

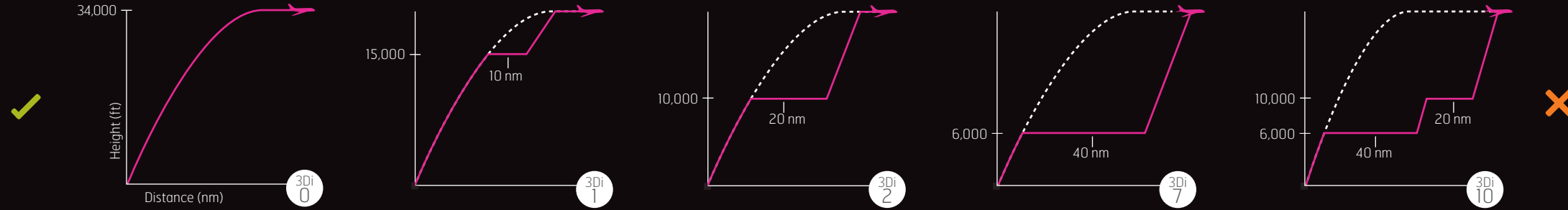
UNDERSTANDING HOW THE 3Di SCORE WORKS



DIAGRAMS ARE NOT TO SCALE Figures based on a 300 nautical mile (nm) flight with a FFL of FL340.

CLIMB

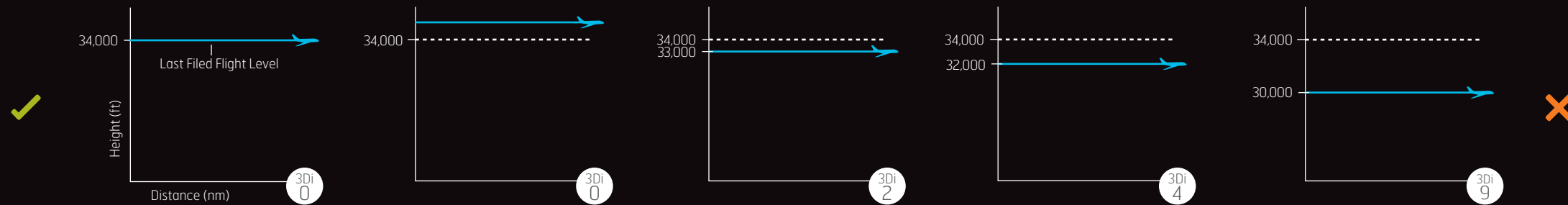
- A Continuous Climb from ground to cruise gives a 3Di score of zero (based on radar data)
- Offering more continuous climbs and to higher levels will improve NATS score
- The climb rate/gradient does not affect the score, only periods of level flight



- Periods of level flight in the climb phase are counted as inefficiency
- The more time spent in level flight the worse the score
- The lower the temporary level off, the worse for the score

CRUISE

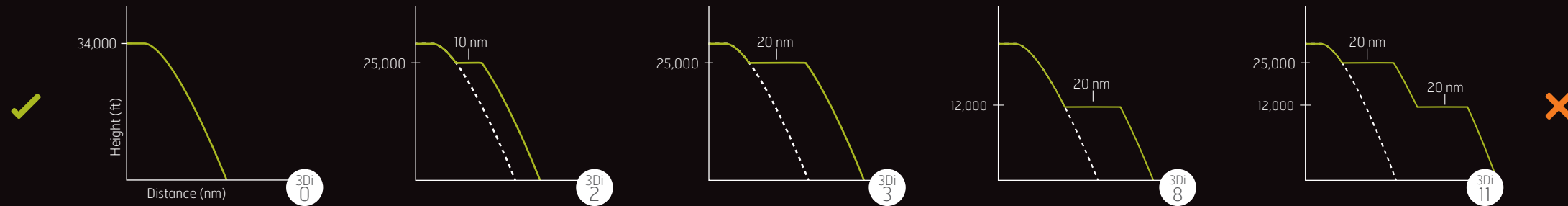
- Achieving airlines last Filed Flight Level (FFL) gives a 3Di score of zero (good) for cruise
- Giving aircraft levels above their FFL also gives a 3Di score of zero



- The further below the FFL that aircraft cruise the worse for 3Di
- The more time spent below FFL the worse for 3Di

DESCENT

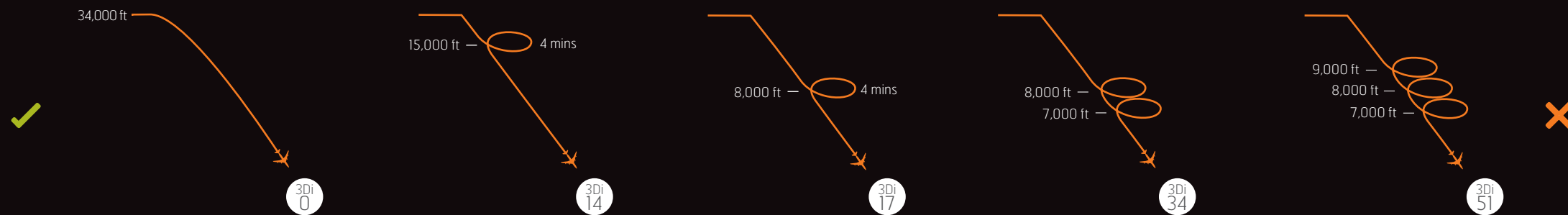
- A continuous descent from cruise to the ground will give a 3Di score of zero for descent
- Offering more continuous descents and from higher levels will improve NATS score
- The descent rate/gradient does not affect the score, only periods of level flight



- Periods of level flight in the descent phase are counted as inefficiency
- The more time spent in level flight the worse for 3Di
- The lower down in the descent that level flight takes place, the worse for the score

HOLDING

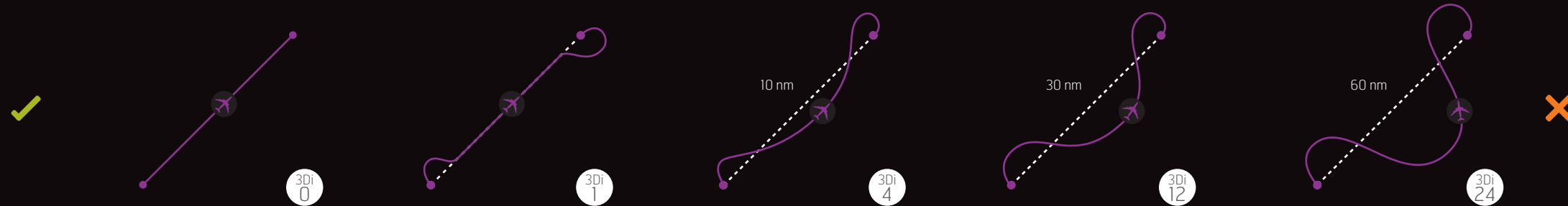
- Absorbing delay by slowing down en-route is preferable to any level holding
- If aircraft have to hold, higher is better as this will reduce impact on 3Di, fuel burn and emissions



- Because holding causes both vertical and horizontal inefficiency it strongly affects the score
- The more time spent holding the worse for 3Di
- The lower down in airspace that holding takes place, the worse for 3Di

HORIZONTAL TRACK (UK FIR)

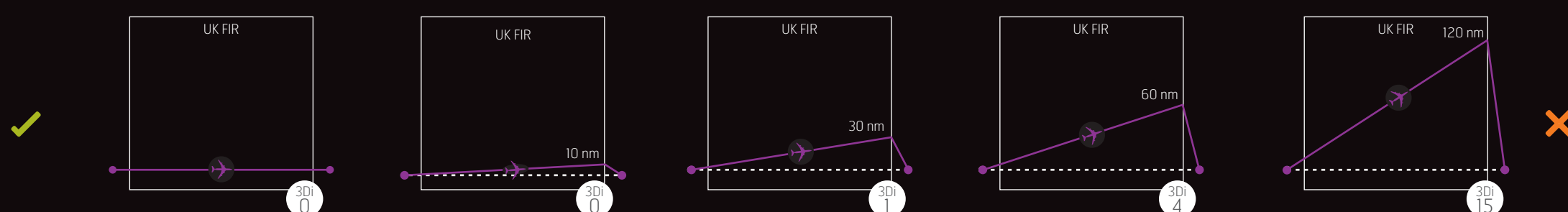
- A 'great circle' route between airports or entry/exit points gives a low horizontal 3Di score (within UK airspace)
- Whilst flight plannable directs are the ultimate aim, it's the tactical profile (based on radar) that is measured



- Additional track mileage compared to the direct 'great circle' distance (within our airspace) is counted as inefficiency
- The more additional miles flown the worse for 3Di

HORIZONTAL TRACK (WHOLE FLIGHT)

- Aligning entry/exit points in the UK FIR with the overall great-circle track from origin to destination will achieve a good (low) horizontal 3Di score
- Providing more direct routings towards destination will improve the horizontal 3Di score
- Enabling directs from outside the UK within a neighbouring airspace will improve the horizontal 3Di score



- Additional track mileage incurred over the whole flight due to the impact of our airspace interfaces counts as inefficiency
- The further away from the most direct great circle track the flights are taken the worse for 3Di