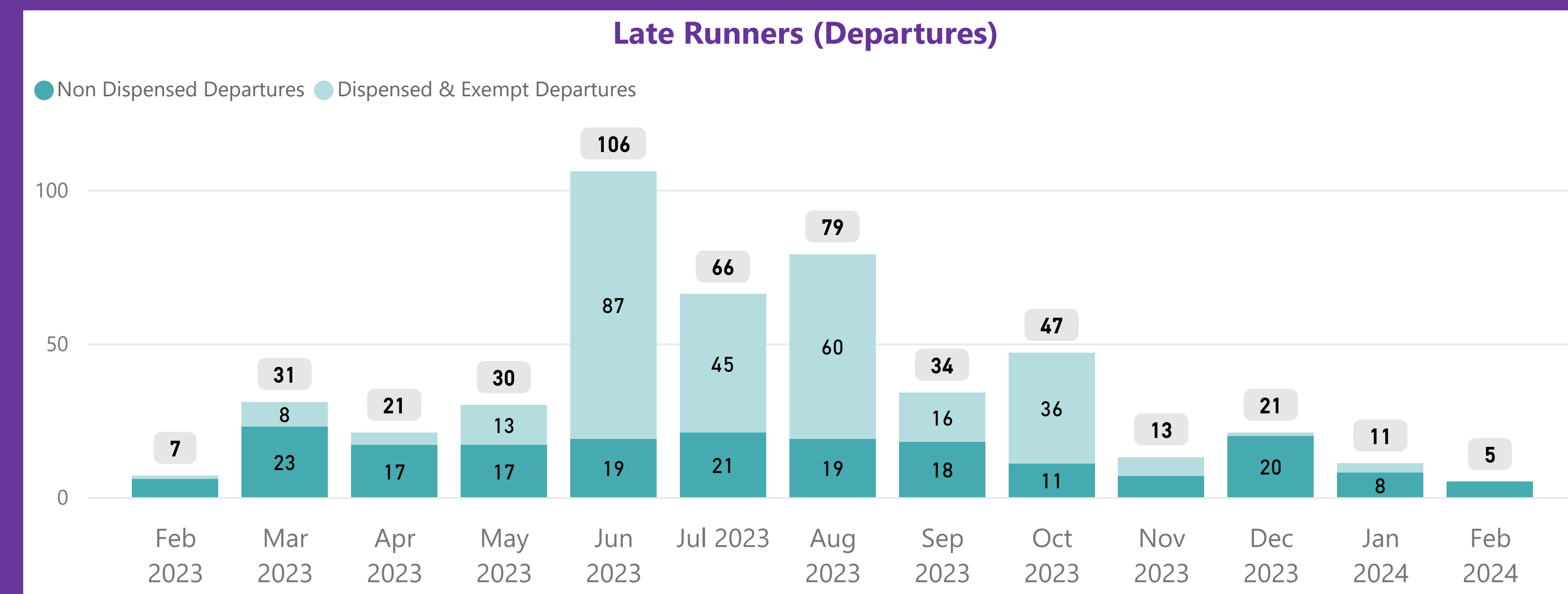
Summary:

- There were 20 Nights without Late Runners in February.
- There were 0 noise infringements in February 2024.



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

COMMENTS: YTD for 2024 is 6, vs 14 for the same period of 2023.



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

COMMENTS: YTD for 2024 is 16, vs 28 for the same period of 2023.