

LONDON CITY AIRPORT

2015 SECTION 106 ANNUAL PERFORMANCE REPORT

APPENDIX 10 REPORT ON OPERATION OF NOISE MANAGEMENT SCHEME

01 July 2016

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LONDON CITY AIRPORT NOISE MANAGEMENT SCHEME REPORT 2015

Report to

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Contents	Page No.
1.0 Introduction	4
2.0 Auxillary Power Unit Usage	5
3.0 Ground Running of Engines	6
4.0 Penalties and Incentives	7
5.0 Meetings with Council/Airport Consultative Committee	9
6.0 Numbers and Types of Aircraft Operating at LCY	9
7.0 NTK Status Reports	11
Appendix A: Auxiliary Power Unit Usage	
Appendix B: Ground Running of Engines	
Appendix C: Penalties and Incentives	
Appendix D: Meetings with Airport Consultative Committee	
Appendix E: Numbers of Aircraft Operating at LCY	
Appendix F: NTK Status Reports	

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1.0 INTRODUCTION

In Part 7(1) of the Fourth Schedule of the Section 106 Agreement dated 9th July 2009, it states that the Airport and the London Borough of Newham (LBN) are:

“to continue to operate the Noise Management Scheme until the NOMMS has been fully implemented and ensure that the equipment for the combined noise monitoring and track keeping system is properly maintained at all times;”

In accordance with this requirement, the Noise Management Scheme remains in operation currently and this document reports the progress of the relevant requirements as set out in the Section 106 Agreement which require the airport to:-

- ensure that fixed electrical ground power supplies are used at the airport for conditioning the aircraft prior to engine start-up and for the starting of aircraft engines and that auxiliary power units are not used at the Airport unless their use is demonstrated to the Council to be operationally necessary and unless the Council have given their prior approval in writing to such use;
- continue to operate a ground engine running scheme in respect of routine daily aircraft operations (separate from ground running) as part of the Noise Management Scheme including the measures to be taken to persuade the operators of aircraft at the Airport to comply with such ground engine running scheme in order to mitigate as far as practicable the emissions from aircraft engines;
- operate a system of incentives and/or penalties for airlines as part of the Noise Management Scheme at their own expense;
- hold regular meetings and/or discussions with the Council, the Airport Consultative Committee and such other statutory bodies as may be reasonably nominated by the Council in order to review the operation of the Noise Management Scheme and submit reports of the operation of the Noise Management Scheme to not fewer than two meetings per year of the Airport Consultative Committee;
- maintain good and sufficient records at all times of the numbers and types of aircraft that in any one day either take off or land at the airport and the following shall apply:
 - (a) the aggregate figures from such records relating to the immediately preceding quarter year shall be submitted to the Council within 30 days of the following dates: 1 January, 1 April, 1 July and 1 October;

- (b) a summary of the aggregate figures for the immediately preceding quarter year shall be published on the Airport Website or the website of the Airport Consultative Committee within 30 days of the following dates: 1 January, 1 April, 1 July and 1 October; and
- (c) all such records shall be available for inspection at all reasonable hours by persons authorised by the Council who have been notified to and approved by LCA in writing.

The airport is also required under the terms of the Temporary Noise Monitoring Strategy, which has been approved by LBN, to provide on a quarterly basis the daily operations status of each noise monitor and the monthly correlation rate of noise events to aircraft departures.

2.0 AUXILIARY POWER UNIT USAGE

A number of aircraft using the airport require from time to time the use of their onboard auxiliary power units (APUs). The needs for usage of these power units as opposed to portable ground power units or the airport's fixed electrical power are varied.

The obvious need is to condition the aircraft cabin when temperatures become uncomfortable as fixed electrical power cannot normally be used for that purpose. In this case, the airport policy is that the maximum running time for an APU should not exceed 10 minutes prior to departure. Permitted use of the APU is contained in the airport's UK AIP.

The other need arises when there is an incompatibility between aircraft systems and the fixed electrical power supply. The need to maintain the same source of supply to avoid interference with aircrafts' on board computer systems has been raised by users. There is also the rare occurrence where for technical reasons the airport's fixed electrical supply is not available.

The airport has fixed electrical ground power (FEGP) at Stands 1-10 and 15. As previously advised in the APR and in discussions with London Borough of Newham (LBN), Stands 21-24 will be upgraded as part of the City Airport Development Programme (CADP).

London City Airport currently has 9 mobile diesel ground power units (GPU) in operation. These service Stands 12-14 and 21-24 and other stands where necessary. Results from noise testing has shown that all units comply with the noise criteria set for mobile ground servicing equipment detailed within the IATA 910 - *Airport Handling Manual*¹.

Appendix A sets out details of the aircraft that require use of their auxiliary power units (APU) to supplement the fixed ground power that is provided by the airport when an aircraft is on a stand on the apron.

3.0 GROUND RUNNING OF ENGINES

3.1 General

The Airport will seek to ensure as far as reasonably practicable that every aircraft operator adopts the operating practice which generates the least amount of noise from aircraft taxiing, manoeuvring or holding on stand, at the runway, and prior to take off, subject to the requirement of ensuring the safe operation of the aircraft at all times. This should involve the minimum power settings necessary and, in the case of propeller aircraft, pitch settings should as far as possible be those which produce the least propeller noise.

An EFPS² system is installed at London City Airport which provides the ability to monitor the time that aircraft operate engines on the ground, from engine start-up until the time of departure and following the time of landing until engine shut-down. The time of any engine ground running on the apron for maintenances is also monitored. Any excessive or unnecessary operation of aircraft engines will be investigated by the airport. Information will be required from both ATC³ and the airline responsible in order that a report can be generated.

¹ The standard is set that at a distance of 4.6 m, measured from the perimeter for the equipment, noise levels should be less than 85 dB.

² EFPS – Electronic Flight Process Strips

³ ATC – Air Traffic Control

3.2 Ground Running

The ground running of engines is required for testing and maintenance purposes. The airport is required to ensure that the noise level arising from aircraft ground running does not exceed the Ground Running Noise Limit of 60 dB $L_{Aeq,12h}$ ⁴.

Under the 2009 planning permission, ground running is permitted only between the hours of 06.30 and 22.00 hours Monday to Friday, and between the hours of 06.30 and 12.30 on Saturdays, 12.30 and 22.00 hours on Sundays and between 09.00 hours and 22.00 hours on Bank Holidays and Public Holidays (excepting Christmas Day) in locations and orientations agreed with the local planning authority, and employing such noise protection measures as may be agreed with the local planning authority.

Written details of the ground running over the preceding calendar year (1 January to 31 December) are submitted to the Council on an annual basis (in this Annual Performance Report), and include details of the number, duration and power settings of ground runs and the aircraft involved as well as measurements and calculations to demonstrate compliance with the Ground Running Noise Limit⁵.

Appendix B of this report sets out the official record of ground running of engines for test and maintenance for the year 2015 (Table 1), the summary of high power running for the same period (Table 2), and the prediction of ground running noise for comparison with the Ground Running Noise Limit (Table 3). In 2015 LCY's ground running noise level was 55.6 dB $L_{Aeq,12h}$ which is 4.4 dB below the Ground Running Noise Limit of 60 dB $L_{Aeq,12h}$.

4.0 PENALTIES AND INCENTIVES

The airport operates a system of penalties and/or incentives to control noise from departing aircraft at the airport. The system the airport operates uses measured noise data from the airport's Noise and Track Keeping (NTK) system to identify "noisy" and "quiet" aircraft departures to which penalty and credit points are assigned respectively where appropriate. The incidence of 'noisy' or 'quiet' events are then reported to the relevant airline accordingly.

⁴ Section 106 Agreement dated 9 July 2009 Fifth Schedule/Part 1/1

⁵ Section 106 Agreement dated 9 July 2009 Fifth Schedule/Part 2/2

The system works as follows:

The Mean Individual Departure Noise Level (MIDNL)⁶ for each event is compared with the Mean Standard Annual Departure Noise Level (MSADNL)⁷ for the relevant aircraft type established in the previous year of operations to determine a “noisy” departure and a “quiet” departure. Where an individual departure by an aircraft produces an MIDNL at least 4 dB greater than the MSADNL for the aircraft type, a noisy departure classification is given. Where an individual departure by an aircraft type produces an MIDNL at least 5 dB less than the MSADNL for the aircraft type, a quiet departure classification is given. The limits stated above are based on studies carried out by Bickerdike Allen Partners (BAP) and implemented following consultation with the Council.

The current system of Penalties and Incentives as reported quarterly to LBN takes a proactive approach in liaising with all airlines operating at the airport with regard to their performance. For example, where penalties have been triggered, the airport writes to the airline responsible to advise them of the particularly noisy departure and seek an explanation. Penalties and credits are also discussed at the twice yearly Pilots Forum, with performance reviewed with each airline. Each year the airport publishes a table of aircraft performance in the APR.

This proactive approach has proved successful in incentivising airlines to fly their aircraft in a quieter manner at the airport. Despite the continued growth being experienced at the airport in recent years, the number of residual penalties triggered relative to the increased number of flights is extremely small (less than 1%). This continues to decrease. For example, the number of penalties relative to the number of flights in 2013 was 0.28% whilst this reduced to 0.22% in 2015 – this despite an increase of over 10,000 movements over the same period.

Financial penalties are not currently raised due to the effectiveness of the dialogue with airlines to improve performance; and the existing NTK system only accounts for sideline departure noise and needs to be improved to ensure a more equitable scheme should financial penalties or incentives be introduced.

⁶ MIDNL – The average of the corrected measured noise levels obtained at a pair of microphones at the end of the runway over which a particular aircraft departs. Corrections are applied to account for the fact that three out of four microphones cannot be located at the required position of 300m sideline and 2000m from start of roll, and for local reflection effects.

⁷ MSADNL –The arithmetic average of all the MIDNL’s for a given aircraft type obtained at both gateway pairs of monitors during the 12 months of the annual categorisation year excluding those departures for which a noisy or quiet classification was given during that year.

A new system of Penalties and Credits is proposed as part of NOMMS. Technical discussions are ongoing with LBN and an agreed programme is in place to submit final details of the NOMMS Implementation Guidelines by Autumn 2016. Under the new scheme, and subject to the approval of LBN, an improved and more equitable approach to determining penalties and credits will be used using the two new fixed noise monitors at either end of the runway to monitor departure noise levels.

On a quarterly basis, the airport is required to report to the local authority the number of penalty and credit points established with respect to each airline's operations. Appendix C of this report sets out the number of penalties and credits identified per month during the year of 2015.

5.0 MEETINGS WITH COUNCIL/AIRPORT CONSULTATIVE COMMITTEE

The airport holds regular quarterly meetings with the London City Airport Consultative Committee (LCACC). The body of the committee is made up of representatives from the Council, public bodies, the airport and airport users, representatives for residents of local and neighbouring communities and non-voting attendees (present to provide advice to members as required, i.e. Metropolitan Police, Department for Transport).

The meetings are open and the committee's agendas and minutes are widely circulated and available on the airport's website⁸. The meetings include reports on developments at the airport including changes in routes, flight and passenger numbers. There is a standing item on environmental issues including complaints, enquiries, noise monitoring and management and other requirements of the planning permission and Section 106 Agreement.

Appendix D of this report provides the sections of the meeting minutes from 2015 relevant to the noise management scheme, namely a summary of the operation of the NTK system over each quarterly period and any developments or changes to the scheme.

6.0 NUMBERS AND TYPES OF AIRCRAFT OPERATING AT LCY

The number and types of aircraft which operate at LCY are restricted under the current planning conditions and Section 106 Agreement with the Council.

All aircraft operating at LCY are required to be categorised by their departure noise levels into one of five noise categories. Only aircraft which have been approved by the Council and have

⁸ <http://www.londoncityairport.com/aboutandcorporate/page/consultationandcommunication>

been categorised in this manner, provisionally or otherwise, are permitted to land or depart the airport (excepting emergencies).

The 2009 planning permission allows up to 120,000 total aircraft movements per annum, including both scheduled and general aviation aircraft. The planning permission also contains specific limits on daily and weekly movements, as well as limits on the numbers of noise factored movements.

Details of annual aircraft movements and noise factored movements by aircraft type are presented in the airport's annual categorisation report along with details of noise measurements over the preceding year. These can be found in Appendix 12 of the APR.

Under the Section 106 Agreement, the airport is also required to record the numbers and types of aircraft that use the airport daily and submit aggregate figures to the Council on a quarterly basis. The daily records for the number of aircraft movements and noise factored movements in 2015 are presented in Appendix E, where they are compared with the relevant daily, weekly and annual limits.

Appendix E also presents the number of aircraft movements that took place each day during the restricted early morning periods of 06:30 to 06:44 hours and 06:30 to 06:59 hours, during the last operating period (late evening) of weekdays and Sundays from 22:00 to 22:30 hours and on Saturdays from 12:30 to 13:00 hours.

The data shows that throughout 2015, LCA has operated within its planning consent with regard to the number of daily and annual aircraft movements, including those during late evening periods, as well as weekly and annual noise factored movements.

There were two occasions on which the permitted number of early morning movements was exceeded.

- 15/08/2015 – exceeded by 1 in the period 06:30 to 06:44
- 03/10/2015 – exceeded by 1 in the period 06:30 to 06:44

Both of these instances are breaches of condition 10 of the 2009 planning permission. These breaches and the actions taken by the airport are explained in detail in Section 2.3 of the APR.

7.0 NTK STATUS REPORTS

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the NTK system to the local authority. Each report is required to record the daily operational status of each Noise Monitoring Terminal (NMT) together with the total monthly correlation rate of noise events to aircraft departures over a specified quarter year period.

Table 1 of Appendix F of this report details the daily operational status of each monitor between 1st January 2015 and the 31st December 2015. Table 2 sets out the monthly correlation rate of noise events to aircraft departures for the same twelve month period, and Table 3 gives a summary of the NTK operational status for each quarter.

The noise monitoring system remained in continuous operation throughout the twelve month period between 1st January 2015 and 31st December 2015. Each noise monitoring terminal was in operation every day with the following exceptions:

- NMT1 was not operational on 4th February due to a failure of the power supply.
- NMT2 was not operational for small parts of September, October, and December, and much of November. This was due to a fault in the fuel cell which required replacing.

Despite these issues, the target correlation rate (80%) was met for 2015. A total of 35,732 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 85% was achieved. This is 9% lower than 2014, however now that the issues with NMT2 have been resolved this is expected to rise again in 2016.

Nick Williams
for Bickerdike Allen Partners

Peter Henson
Partner

APPENDIX A

Auxiliary Power Unit Usage

LONDON CITY AIRPORT: A.P.U. USAGE REQUEST LIST

SCHEDULED AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
BAe 146	✓
RJ Series	✓
Airbus A318	✓
Embraer 135	✓
Embraer 170	✓
Embraer 190	✓
ATR 42	✓
ATR 72	✓
DHC 8-100	✓
DHC 8-300	✓
DHC 8-400	✓
Fokker 50	
Dornier 328	✓
Dornier 328 Jet	✓
Saab 2000	✓

GENERAL AVIATION AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
BE20 Beechcraft 200	
BE9L Beechcraft 900	
BE58 PA Beechcraft Baron	
C90/C90A (Beechcraft)	
B300 Beechcraft	
Hawker 800 XP	✓
Beech 400 A	
C551 (Citation II)	
C560 (Citation V)	

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
C525 CJ1 (Citation Jet 1)	
C525 CJ2 (Citation Jet 2)	
C525 CJ3 (Citation Jet 3)	
C550 (Citation Bravo)	
C56X (Citation Excel)	✓
C560 (Citation Sovereign)	✓
FA900B	✓
FA10 (Falcon 10)	
FA50 (Falcon 50)	✓
F2TH (Falcon 2000EX)	✓
F900EX (Falcon 900EX)	✓
Falcon 7X	✓
Gulfstream 150 (G150)	✓
Bombardier Challenger 604/5	✓
Learjet 40/45	✓
PA34 (Seneca)	
PA31 (Navajo)	
P68C (Partenavia 68)	
P180 (Piaggio Avanti)	
Global 5000/6000	✓
Embraer Phenom 300	

APPENDIX B

Ground Running of Engines

**TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE
FOR THE YEAR 2015**

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JANUARY	03/01/2015	Stand 24	NW	Ground Idle	A318	GEUNA	11:12	11:32	00:20
JANUARY	04/01/2015	27 Hold	NW	High Power	A318	GEUNA	14:18	14:30	00:12
JANUARY	05/01/2015	Abeam Stand 24	W	High Power	A318	GEUNA	15:10	15:28	00:18
JANUARY	07/01/2015	JC	E	Ground Idle	F2TH	MTINK	17:51	18:01	00:10
JANUARY	13/01/2015	Stand 24	NW	Ground Idle	DH8D	GJEDW	15:22	15:25	00:03
JANUARY	18/01/2015	Stand 10	NW	Ground Idle	E170	GLCYE	12:42	12:49	00:07
JANUARY	18/01/2015	Stand 4	NW	Low Power	B463	DAWBA	20:17	20:21	00:04
JANUARY	25/01/2015	Abeam Stand 24	W	High Power	E170	GLCYF	13:04	13:18	00:14
JANUARY	30/01/2015	Stand 5	NW	Ground Idle	AT42	GISLF	09:30	09:34	00:04
JANUARY	30/01/2015	Stand 14	NW	Ground Idle	AT42	GISLF	10:53	10:57	00:04
JANUARY	30/01/2015	Stand 14	NW	Ground Idle	AT42	GISLF	17:46	17:56	00:10
JANUARY	30/01/2015	Stand 14	NW	Ground Idle	AT42	GISLF	18:25	18:28	00:03
FEBRUARY	01/02/2015	Stand 7	NW	Ground Idle	E190	GLCYM	13:14	13:20	00:06
FEBRUARY	01/02/2015	Stand 14	NW	Ground Idle	AT42	GISLF	13:48	13:55	00:07
FEBRUARY	01/02/2015	Abeam Stand 24	W	High Power	AT42	GISLF	14:38	15:13	00:35
FEBRUARY	01/02/2015	Stand 21	NW	Ground Idle	DH8D	GJEDW	17:54	17:57	00:03
FEBRUARY	02/02/2015	Stand 21	NW	Ground Idle	DH8D	GJEDM	10:34	10:38	00:04
FEBRUARY	04/02/2015	Stand 14	NW	Low Power	F50	OOVLM	09:41	09:49	00:08
FEBRUARY	05/02/2015	Stand 21	NW	Ground Idle	RJ85	EIRJT	21:37	21:42	00:05
FEBRUARY	06/02/2015	Delta	W	High Power	RJ85	EIRJT	07:17	07:25	00:08
FEBRUARY	07/02/2015	Stand 24	NW	Ground Idle	A318	GEUNB	10:42	10:53	00:11
FEBRUARY	09/02/2015	Stand 10	NW	Ground Idle	RJ85	EIRJU	10:10	10:15	00:05
FEBRUARY	12/02/2015	JC	S	Ground Idle	C56X	CSDXR	19:49	19:52	00:03
FEBRUARY	15/02/2015	Abeam Stand 12	E	Ground Idle	E170	GLCYD	13:00	13:08	00:08
FEBRUARY	19/02/2015	Stand 24	E	High Power	E190	GLCYP	11:30	11:42	00:12
FEBRUARY	20/02/2015	Stand 10	NW	Ground Idle	E190	GLCYM	14:35	14:46	00:11
FEBRUARY	22/02/2015	Abeam Stand 24	W	High Power	E170	GLCYH	13:05	13:25	00:20
FEBRUARY	25/02/2015	Stand 6	NW	Ground Idle	E190	GLCYM	06:46	06:53	00:07
FEBRUARY	26/02/2015	Stand 24	NW	Ground Idle	A318	GEUNA	18:14	18:23	00:09
MARCH	01/03/2015	Stand 24	W	High Power	E170	GLCYD	12:59	13:19	00:20
MARCH	04/03/2015	Stand 4	NW	Low Power	DH8D	LXLGN	09:52	09:59	00:07
MARCH	04/03/2015	Stand 8	S	Low Power	C56X	CSDXS	19:58	20:04	00:06
MARCH	05/03/2015	Stand 9	NW	Low Power	E190	GLCYU	06:33	06:39	00:06
MARCH	08/03/2015	Stand 24	W	High Power	E170	GLCYG	12:52	13:04	00:12
MARCH	13/03/2015	Delta	W	High Power	E190	GLCYT	13:39	13:50	00:11
MARCH	15/03/2015	Stand 21	NW	Low Power	E170	GLCYF	12:52	13:01	00:09
MARCH	16/03/2015	Stand 21	NW	Ground Idle	DH8D	GFLBD	12:49	12:53	00:04
MARCH	17/03/2015	Stand 23	NW	Ground Idle	E170	GLCYG	12:05	12:19	00:14
MARCH	19/03/2015	JC	S	Ground Idle	C56X	CSDXR	14:39	14:55	00:16
MARCH	19/03/2015	JC	S	Ground Idle	C56X	CSDXR	-	-	-
MARCH	22/03/2015	Stand 2	NW	Ground Idle	E190	GLCYS	12:52	12:57	00:05
MARCH	24/03/2015	Stand 10	NW	Ground Idle	DH8D	LXLGG	19:28	19:36	00:08
MARCH	29/03/2015	Stand 9	NW	Ground Idle	E190	GLCYL	12:35	12:41	00:06

**TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE
FOR THE YEAR 2015**

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
APRIL	04/04/2015	Stand 24	W	High Power	E190	GLCYP	10:17	10:42	00:25
APRIL	04/04/2015	Stand 24	W	High Power	E190	GLCYP	12:00	12:09	00:09
APRIL	07/04/2015	Stand 1	NW	Low Power	RJ85	EIRJU	14:31	14:34	00:03
APRIL	11/04/2015	Stand 21	NW	Low Power	DH8D	GFLBD	10:26	10:30	00:04
APRIL	13/04/2015	Stand 24	W	High Power	E170	GLCYI	20:07	20:15	00:08
APRIL	14/04/2015	JC	E	Ground Idle	FA7X	MCELT	17:06	17:20	00:14
APRIL	14/04/2015	Stand 9	NW	Ground Idle	E190	GLCYU	20:43	20:47	00:04
APRIL	15/04/2015	Stand 6	NW	Ground Idle	RJ85	EIRJE	15:40	15:43	00:03
APRIL	15/04/2015	Rwy 09	E	High Power	SB20	GLGNP	21:25	21:27	00:02
APRIL	16/04/2015	Stand 6	NW	Ground Idle	E190	GLCYL	18:20	18:26	00:06
APRIL	17/04/2015	Stand 10	NW	Ground Idle	E190	GLCYU	14:49	14:53	00:04
APRIL	17/04/2015	Stand 24	W	High Power	RJ1H	HBIYU	16:50	17:13	00:23
APRIL	23/04/2015	Abeam Stand 12	W	Low Power	E170	GLCYD	15:31	15:38	00:07
APRIL	26/04/2015	Stand 22	NW	Low Power	E190	GLCYU	13:02	13:08	00:06
APRIL	27/04/2015	Stand 10	NW	Low Power	E170	GLCYI	13:37	13:42	00:05
APRIL	29/04/2015	Stand 2	NW	Ground Idle	RJ85	EIRJF	10:17	10:20	00:03
MAY	03/05/2015	Stand 24	W	High Power	E170	GLCYD	16:49	17:01	00:12
MAY	10/05/2015	Abeam Stand 24	W	High Power	E190	GLCYN	14:36	14:55	00:19
MAY	10/05/2015	Stand 23/24	W	High Power	E190	GLCYN	17:28	17:42	00:14
MAY	13/05/2015	Stand 12	NW	Motor Run	SB20	GCDKA	15:17	15:31	00:14
MAY	15/05/2015	JC	-	Ground Idle	-	OOFPE	-	-	-
MAY	17/05/2015	Stand 2	NW	Ground Idle	E170	GLCYG	12:36	12:46	00:10
MAY	22/05/2015	Stand 1	NW	Ground Idle	RJ1H	SWR47F	12:18	12:21	00:03
MAY	24/05/2015	Stand 7	NW	Ground Idle	E190	GLCYR	12:48	12:55	00:07
MAY	31/05/2015	Stand 8	NW	Ground Idle	RJ85	EIRJZ	20:31	20:34	00:03
JUNE	01/06/2015	Stand 6	NW	Ground Idle	RJ85	EIRJU	08:39	08:43	00:04
JUNE	03/06/2015	Stand 6	NW	Ground Idle	RJ85	EIRJY	15:18	15:23	00:05
JUNE	07/06/2015	Stand 8	NW	Ground Idle	E190	GLCYR	12:55	13:00	00:05
JUNE	08/06/2015	Stand 24	NW	Ground Idle	A318	GEUNB	14:17	14:24	00:07
JUNE	10/06/2015	Stand 23	NW	Low Power	RJ85	EIRJD	10:06	10:09	00:03
JUNE	10/06/2015	Stand 13	NW	Low Power	RJ85	EIRJD	15:55	15:59	00:04
JUNE	10/06/2015	Stand 23	W	High Power	RJ85	EIRJD	16:43	16:52	00:09
JUNE	10/06/2015	Stand 23	W	High Power	RJ85	EIRJD	16:55	17:03	00:08
JUNE	11/06/2015	Stand 1	NW	Low Power	E190	GLCYR	12:48	12:55	00:07
JUNE	13/06/2015	Stand 10	NW	Low Power	E190	GLCYL	13:25	13:31	00:06
JUNE	21/06/2015	Stand 3	NW	Low Power	E190	GLCYS	12:40	12:46	00:06

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JULY	02/07/2015	Stand 21	NW	Ground Idle	DH8D	GJEDT	09:56	10:00	00:04
JULY	02/07/2015	Stand 23/24	W	High Power	AT42	GHUET	11:24	11:49	00:25
JULY	03/07/2015	Stand 21	NW	Ground Idle	RJ1H	HBIXW	09:16	09:27	00:11
JULY	05/07/2015	Stand 8	NW	Ground Idle	E170	GLCYH	13:40	13:51	00:11
JULY	12/07/2015	Stand 10	NW	Ground Idle	E190	GLCYP	12:33	12:40	00:07
JULY	13/07/2015	Stand 23	NW	Ground Idle	E170	GLCYE	14:33	14:40	00:07
JULY	19/07/2015	JC	E	Ground Idle	C510	MMHDH	12:32	12:41	00:09
JULY	19/07/2015	Stand 4	NW	Ground Idle	RJ85	EIRJT	16:24	16:30	00:06
JULY	24/07/2015	Stand 3	NW	Ground Idle	RJ85	EIRJU	16:24	16:34	00:10
JULY	25/07/2015	Stand 24	W	Ground Idle	E190	GLCYO	10:09	10:15	00:06
JULY	25/07/2015	Stand 24	W	High Power	E190	GLCYO	10:15	10:29	00:14
JULY	25/07/2015	Stand 24	W	Ground Idle	E190	GLCYO	10:29	10:34	00:05
JULY	25/07/2015	Stand 24	W	Ground Idle	E190	GLCYO	11:01	11:06	00:05
JULY	25/07/2015	Stand 24	W	High Power	E190	GLCYO	11:06	11:17	00:11
JULY	25/07/2015	Stand 24	W	Ground Idle	E190	GLCYO	11:17	11:21	00:04
JULY	26/07/2015	Stand 8	NW	High Power	RJ85	EIRJE	15:42	15:48	00:06
AUGUST	01/08/2015	Stand 7	NW	Ground Idle	RJ85	EIRJE	06:53	07:09	00:16
AUGUST	01/08/2015	Abeam Stand 24	W	High Power	RJ85	EIRJE	07:28	07:49	00:21
AUGUST	01/08/2015	Abeam Stand 13	E	Ground Idle	E170	GLCYF	08:38	08:44	00:06
AUGUST	03/08/2015	Stand 1	NW	Ground Idle	DH8D	GJEDP	10:43	10:45	00:02
AUGUST	03/08/2015	Stand 1	NW	Ground Idle	DH8D	GJEDP	15:34	15:36	00:02
AUGUST	06/08/2015	Stand 24	W	High Power	E170	GLCYI	14:38	15:06	00:28
AUGUST	08/08/2015	Stand 24	NW	Ground Idle	E170	GLCYI	06:59	07:06	00:07
AUGUST	11/08/2015	Stand 22	NW	Ground Idle	E190	GLCYP	06:38	06:44	00:06
AUGUST	11/08/2015	Stand 4	NW	Ground Idle	E170	GLCYG	16:29	16:33	00:04
AUGUST	15/08/2015	Stand 24	NW	Ground Idle	A318	GEUNA	10:13	10:21	00:08
AUGUST	15/08/2015	Stand 24	NW	Ground Idle	A318	GEUNA	10:25	10:30	00:05
AUGUST	20/08/2015	Stand 10	NW	Ground Idle	E190	GLCYP	06:35	06:43	00:08
AUGUST	21/08/2015	Stand 2	NW	Ground Idle	E190	GLCYT	06:58	07:04	00:06
AUGUST	22/08/2015	Abeam Stand 14	W	Ground Idle	E170	GLCYD	08:41	08:47	00:06
AUGUST	26/08/2015	Stand 10	NW	Ground Idle	RJ85	EIRJH	17:28	17:32	00:04
AUGUST	30/08/2015	Stand 21	NW	Ground Idle	E170	GLCYI	13:25	13:38	00:13
AUGUST	30/08/2015	Abeam Stand 24	W	High Power	RJ85	EIRJE	18:05	18:24	00:19
AUGUST	31/08/2015	Stand 10	NW	Ground Idle	E190	GLCYP	10:39	10:49	00:10
AUGUST	31/08/2015	Stand 10	NW	Ground Idle	E190	GLCYP	14:08	14:14	00:06
SEPTEMBER	04/09/2015	Stand 9	NW	Ground Idle	RJ85	EIRJW	10:11	10:24	00:13
SEPTEMBER	04/09/2015	Stand 9	NW	Ground Idle	RJ85	EIRJW	14:07	14:20	00:13
SEPTEMBER	04/09/2015	Stand 9	NW	Ground Idle	RJ85	EIRJW	17:03	17:15	00:12
SEPTEMBER	04/09/2015	Stand 9	NW	Ground Idle	RJ85	EIRJW	19:02	19:13	00:11
SEPTEMBER	07/09/2015	Stand 23	NW	Ground Idle	A318	GEUNB	08:27	08:35	00:08
SEPTEMBER	07/09/2015	Stand 24	NW	Ground Idle	E190	GLCYR	13:30	13:43	00:13
SEPTEMBER	08/09/2015	Stand 23	NW	Ground Idle	A318	GEUNB	09:03	09:06	00:03
SEPTEMBER	09/09/2015	Stand 24	NW	Ground Idle	E190	GLCYR	06:30	06:36	00:06
SEPTEMBER	09/09/2015	Stand 10	NW	Ground Idle	E190	GLCYU	11:48	11:52	00:04
SEPTEMBER	16/09/2015	Stand 1	NW	Ground Idle	DH8D	GFLBC	11:12	11:20	00:08
SEPTEMBER	18/09/2015	JC	NW	Ground Idle	HS125	CSDRW	16:31	16:36	00:05
SEPTEMBER	18/09/2015	Stand 21	NW	Ground Idle	DH8D	GFLBC	21:27	21:33	00:06
SEPTEMBER	24/09/2015	Stand 13	NW	Ground Idle	RJ85	GLENM	19:44	19:54	00:10
SEPTEMBER	25/09/2015	JC	NW	Ground Idle	C56X	CSDXX	13:33	13:55	00:22
SEPTEMBER	28/09/2015	Stand 6	NW	Ground Idle	E190	GLCYP	06:34	06:42	00:08
SEPTEMBER	29/09/2015	Stand 3	NW	Ground Idle	RJ85	HBIYU	12:48	12:52	00:04

**TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE
FOR THE YEAR 2015**

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
OCTOBER	01/10/2015	Stand 10	NW	Ground Idle	E190	GLCYJ	11:01	11:11	00:10
OCTOBER	01/10/2015	Stand 7	NW	Ground Idle	E190	EIRNE	19:17	19:29	00:12
OCTOBER	05/10/2015	Stand 21	NW	Ground Idle	DH8D	GFLBE	21:24	21:31	00:07
OCTOBER	06/10/2015	Stand 24	NW	Ground Idle	A318	GEUNA	13:19	13:28	00:09
OCTOBER	07/10/2015	Stand 23	NW	Ground Idle	DH8D	GJECE	21:47	21:55	00:08
OCTOBER	08/10/2015	Stand 23	NW	Ground Idle	DH8D	GJECE	08:06	08:11	00:05
OCTOBER	10/10/2015	Stand 24	W	High Power	E170	GLCYF	10:30	10:43	00:13
OCTOBER	11/10/2015	Stand 24	W	High Power	E170	GLCYF	12:46	13:01	00:15
OCTOBER	12/10/2015	Stand 4	NW	Ground Idle	RJ1H	EIRJF	12:50	12:56	00:06
OCTOBER	13/10/2015	Stand 13	NW	Ground Idle	RJ85	EIRJU	13:16	13:19	00:03
OCTOBER	15/10/2015	Stand 22	NW	Ground Idle	E170	GLCYG	14:56	15:04	00:08
OCTOBER	15/10/2015	Yankee	E	Ground Idle	E170	GLCYG	20:12	20:15	00:03
OCTOBER	18/10/2015	Stand 24	W	High Power	E170	GLCYD	12:51	13:14	00:23
OCTOBER	19/10/2015	Stand 12	N	Ground Idle	DH8D	GJEDR	09:44	09:48	00:04
OCTOBER	21/10/2015	JC	S	Ground Idle	C56X	CSDXY	12:16	12:21	00:05
OCTOBER	27/10/2015	Abeam Stand 12	E	Ground Idle	E170	GLCYH	21:18	21:32	00:14
OCTOBER	30/10/2015	Stand 7	NW	Ground Idle	RJ85	EIRJR	13:20	13:25	00:05
OCTOBER	31/10/2015	JC	E	Ground Idle	FA7X	CAZ701	11:07	11:10	00:03
NOVEMBER	01/11/2015	JC	E	Ground Idle	FA7X	HBJST	12:39	12:53	00:14
NOVEMBER	01/11/2015	JC	E	Ground Idle	FA7X	HBJST	13:32	13:38	00:06
NOVEMBER	01/11/2015	Stand 22	NW	Ground Idle	E170	GLCYF	14:40	14:53	00:13
NOVEMBER	09/11/2015	Stand 24	W	High Power	RJ85	EIRJH	11:12	11:17	00:05
NOVEMBER	11/11/2015	Stand 5	NW	Ground Idle	E170	GLCYH	13:04	13:08	00:04
NOVEMBER	13/11/2015	Stand 21	NW	Ground Idle	DH8D	GJEDU	13:07	13:11	00:04
NOVEMBER	18/11/2015	Stand 13	NW	Ground Idle	B462	GJEDV	12:56	13:01	00:05
NOVEMBER	18/11/2015	JC	NW	Ground Idle	E55P	CSPHB	13:54	14:03	00:09
NOVEMBER	18/11/2015	Stand 24	W	High Power	DH8D	GJEDV	14:32	14:41	00:09
NOVEMBER	21/11/2015	JC	E	Ground Idle	F900	XR0567	12:02	12:09	00:07
NOVEMBER	22/11/2015	Abeam Stand 24	W	High Power	E170	GLCYI	13:27	13:45	00:18
NOVEMBER	23/11/2015	Stand 2	NW	Ground Idle	RJ85	EIRJY	14:05	14:10	00:05
NOVEMBER	27/11/2015	Stand 21	NW	Ground Idle	E190	GLCYS	20:24	20:26	00:02
NOVEMBER	29/11/2015	Stand 23	NW	Ground Idle	E190	GLCYT	12:42	12:45	00:03
NOVEMBER	30/11/2015	Stand 24	W	High Power	E190	GLCYJ	12:34	12:49	00:15
NOVEMBER	30/11/2015	Stand 24	W	High Power	E190	GLCYJ	14:56	15:16	00:20
NOVEMBER	30/11/2015	Stand 24	W	High Power	E190	GLCYJ	15:35	15:43	00:08
DECEMBER	01/12/2015	Stand 24	W	High Power	DH8D	LXLGE	11:31	11:44	00:13
DECEMBER	01/12/2015	Stand 13	NW	Ground Idle	DH8D	LXLGE	12:42	12:45	00:03
DECEMBER	01/12/2015	Stand 13	NW	Ground Idle	DH8D	LXLGE	13:33	13:36	00:03
DECEMBER	01/12/2015	Stand 13	NW	Ground Idle	DH8D	LXLGE	16:19	16:21	00:02
DECEMBER	03/12/2015	Stand 24	W	High Power	RJ85	EIRJN	11:08	11:21	00:13
DECEMBER	03/12/2015	Stand 24	W	High Power	E190	GIRNA	13:06	13:30	00:24
DECEMBER	03/12/2015	Stand 10	NW	Ground Idle	E190	EIRNA	15:22	15:47	00:25
DECEMBER	03/12/2015	Stand 6	NW	Ground Idle	E190	GLCYS	16:49	16:52	00:03
DECEMBER	06/12/2015	Stand 10	NW	Ground Idle	E190	GLCYS	12:39	12:44	00:05
DECEMBER	07/12/2015	Stand 3	NW	Ground Idle	B462	GSHLA	06:46	06:48	00:02
DECEMBER	08/12/2015	Stand 23/24	W	High Power	E190	GLCYJ	10:29	10:52	00:23
DECEMBER	08/12/2015	Abeam Stand 24	W	High Power	E190	GLCYJ	12:01	12:18	00:17
DECEMBER	08/12/2015	Abeam Stand 24	W	High Power	E190	GLCYJ	12:45	12:58	00:13
DECEMBER	08/12/2015	Stand 24	W	High Power	E170	GLCYD	16:09	16:20	00:11
DECEMBER	10/12/2015	Stand 2	NW	Ground Idle	E170	GLCYI	21:27	21:32	00:05
DECEMBER	11/12/2015	Stand 24	NW	Ground Idle	A318	GEUNB	15:12	15:27	00:15
DECEMBER	17/12/2015	Stand 13	N	Ground Idle	SB20	GZDKA	09:49	09:53	00:04
DECEMBER	17/12/2015	Stand 13	N	Ground Idle	SB20	GZDKA	11:05	11:16	00:11
DECEMBER	17/12/2015	Stand 23	NW	Ground Idle	DH8D	GJEDP	12:15	12:31	00:16
DECEMBER	17/12/2015	Stand 23	NW	Ground Idle	DH8D	GJEDP	12:44	12:49	00:05
DECEMBER	20/12/2015	Stand 8	NW	Ground Idle	RJ1H	HBIXU	20:27	20:33	00:06
DECEMBER	22/12/2015	Stand 23	NW	Ground Idle	DH8D	LXLGM	07:36	07:42	00:06
DECEMBER	22/12/2015	Stand 13	NW	Ground Idle	DH8D	LXLGM	12:26	12:31	00:05
DECEMBER	23/12/2015	Stand 24	NW	Ground Idle	E170	GLCYD	13:16	13:26	00:10
DECEMBER	28/12/2015	Stand 22	NW	Ground Idle	SB20	GCDEB	17:58	17:59	00:01
DECEMBER	30/12/2015	Abeam Stand 24	W	High Power	E170	GLCYD	12:02	12:16	00:14
DECEMBER	31/12/2015	Stand 13	NW	Low Power	RJ85	EIRJN	18:43	18:47	00:04

LONDON CITY AIRPORT

**TABLE 2:
SUMMARY OF HIGH POWER GROUND RUNNING
JANUARY 2015 - DECEMBER 2015**

	MINUTES/MONTH	AIRCRAFT TYPE
JANUARY	44	A318/E170
FEBRUARY	75	AT42/E170/E190/RJ85
MARCH	43	E170/E190
APRIL	67	E170/E190/SB20
MAY	45	E170/E190
JUNE	17	RJ85
JULY	56	AT42/E190/RJ85
AUGUST	68	E190/RJ85
SEPTEMBER	0	n/a
OCTOBER	51	E170
NOVEMBER	75	DH8D/E170/E190/RJ85
DECEMBER	128	DH8D/E170/E190/RJ85
TOTAL	669	-

LONDON CITY AIRPORT

ENGINE GROUND RUN NOISE 2015 (w.r.t. Ground Running Noise Limit)

TABLE 3

Prediction of Engine Ground Running as Appendix E of Approved Noise Control Scheme

Item (A) Determination of Largest Monthly Duration:

As indicated in Table 2, that occurred in December 2015, specifically -

13 minutes DH8D
25 minutes E170
77 minutes E190
13 minutes RJ85
128 minutes total Ground Running

Item (B) Determination of Average Daily Duration During Worst Case

128 minutes in a month of 31 days
4.1 minutes Average Daily Duration

Item (C) Compute Resultant Noise Level at Reference Distance (152 metres)

Resultant Noise Level at 152m

$$\begin{aligned} &= \text{Reference Noise Level} + 10 \log (\text{duration}) - 10 \log (12 \times 60) \\ &= 84 + 10 \log (4.1) - 10 \log (12 \times 60) \\ &= 84 + 6.2 - 28.6 \\ &= 61.6 \text{ dB } L_{Aeq,12h} \end{aligned}$$

Item (D) Compute Level at Nearest Properties in Newland Street

Aircraft at Stand 24.

Noise Level at Newland Street

$$\begin{aligned} &= \text{Resultant Noise Level} - 26.7 \log (255/152) \\ &= 61.6 - 6.0 \\ &= 55.6 \text{ dB } L_{Aeq,12h} \end{aligned}$$

LCY Ground Running Noise Limit = 60 dB $L_{Aeq,12h}$

CONCLUSION

In 2015 LCY's Ground Running was 4.4 dB below
the Ground Running Noise Limit.

APPENDIX C

Penalties and Incentives

JANUARY 2015

Aircraft Type	Noisy Events	Quiet Events
BE20	1	0
C560	1	0
C56X	0	3
DH8D	1	0
E170	2	2
E190	0	7
FA7X	1	0
F900	1	0
H25B	4	0
RJ85	1	0

FEBRUARY 2015

Aircraft Type	Noisy Events	Quiet Events
C25B	0	1
C525	0	1
C56X	1	1
E170	1	1
E190	2	0
F900	2	0
FA50	0	1
H25B	5	0
RJ85	8	0

MARCH 2015

Aircraft Type	Noisy Events	Quiet Events
C560	1	0
C56X	0	1
C680	1	0
CL60	0	1
E170	1	3
E190	1	8
F900	2	1
FA7X	2	0
GLEX	1	0
H25B	3	0
RJ85	1	0

APRIL 2015

Aircraft Type	Noisy Events	Quiet Events
C550	0	1
C56X	0	4
E190	0	3
F900	1	0
FA7X	3	0
H25B	4	0
PA31	3	0
RJ1H	0	0
RJ85	3	0

MAY 2015

Aircraft Type	Noisy Events	Quiet Events
C550	1	0
C560	1	0
C56X	1	2
E190	1	2
F900	1	0
FA50	1	0
FA7X	1	0
H25B	11	1
RJ1H	0	1
RJ85	4	0

JUNE 2015

Aircraft Type	Noisy Events	Quiet Events
C525	0	1
C56X	0	3
C680	0	1
E190	0	2
F900	1	0
GLEX	1	0
H25B	6	0
RJ85	1	0

JULY 2015

Aircraft Type	Noisy Events	Quiet Events
C25B	0	1
C560	1	0
C56X	1	1
E170	2	1
E190	1	0
F900	1	0
FA50	1	0
FA7X	1	0
H25B	15	0
RJ85	2	0

AUGUST 2015

Aircraft Type	Noisy Events	Quiet Events
E170	3	0
E190	1	0
H25B	10	0
RJ85	14	0

SEPTEMBER 2015

Aircraft Type	Noisy Events	Quiet Events
C550	0	1
C560	1	0
C56X	1	0
E170	0	1
E190	5	0
F2TH	0	1
FA50	1	0
FA7X	2	0
H25B	8	1
RJ85	9	0

OCTOBER 2015

Aircraft Type	Noisy Events	Quiet Events
C25A	0	1
C56X	0	1
D328	1	0
E170	0	1
F2TH	1	0
F900	2	0
FA50	1	0
FA7X	3	0
GLEX	4	0
H25B	8	0

NOVEMBER 2015

Aircraft Type	Noisy Events	Quiet Events
C56X	1	0
E190	1	0
H25B	8	0
RJ85	1	0

DECEMBER 2015

Aircraft Type	Noisy Events	Quiet Events
C25A	0	1
C56X	1	1
E170	0	2
E190	4	2
F2TH	1	1
FA7X	1	0
H25B	6	0
RJ85	3	0

The following table shows the number of residual penalties incurred in 2015, ranked by airline and aircraft type.

Airline	Aircraft Type	# Residual Penalties
NetJets	H25B	86
CityJet	RJ85	44
EXXAERO	F900	5
CityJet	E170	4
NetJets	GLEX	4
BA Cityflyer	RJ85	3
Flightline	PA31	3
Shell Aircraft	FA7X	3
A.G. Aviation	FA7X	2
Air Hamburg	C560	2
Japat AG	FA7X	2
Masterjet	GLEX	2
TAG UK	FA7X	2
Transportes Aereos Don Carlos	C560	2
Abelag	F2TH	1
Aero Vision	C550	1
Aero Vision	FA50	1
Aklak Air	F900	1
BADEN	FA7X	1
Bromma Business Jet AB	FA7X	1
Commandement Du Transport Aerien Militaire Francai	FA7X	1
Eurofly	FA50	1
Executive Jet Management	C680	1
Falcon Flying Ops	F900	1
FYG	F900	1
Flybe	DH8D	1
Global Jet Luxembourg	FA50	1

Airline	Aircraft Type	# Residual Penalties
Interfreight Forwarding	FA7X	1
Japat AG	F900	1
Masterjet	FA50	1
Masterjet	FA7X	1
Monerrey Air Taxi	F2TH	1
Sundt Air	BE20	1
Sun Air of Scandinavia	D328	1
Swiss International Air Lines	RJ1H	1
Xclusive Jet Charter Limited	C560	1
Xclusive Jet Charter Limited	F900	1
Yolenal Aeronautics	F900	1
Air Hamburg	C25B	0
Air Hamburg	C56X	0
Air Hamburg	C525	0
Air Alsie	F2TH	0
BA Cityflyer	E170	0
BA Cityflyer	E190	0
Bertelsmann	F2TH	0
Cat Aviation	CL60	0
Catreus	C56X	0
Daimler Chrysler Aviation	C52A	0
Daimler Chrysler Aviation	C525	0
EXXAERO	C680	0
Fast Helicopters	FA50	0
Flying Partners	C25B	0
Leadair	C550	0
London Executive Aviation	C56X	0
Lufthansa	E190	0
NetJets	C550	0

Airline	Aircraft Type	# Residual Penalties
NetJets	C56X	0
Unijet	F900	0
VCG	C25A	0
Total		188

APPENDIX D

Meetings with Airport Consultative Committee

LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT



For the period 1st January 2015 – 31st March 2015 inclusive.

Noise:

Total Complaints – 18

- Lower number of complaints compared to the previous quarter.
- 17 related to aircraft noise, 2 were non LCY related as one was noise out of LCY operational hours and the other was related to local nuisance beyond the scope of the airport.
- One particular individual logged 28% of the total complaints in this quarter.

Enquiries - 9

- Query over data in the 2013 Annual Performance Report.
- LCY Noise Action Plan request for further information.
- 3 enquiries related to the airports Sound Insulation Scheme.
- 2 enquiries concerning airspace changes, one positive and one for further information.
- 1 enquiry to detail noise is not an issue in the area and pressure group propaganda is becoming an irritant.
- Further request on information concerning reducing the number of flights at LCY.

Total Correspondence: 27

Noise and Track Keeping System Performance:

System online – 88.6% of the period

Offline 11.4% because of

Weather (high winds) interference on:

1, 2, 6, 7, 9, 10, 11, 12, 14, 15, 16, 28, 29 January 2015.

1, 13, 22, 23, 24, 28 February 2015.

1, 2, 3, 4, 13, 26, 28, 29, 30, 31 March 2015.

NMT1 –had a hardware defect which was rectified on site on the same day.

NMT2 had a power fault on 21st January - 22nd January as the power controller needed to be reset. On 20th February power failed and restored on the same day.

Noise events and aircraft movement's correlation rates:

Arrivals – 85%, Departures – 88%, Overall – 87%

LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT



For the period 1st April 2015 – 30th June 2015 inclusive.

Noise:

Total Complaints – 24

- 24 related to aircraft noise and other elements such as low flying aircraft, changing in flight paths due to introduction of LAMP, increased frequency and aircraft vectoring.
- One particular individual logged 40% of the total complaints in this quarter.

Enquiries – 16

- Three queries concerning the Sound Insulation Scheme;
- Four enquires for low flying aircraft; one was from LCA however 3 were non LCA;
- A query about the reports provided to LCACC;
- A query detailing air quality in the terminal;
- Three queries about Heathrow aircraft and LCA aircraft distances when crossing flight paths;
- A query requesting information on the published date of the airports 2014 Annual Performance Report;
- 1 enquiry addressing a particular flight from a local resident due to being unusually loud.
- Further request on information concerning reducing the number of flights at LCY.
- 1 raised from LBN on behalf of local resident
- A report through about an inflatable shark which could infringe airspace from local.

Total Correspondence: 40

Noise and Track Keeping System Performance:

System online – 91% of the period

Offline 9% because of

Weather (high winds) interference mainly in April and May 2015.

Noise events and aircraft movement's correlation rates:

Arrivals – 90%, Departures – 91%, Overall – 91%

LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT



For the period 1st July 2015 – 30th September 2015 inclusive.

Noise:

Total Complaints – 39

- 35 related to aircraft noise and other elements such as low flying aircraft, changing in flight paths due to introduction of LAMP, increased frequency, ground noise from aircraft engine testing and aircraft spacing in terms of altitude (LHR and LCY).
- One particular individual logged 26% of the total complaints in this quarter.

Enquiries – 9

- Query concerning does LCY fly over the area;
- 2 enquiries concerning aircraft movements at 4:25am – non LCY;
- Broken window of small boat in marina – non LCY;
- Have flight path changes been approved?;
- Request for a flight timetable as filming in local area;
- Helicopter flights for site seeing, can you control this as they are in your airspace?;
- Have the number of flights increased at LCY?;
- Helicopter use at LCY and does the airport allow night time flying?.

Total Correspondence: 48

Noise and Track Keeping System Performance:

System online – 96% of the period

Offline 4% because of

Weather (high winds) interference 3, 16, 27, 28 July, 14, 28 and 30 September.

NMT 2 lost power on 05/09, 16/09, 21/09 and 22/09 due to solar and ethanol tank developing a fault.

Noise events and aircraft movement's correlation rates:

Arrivals – 91%, Departures – 94%, Overall – 93%.

LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT



For the period 1st October 2015 – 31st December 2015 inclusive.

Noise:

Total Complaints – 19

- 16 related to aircraft noise and other elements such as low flying aircraft, possible changes in flight paths.
- 1 complaint was registered due to increased frequency of flights.
- 2 complaints were due to LHR traffic so were non LCY related.
- One particular individual logged 21% of the total complaints in this quarter.

Enquiries – 8

- Query concerning does LCY fly over the area;
- Night time flights – Non LCY;
- Individual new to area, LCY flight paths in area?;
- Request a copy of noise contours – referred to APR;
- Change in flight paths as reduction in flights in the area? X 2;
- Have flight paths been changed causing concentration of flights in area?;
- Separation of flights concerning altitude and proximity between LHR and LCY;

Total Correspondence: 27

Noise and Track Keeping System Performance:

System online – 96% of the period

Offline 4% because of

Weather (high winds) interference 3, 16, 27, 28 July, 14, 28 and 30 September.

NMT 2 lost power on 05/09, 16/09, 21/09 and 22/09 due to solar and ethanol tank developing a fault.

Noise events and aircraft movement's correlation rates:

Arrivals – 87%, Departures – 83%, Overall – 85%.

The drop in correlation was due to a faulty fuse at NMT 2 during the November 2015.

APPENDIX E

Numbers of Aircraft Operating at LCY

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend							
01/01/2015	95	-	132	-	103	359	1,255	37	-	896	0	0	-	-	0	-
02/01/2015	166	-	592	-	173			426	-		0	1	2	5	0	-
03/01/2015	73	175	100	280	76			27	105		1	4	1	2	-	5
04/01/2015	102		200		110			98			-	-	1	-		
05/01/2015	237	-	592	-	252	1,478	4,050	355	-	2,572	0	2	2	4	0	-
06/01/2015	238	-	592	-	249			354	-		1	4	1	2	0	-
07/01/2015	255	-	592	-	267			337	-		1	4	1	2	1	-
08/01/2015	250	-	592	-	261			342	-		2	5	0	1	0	-
09/01/2015	241	-	592	-	250			351	-		0	2	2	4	2	-
10/01/2015	65	192	100	280	66			35	88		1	3	1	3	-	5
11/01/2015	127		200		132			73			-	-	1	-		
12/01/2015	293	-	592	-	309	1,659	4,050	299	-	2,391	0	5	2	1	0	-
13/01/2015	265	-	592	-	273			327	-		1	6	1	0	0	-
14/01/2015	279	-	592	-	290			313	-		1	4	1	2	0	-
15/01/2015	287	-	592	-	299			305	-		1	4	1	2	0	-
16/01/2015	273	-	592	-	280			319	-		1	6	1	0	1	-
17/01/2015	71	200	100	280	73			29	80		2	5	0	1	-	2
18/01/2015	129		200		135			71			-	-	0	-		
19/01/2015	285	-	592	-	296	1,788	4,050	307	-	2,262	2	6	0	0	1	-
20/01/2015	304	-	592	-	320			288	-		0	4	2	2	0	-
21/01/2015	317	-	592	-	333			275	-		2	6	0	0	0	-
22/01/2015	312	-	592	-	326			280	-		2	6	0	0	0	-
23/01/2015	295	-	592	-	307			297	-		1	5	1	1	0	-
24/01/2015	69	198	100	280	72			31	82		2	5	0	1	-	3
25/01/2015	129		200		133			71			-	-	0	-		

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend							
26/01/2015	306	-	592	-	319	1,828	4,050	286	-	2,222	1	5	1	1	0	-
27/01/2015	304	-	592	-	315			288	-		1	5	1	1	0	-
28/01/2015	322	-	592	-	339			270	-		0	5	2	1	1	-
29/01/2015	314	-	592	-	331			278	-		1	4	1	2	1	-
30/01/2015	301	-	592	-	315			291	-		2	2	0	4	0	-
31/01/2015	70	202	100	280	72			30	78		2	5	0	1	-	3
01/02/2015	132		200		138			-			-	-	-	0	-	
02/02/2015	303	-	592	-	316			1,822	4,050		289	-	2,228	1	4	1
03/02/2015	302	-	592	-	316	290	-			2	5	0		1	0	-
04/02/2015	314	-	592	-	329	278	-			1	5	1		1	0	-
05/02/2015	319	-	592	-	335	273	-			2	4	0		2	1	-
06/02/2015	298	-	592	-	311	294	-			0	4	2		2	1	-
07/02/2015	74	204	100	280	77	26	76			0	4	2		2	-	3
08/02/2015	130		200		137	70				-	-	-		1	-	
09/02/2015	310	-	592	-	325	1,886	4,050			282	-	2,164		1	6	1
10/02/2015	316	-	592	-	330			276	-	1	6		1	0	0	-
11/02/2015	319	-	592	-	334			273	-	2	6		0	0	0	-
12/02/2015	317	-	592	-	338			275	-	1	6		1	0	1	-
13/02/2015	311	-	592	-	327			281	-	1	2		1	4	4	-
14/02/2015	92	218	100	280	100			8	62	2	3		0	3	-	3
15/02/2015	126		200		132			-		-	-		-	0	-	
16/02/2015	306	-	592	-	320			1,811	4,050	286	-		2,239	1	5	1
17/02/2015	299	-	592	-	309	293	-			2	6	0		0	0	-
18/02/2015	308	-	592	-	321	284	-			2	6	0		0	0	-
19/02/2015	318	-	592	-	332	274	-			1	5	1		1	0	-
20/02/2015	295	-	592	-	307	297	-			1	4	1		2	0	-
21/02/2015	75	211	100	280	78	25	69			0	5	2		1	-	1
22/02/2015	136		200		144	64				-	-	-		0	-	

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend		Week	06:30-06:44	06:30-06:59	06:30-06:44		
23/02/2015	316	-	592	-	333	1,885	4,050	276	-	2,165	1	3	1	3	0	-
24/02/2015	316	-	592	-	331			276	-		1	6	1	0	0	-
25/02/2015	328	-	592	-	347			264	-		0	5	2	1	0	-
26/02/2015	327	-	592	-	345			265	-		1	6	1	0	1	-
27/02/2015	294	-	592	-	306			298	-		2	5	0	1	0	-
28/02/2015	75	212	100	280	78			25	68		2	4	0	2	-	2
01/03/2015	137		200		145			-			-	-	-	1	-	
02/03/2015	304	-	592	-	319			1,867	4,050		288	-	2,183	0	4	2
03/03/2015	316	-	592	-	330	276	-			1	5	1		1	0	-
04/03/2015	321	-	592	-	340	271	-			1	5	1		1	0	-
05/03/2015	309	-	592	-	324	283	-			2	6	0		0	0	-
06/03/2015	308	-	592	-	323	284	-			0	6	2		0	4	-
07/03/2015	79	219	100	280	83	21	61			1	5	1		1	-	2
08/03/2015	140		200		149	-				-	-	-		0	-	
09/03/2015	320	-	592	-	338	1,916	4,050			272	-	2,134		1	6	1
10/03/2015	329	-	592	-	348			263	-	2	5		0	1	0	-
11/03/2015	323	-	592	-	341			269	-	1	5		1	1	0	-
12/03/2015	333	-	592	-	353			259	-	1	5		1	1	0	-
13/03/2015	292	-	592	-	304			300	-	1	5		1	1	0	-
14/03/2015	78	220	100	280	82			22	60	1	6		1	0	-	2
15/03/2015	142		200		151			58		-	-		-	0	-	
16/03/2015	316	-	592	-	334			1,828	4,050	276	-		2,222	0	5	2
17/03/2015	308	-	592	-	321	284	-			2	6	0		0	0	-
18/03/2015	310	-	592	-	324	282	-			1	5	1		1	0	-
19/03/2015	318	-	592	-	335	274	-			1	5	1		1	0	-
20/03/2015	284	-	592	-	295	308	-			1	5	1		1	1	-
21/03/2015	76	210	100	280	79	24	70			1	4	1		2	-	4
22/03/2015	134		200		140	66				-	-	-		0	-	

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon	
	Day	Weekend	Day	Weekend	Day	Week		Week	Day		Weekend	Week	Early Morning				Early Morning
												06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
23/03/2015	316	-	592	-	333	1,848	4,050	276	-	2,202	2	6	0	0	0	-	
24/03/2015	312	-	592	-	326			280	-		2	6	0	0	1	-	
25/03/2015	322	-	592	-	339			270	-		2	6	0	0	0	-	
26/03/2015	323	-	592	-	341			269	-		1	6	1	0	0	-	
27/03/2015	299	-	592	-	312			293	-		1	2	1	4	0	-	
28/03/2015	78	192	100	280	80			22	88		1	4	1	2	-	3	
29/03/2015	114		200		117			86			-	-	0	-			
30/03/2015	293	-	592	-	308	1,549	3,515	299	-	1,966	1	4	1	2	0	-	
31/03/2015	278	-	592	-	293			314	-		1	3	1	3	0	-	
01/04/2015	298	-	592	-	312			294	-		1	4	1	2	0	-	
02/04/2015	297	-	592	-	318			295	-		1	4	1	2	1	-	
03/04/2015	164	-	164	-	175			0	-		0	0	2	6	0	-	
04/04/2015	53	139	100	280	54			47	141		0	2	2	4	-	0	
05/04/2015	86		200		88			114			-	-	0	-			
06/04/2015	184	-	198	-	193	1,530	3,558	14	-	2,028	0	0	2	6	0	-	
07/04/2015	291	-	592	-	307			301	-		0	4	2	2	1	-	
08/04/2015	279	-	592	-	292			313	-		0	6	2	0	0	-	
09/04/2015	222	-	592	-	234			370	-		1	3	1	3	1	-	
10/04/2015	279	-	592	-	295			313	-		0	1	2	5	0	-	
11/04/2015	73	202	100	280	74			27	78		1	5	1	1	-	6	
12/04/2015	129		200		134			71			-	-	0	-			
13/04/2015	307	-	592	-	328	1,764	4,050	285	-	2,286	0	4	2	2	0	-	
14/04/2015	296	-	592	-	315			296	-		0	3	2	3	0	-	
15/04/2015	299	-	592	-	320			293	-		1	6	1	0	0	-	
16/04/2015	292	-	592	-	311			300	-		0	4	2	2	0	-	
17/04/2015	277	-	592	-	292			315	-		0	3	2	3	0	-	
18/04/2015	66	189	100	280	67			34	91		0	5	2	1	-	1	
19/04/2015	123		200		130			77			-	-	0	-			

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon	
	Day	Weekend	Day	Weekend	Day	Week		Week	Day		Weekend	Week	Early Morning				Early Morning
												06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
20/04/2015	307	-	592	-	330	1,786	4,050	285	-	2,264	1	6	1	0	0	-	
21/04/2015	299	-	592	-	316			293	-		2	6	0	0	0	-	
22/04/2015	296	-	592	-	316			296	-		2	6	0	0	0	-	
23/04/2015	308	-	592	-	333			284	-		1	6	1	0	0	-	
24/04/2015	278	-	592	-	295			314	-		1	5	1	1	0	-	
25/04/2015	66	185	100	280	69			34	95		1	4	1	2	-	1	
26/04/2015	119		200		127			81			-	-	-	0	-		
27/04/2015	288	-	592	-	306			1,772	4,050		304	-	2,278	1	6	1	0
28/04/2015	303	-	592	-	325	289	-			0	6	2		0	0	-	
29/04/2015	311	-	592	-	334	281	-			1	5	1		1	2	-	
30/04/2015	303	-	592	-	326	289	-			1	6	1		0	0	-	
01/05/2015	276	-	592	-	295	316	-			0	4	2		2	0	-	
02/05/2015	68	174	100	280	72	32	106			1	4	1		2	-	1	
03/05/2015	106		200		114	94				-	-	-		0	-		
04/05/2015	190	-	248	-	202	1,655	3,620			58	-	1,965		0	0	2	6
05/05/2015	289	-	592	-	309			303	-	1	6		1	0	1	-	
06/05/2015	293	-	592	-	312			299	-	2	5		0	1	0	-	
07/05/2015	300	-	592	-	320			292	-	1	4		1	2	0	-	
08/05/2015	292	-	592	-	310			300	-	0	6		2	0	0	-	
09/05/2015	70	190	100	280	74			30	90	2	6		0	0	-	2	
10/05/2015	120		200		127			80		-	-		-	-	0	-	
11/05/2015	299	-	592	-	319			1,768	4,050	293	-		2,282	1	5	1	1
12/05/2015	297	-	592	-	320	295	-			0	5	2		1	0	-	
13/05/2015	310	-	592	-	335	282	-			0	6	2		0	1	-	
14/05/2015	284	-	592	-	305	308	-			1	5	1		1	0	-	
15/05/2015	269	-	592	-	286	323	-			0	6	2		0	0	-	
16/05/2015	70	193	100	280	73	30	87			1	6	1		0	-	1	
17/05/2015	123		200		130	77				-	-	-		-	1	-	

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon	
	Day	Weekend	Day	Weekend	Day	Week		Week	Day		Weekend	Week	Early Morning				Early Morning
												06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
18/05/2015	309	-	592	-	331	1,720	4,050	283	-	2,330	0	5	2	1	0	-	
19/05/2015	206	-	592	-	221			386	-		0	0	2	6	0	-	
20/05/2015	307	-	592	-	329			285	-		2	6	0	0	0	-	
21/05/2015	305	-	592	-	328			287	-		1	6	1	0	0	-	
22/05/2015	283	-	592	-	299			309	-		0	6	2	0	0	-	
23/05/2015	75	198	100	280	79			25	82		2	6	0	0	-	2	
24/05/2015	123		200		134			77			-	-	-	0	-		
25/05/2015	186	-	230	-	197			1,713	3,598		44	-	1,885	0	0	2	6
26/05/2015	318	-	592	-	341	274	-			2	5	0		1	0	-	
27/05/2015	291	-	592	-	314	301	-			2	6	0		0	0	-	
28/05/2015	310	-	592	-	334	282	-			0	5	2		1	1	-	
29/05/2015	288	-	592	-	305	304	-			0	5	2		1	1	-	
30/05/2015	74	209	100	280	76	26	71			1	3	1		3	-	2	
31/05/2015	135		200		147	65				-	-	-		0	-		
01/06/2015	284	-	592	-	302	1,715	4,050			308	-	2,335		0	4	2	2
02/06/2015	295	-	592	-	316			297	-	0	3		2	3	0	-	
03/06/2015	292	-	592	-	311			300	-	0	5		2	1	0	-	
04/06/2015	279	-	592	-	296			313	-	0	3		2	3	0	-	
05/06/2015	268	-	592	-	281			324	-	0	2		2	4	0	-	
06/06/2015	68	201	100	280	68			32	79	1	3		1	3	-	2	
07/06/2015	133		200		141			67		-	-		-	-	0	-	
08/06/2015	278	-	592	-	295			1,773	4,050	314	-		2,277	0	4	2	2
09/06/2015	294	-	592	-	314	298	-			0	4	2		2	0	-	
10/06/2015	304	-	592	-	326	288	-			1	3	1		3	1	-	
11/06/2015	297	-	592	-	316	295	-			0	5	2		1	0	-	
12/06/2015	283	-	592	-	299	309	-			1	5	1		1	0	-	
13/06/2015	77	212	100	280	79	23	68			2	6	0		0	-	2	
14/06/2015	135		200		144	65				-	-	-		-	1	-	

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon	
	Day	Weekend	Day	Weekend	Day	Week		Week	Day		Weekend	Week	Early Morning				Early Morning
												06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
15/06/2015	301	-	592	-	321	1,748	4,050	291	-	2,302	0	5	2	1	0	-	
16/06/2015	292	-	592	-	311			300	-		1	4	1	2	0	-	
17/06/2015	290	-	592	-	309			302	-		1	6	1	0	0	-	
18/06/2015	293	-	592	-	316			299	-		1	4	1	2	0	-	
19/06/2015	268	-	592	-	283			324	-		1	4	1	2	0	-	
20/06/2015	63	198	100	280	63			37	82		2	5	0	1	-	4	
21/06/2015	135		200		145			65			-	-	0	-			
22/06/2015	299	-	592	-	320	1,807	4,050	293	-	2,243	0	4	2	2	0	-	
23/06/2015	292	-	592	-	311			300	-		0	5	2	1	0	-	
24/06/2015	307	-	592	-	330			285	-		1	6	1	0	0	-	
25/06/2015	305	-	592	-	330			287	-		1	4	1	2	0	-	
26/06/2015	266	-	592	-	280			326	-		0	3	2	3	0	-	
27/06/2015	86	224	100	280	88			14	56		1	6	1	0	-	2	
28/06/2015	138		200		147			62			-	-	1	-			
29/06/2015	292	-	592	-	311	1,756	4,050	300	-	2,294	2	5	0	1	1	-	
30/06/2015	294	-	592	-	313			298	-		1	6	1	0	0	-	
01/07/2015	294	-	592	-	312			298	-		1	3	1	3	0	-	
02/07/2015	296	-	592	-	315			296	-		0	2	2	4	1	-	
03/07/2015	274	-	592	-	285			318	-		0	3	2	3	0	-	
04/07/2015	71	207	100	280	73			29	73		2	4	0	2	-	0	
05/07/2015	136		200		146			64			-	-	3	-			
06/07/2015	298	-	592	-	316	1,743	4,050	294	-	2,307	2	5	0	1	0	-	
07/07/2015	283	-	592	-	302			309	-		0	5	2	1	0	-	
08/07/2015	284	-	592	-	304			308	-		0	4	2	2	0	-	
09/07/2015	287	-	592	-	305			305	-		0	3	2	3	0	-	
10/07/2015	273	-	592	-	290			319	-		0	3	2	3	0	-	
11/07/2015	77	212	100	280	80			23	68		2	6	0	0	-	2	
12/07/2015	135		200		146			65			-	-	0	-			

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon	
	Day	Weekend	Day	Weekend	Day	Week		Week	Day		Weekend	Week	Early Morning				Early Morning
												06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
13/07/2015	282	-	592	-	302	1,731	4,050	310	-	2,319	0	5	2	1	0	-	
14/07/2015	278	-	592	-	299			314	-		0	4	2	2	1	-	
15/07/2015	290	-	592	-	312			302	-		1	5	1	1	0	-	
16/07/2015	286	-	592	-	305			306	-		0	4	2	2	0	-	
17/07/2015	271	-	592	-	289			321	-		2	4	0	2	0	-	
18/07/2015	71	213	100	280	73			29	67		2	6	0	0	-	4	
19/07/2015	142		200		151			58			-	-	-	1	-		
20/07/2015	281	-	592	-	302			1,698	4,050		311	-	2,352	0	4	2	2
21/07/2015	280	-	592	-	302	312	-			1	3	1		3	0	-	
22/07/2015	286	-	592	-	310	306	-			2	6	0		0	1	-	
23/07/2015	280	-	592	-	301	312	-			0	4	2		2	0	-	
24/07/2015	255	-	592	-	272	337	-			0	4	2		2	1	-	
25/07/2015	66	200	100	280	67	34	80			1	3	1		3	-	4	
26/07/2015	134		200		144	66				-	-	-		2	-		
27/07/2015	276	-	592	-	296	1,717	4,050			316	-	2,333		0	5	2	1
28/07/2015	279	-	592	-	300			313	-	0	2		2	4	0	-	
29/07/2015	287	-	592	-	311			305	-	1	4		1	2	0	-	
30/07/2015	285	-	592	-	307			307	-	2	6		0	0	0	-	
31/07/2015	271	-	592	-	291			321	-	0	2		2	4	0	-	
01/08/2015	69	201	100	280	71			31	79	2	5		0	1	-	1	
02/08/2015	132		200		141			68		-	-		-	0	-		
03/08/2015	252	-	592	-	272			1,564	4,050	340	-		2,486	1	5	1	1
04/08/2015	256	-	592	-	273	336	-			0	3	2		3	0	-	
05/08/2015	259	-	592	-	276	333	-			2	6	0		0	1	-	
06/08/2015	253	-	592	-	270	339	-			1	6	1		0	0	-	
07/08/2015	242	-	592	-	258	350	-			0	3	2		3	0	-	
08/08/2015	72	204	100	280	73	28	76			2	4	0		2	-	5	
09/08/2015	132		200		141	68				-	-	-		0	-		

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon	
	Day	Weekend	Day	Weekend	Day	Week		Week	Day		Weekend	Week	Early Morning				Early Morning
												06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
10/08/2015	256	-	592	-	275	1,531	4,050	336	-	2,519	0	5	2	1	0	-	
11/08/2015	243	-	592	-	261			349	-		1	6	1	0	4	-	
12/08/2015	247	-	592	-	263			345	-		0	2	2	4	0	-	
13/08/2015	255	-	592	-	273			337	-		1	6	1	0	1	-	
14/08/2015	237	-	592	-	251			355	-		1	5	1	1	1	-	
15/08/2015	67	199	100	280	68			33	81		3	4	-1	2	-	1	
16/08/2015	132		200		140			68			-	-	-	-	1	-	
17/08/2015	255	-	592	-	272			1,544	4,050		337	-	2,506	1	5	1	1
18/08/2015	251	-	592	-	267	341	-			1	6	1		0	0	-	
19/08/2015	253	-	592	-	272	339	-			1	6	1		0	0	-	
20/08/2015	255	-	592	-	272	337	-			1	5	1		1	0	-	
21/08/2015	243	-	592	-	256	349	-			0	4	2		2	0	-	
22/08/2015	69	195	100	280	72	31	85			2	5	0		1	-	4	
23/08/2015	126		200		134	74				-	-	-		-	3	-	
24/08/2015	246	-	592	-	261	1,574	4,050			346	-	2,476		1	4	1	2
25/08/2015	255	-	592	-	272			337	-	0	4		2	2	1	-	
26/08/2015	267	-	592	-	286			325	-	0	4		2	2	0	-	
27/08/2015	265	-	592	-	284			327	-	0	4		2	2	0	-	
28/08/2015	260	-	592	-	277			332	-	1	5		1	1	0	-	
29/08/2015	69	184	100	280	72			31	96	1	4		1	2	-	3	
30/08/2015	115		200		122			85		-	-		-	-	0	-	
31/08/2015	191	-	230	-	204			1,604	3,598	39	-		1,994	0	0	2	6
01/09/2015	271	-	592	-	290	321	-			0	3	2		3	1	-	
02/09/2015	275	-	592	-	293	317	-			0	2	2		4	0	-	
03/09/2015	293	-	592	-	316	299	-			1	5	1		1	2	-	
04/09/2015	259	-	592	-	274	333	-			0	5	2		1	0	-	
05/09/2015	73	214	100	280	76	27	66			1	6	1		0	-	4	
06/09/2015	141		200		151	59				-	-	-		-	1	-	

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend							
07/09/2015	315	-	592	-	340	1,869	4,050	277	-	2,181	2	6	0	0	1	-
08/09/2015	295	-	592	-	316			297	-		1	4	1	2	0	-
09/09/2015	300	-	592	-	323			292	-		0	4	2	2	1	-
10/09/2015	323	-	592	-	345			269	-		0	5	2	1	0	-
11/09/2015	294	-	592	-	312			298	-		0	2	2	4	0	-
12/09/2015	76	221	100	280	79			24	59		1	5	1	1	-	2
13/09/2015	145		200		152			55			-	-	-	-	2	-
14/09/2015	295	-	592	-	316	1,838	4,050	297	-	2,212	1	3	1	3	0	-
15/09/2015	300	-	592	-	324			292	-		0	4	2	2	0	-
16/09/2015	306	-	592	-	330			286	-		0	4	2	2	0	-
17/09/2015	307	-	592	-	330			285	-		1	5	1	1	0	-
18/09/2015	291	-	592	-	309			301	-		0	4	2	2	1	-
19/09/2015	75	214	100	280	78			25	66		1	4	1	2	-	4
20/09/2015	139		200		151			61			-	-	-	-	0	-
21/09/2015	300	-	592	-	321	1,842	4,050	292	-	2,208	0	5	2	1	0	-
22/09/2015	298	-	592	-	320			294	-		1	5	1	1	0	-
23/09/2015	307	-	592	-	333			285	-		1	5	1	1	0	-
24/09/2015	310	-	592	-	333			282	-		0	5	2	1	0	-
25/09/2015	289	-	592	-	306			303	-		0	2	2	4	0	-
26/09/2015	72	214	100	280	74			28	66		1	5	1	1	-	1
27/09/2015	142		200		155			58			-	-	-	-	0	-
28/09/2015	303	-	592	-	324	1,833	4,050	289	-	2,217	1	2	1	4	0	-
29/09/2015	303	-	592	-	323			289	-		2	6	0	0	0	-
30/09/2015	313	-	592	-	338			279	-		1	6	1	0	0	-
01/10/2015	304	-	592	-	326			288	-		0	5	2	1	0	-
02/10/2015	280	-	592	-	297			312	-		1	5	1	1	0	-
03/10/2015	61	209	100	280	64			39	71		3	6	-1	0	-	7
04/10/2015	148		200		162			52			-	-	-	-	1	-

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend							
05/10/2015	296	-	592	-	318	1,845	4,050	296	-	2,205	1	4	1	2	1	-
06/10/2015	302	-	592	-	328			290	-		0	5	2	1	0	-
07/10/2015	322	-	592	-	350			270	-		2	6	0	0	0	-
08/10/2015	299	-	592	-	319			293	-		2	6	0	0	0	-
09/10/2015	290	-	592	-	309			302	-		1	6	1	0	0	-
10/10/2015	72	209	100	280	74			28	71		1	5	1	1	-	2
11/10/2015	137		200		147			63			-	-	0	-		
12/10/2015	305	-	592	-	329			1,893	4,050		287	-	2,157	1	5	1
13/10/2015	307	-	592	-	333	285	-			1	6	1		0	0	-
14/10/2015	314	-	592	-	340	278	-			1	6	1		0	0	-
15/10/2015	319	-	592	-	345	273	-			0	6	2		0	1	-
16/10/2015	299	-	592	-	320	293	-			1	6	1		0	0	-
17/10/2015	70	211	100	280	73	30	69			1	5	1		1	-	0
18/10/2015	141		200		152	59				-	-	0		-		
19/10/2015	290	-	592	-	310	1,807	4,050			302	-	2,243		1	5	1
20/10/2015	301	-	592	-	323			291	-	2	5		0	1	0	-
21/10/2015	307	-	592	-	329			285	-	0	5		2	1	0	-
22/10/2015	298	-	592	-	319			294	-	0	5		2	1	1	-
23/10/2015	286	-	592	-	302			306	-	0	5		2	1	0	-
24/10/2015	76	210	100	280	79			24	70	0	3		2	3	-	0
25/10/2015	134		200		146			66		-	-		0	-		
26/10/2015	303	-	592	-	326			1,741	4,050	289	-		2,309	0	5	2
27/10/2015	312	-	592	-	339	280	-			1	4	1		2	0	-
28/10/2015	307	-	592	-	333	285	-			2	6	0		0	0	-
29/10/2015	311	-	592	-	334	281	-			2	5	0		1	0	-
30/10/2015	292	-	592	-	311	300	-			1	5	1		1	0	-
31/10/2015	70	89	100	280	76	30	191			2	5	0		1	-	2
01/11/2015	19		200		23	181				-	-	0		-		

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week		Week	Day							
02/11/2015	48	-	592	-	54	1,603	4,050	544	-	2,447	0	0	2	6	0	-
03/11/2015	299	-	592	-	326			293	-		1	1	1	5	1	-
04/11/2015	316	-	592	-	346			276	-		0	3	2	3	0	-
05/11/2015	320	-	592	-	346			272	-		0	6	2	0	0	-
06/11/2015	297	-	592	-	317			295	-		1	4	1	2	0	-
07/11/2015	69	199	100	280	74			31	81		2	4	0	2	-	3
08/11/2015	130		200		140			70			-	-	-	-	0	-
09/11/2015	299	-	592	-	321			1,857	4,050		293	-	2,193	1	4	1
10/11/2015	316	-	592	-	344	276	-			2	6	0		0	0	-
11/11/2015	310	-	592	-	335	282	-			2	6	0		0	0	-
12/11/2015	306	-	592	-	329	286	-			1	6	1		0	0	-
13/11/2015	293	-	592	-	311	299	-			0	3	2		3	1	-
14/11/2015	73	202	100	280	79	27	78			2	4	0		2	-	3
15/11/2015	129		200		138	71				-	-	-		-	1	-
16/11/2015	302	-	592	-	326	1,865	4,050			290	-	2,185		1	4	1
17/11/2015	296	-	592	-	319			296	-	1	5		1	1	0	-
18/11/2015	309	-	592	-	334			283	-	1	3		1	3	0	-
19/11/2015	319	-	592	-	344			273	-	1	5		1	1	0	-
20/11/2015	308	-	592	-	329			284	-	0	5		2	1	1	-
21/11/2015	68	198	100	280	73			32	82	1	3		1	3	-	3
22/11/2015	130		200		139			70		-	-		-	-	0	-
23/11/2015	291	-	592	-	312			1,795	4,050	301	-		2,255	1	4	1
24/11/2015	306	-	592	-	329	286	-			1	4	1		2	0	-
25/11/2015	297	-	592	-	321	295	-			1	5	1		1	0	-
26/11/2015	308	-	592	-	330	284	-			1	5	1		1	2	-
27/11/2015	279	-	592	-	297	313	-			0	4	2		2	2	-
28/11/2015	65	193	100	280	69	35	87			1	3	1		3	-	1
29/11/2015	128		200		137	72				-	-	-		-	3	-

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
								Actual Movements		Factored Movements					Late Evening	Saturday Afternoon	
	Day	Weekend	Day	Weekend	Day	Week		Week	Day		Weekend	Week	Early Morning				Early Morning
												06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
30/11/2015	287	-	592	-	311	1,829	4,050	305	-	2,221	1	4	1	2	0	-	
01/12/2015	318	-	592	-	348			274	-		2	5	0	1	0	-	
02/12/2015	301	-	592	-	324			291	-		0	5	2	1	0	-	
03/12/2015	315	-	592	-	339			277	-		2	6	0	0	0	-	
04/12/2015	290	-	592	-	309			302	-		1	3	1	3	0	-	
05/12/2015	55	185	100	280	58			45	95		1	4	1	2	-	2	
06/12/2015	130		200		139			70			-	-	-	0	-		
07/12/2015	297	-	592	-	319	1,895	4,050	295	-	2,155	1	5	1	1	1	-	
08/12/2015	312	-	592	-	339			280	-		2	5	0	1	0	-	
09/12/2015	316	-	592	-	341			276	-		1	6	1	0	0	-	
10/12/2015	326	-	592	-	353			266	-		2	6	0	0	0	-	
11/12/2015	294	-	592	-	313			298	-		1	3	1	3	2	-	
12/12/2015	74	211	100	280	82			26	69		2	4	0	2	-	3	
13/12/2015	137		200		148			63			-	-	-	0	-		
14/12/2015	306	-	592	-	330	1,772	4,050	286	-	2,278	1	3	1	3	0	-	
15/12/2015	239	-	592	-	263			353	-		0	1	2	5	0	-	
16/12/2015	296	-	592	-	318			296	-		0	5	2	1	0	-	
17/12/2015	311	-	592	-	337			281	-		1	6	1	0	0	-	
18/12/2015	290	-	592	-	311			302	-		0	3	2	3	0	-	
19/12/2015	72	199	100	280	77			28	81		1	5	1	1	-	1	
20/12/2015	127		200		135			73			-	-	-	-	0	-	
21/12/2015	229	-	592	-	249	1,069	3,310	363	-	2,241	1	3	1	3	0	-	
22/12/2015	227	-	592	-	247			365	-		0	4	2	2	0	-	
23/12/2015	217	-	592	-	238			375	-		1	4	1	2	0	-	
24/12/2015	140	-	592	-	154			452	-		1	5	1	1	0	-	
25/12/2015	0	-	0	-	0			0	-		-	-	-	-	-	-	
26/12/2015	53	172	100	280	55			47	108		0	2	2	4	-	1	
27/12/2015	119		200		125			81			-	-	-	-	2	-	

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2015

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week	Week	Day	Weekend	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00
28/12/2015	171	-	330	-	186	690	2,106	159	-	1,416	0	0	2	6	0	-
29/12/2015	191	-	592	-	209			401	-		1	5	1	1	0	-
30/12/2015	197	-	592	-	217			395	-		0	3	2	3	1	-
31/12/2015	131	-	592	-	147			461	-		0	4	2	2	0	-
Annual Total	84,502	-	120,000		89,953	-	120,000	35,498	-	30,047	268	1386	-	-	98	127

^[1] Factored Movements have been rounded to the nearest whole number

^[2] Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period

APPENDIX F

NTK Status Reports

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
01/01/2015	Yes	Yes	Yes	Yes	Yes
02/01/2015	Yes	Yes	Yes	Yes	Yes
03/01/2015	Yes	Yes	Yes	Yes	Yes
04/01/2015	Yes	Yes	Yes	Yes	Yes
05/01/2015	Yes	Yes	Yes	Yes	Yes
06/01/2015	Yes	Yes	Yes	Yes	Yes
07/01/2015	Yes	Yes	Yes	Yes	Yes
08/01/2015	Yes	Yes	Yes	Yes	Yes
09/01/2015	Yes	Yes	Yes	Yes	Yes
10/01/2015	Yes	Yes	Yes	Yes	Yes
11/01/2015	Yes	Yes	Yes	Yes	Yes
12/01/2015	Yes	Yes	Yes	Yes	Yes
13/01/2015	Yes	Yes	Yes	Yes	Yes
14/01/2015	Yes	Yes	Yes	Yes	Yes
15/01/2015	Yes	Yes	Yes	Yes	Yes
16/01/2015	Yes	Yes	Yes	Yes	Yes
17/01/2015	Yes	Yes	Yes	Yes	Yes
18/01/2015	Yes	Yes	Yes	Yes	Yes
19/01/2015	Yes	Yes	Yes	Yes	Yes
20/01/2015	Yes	Yes	Yes	Yes	Yes
21/01/2015	Yes	Yes	Yes	Yes	Yes
22/01/2015	Yes	Yes	Yes	Yes	Yes
23/01/2015	Yes	Yes	Yes	Yes	Yes
24/01/2015	Yes	Yes	Yes	Yes	Yes
25/01/2015	Yes	Yes	Yes	Yes	Yes
26/01/2015	Yes	Yes	Yes	Yes	Yes
27/01/2015	Yes	Yes	Yes	Yes	Yes
28/01/2015	Yes	Yes	Yes	Yes	Yes
29/01/2015	Yes	Yes	Yes	Yes	Yes
30/01/2015	Yes	Yes	Yes	Yes	Yes
31/01/2015	Yes	Yes	Yes	Yes	Yes
01/02/2015	Yes	Yes	Yes	Yes	Yes
02/02/2015	Yes	Yes	Yes	Yes	Yes
03/02/2015	Yes	Yes	Yes	Yes	Yes
04/02/2015	No	Yes	Yes	Yes	Yes
05/02/2015	Yes	Yes	Yes	Yes	Yes
06/02/2015	Yes	Yes	Yes	Yes	Yes
07/02/2015	Yes	Yes	Yes	Yes	Yes
08/02/2015	Yes	Yes	Yes	Yes	Yes
09/02/2015	Yes	Yes	Yes	Yes	Yes
10/02/2015	Yes	Yes	Yes	Yes	Yes
11/02/2015	Yes	Yes	Yes	Yes	Yes
12/02/2015	Yes	Yes	Yes	Yes	Yes
13/02/2015	Yes	Yes	Yes	Yes	Yes
14/02/2015	Yes	Yes	Yes	Yes	Yes
15/02/2015	Yes	Yes	Yes	Yes	Yes

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
16/02/2015	Yes	Yes	Yes	Yes	Yes
17/02/2015	Yes	Yes	Yes	Yes	Yes
18/02/2015	Yes	Yes	Yes	Yes	Yes
19/02/2015	Yes	Yes	Yes	Yes	Yes
20/02/2015	Yes	Yes	Yes	Yes	Yes
21/02/2015	Yes	Yes	Yes	Yes	Yes
22/02/2015	Yes	Yes	Yes	Yes	Yes
23/02/2015	Yes	Yes	Yes	Yes	Yes
24/02/2015	Yes	Yes	Yes	Yes	Yes
25/02/2015	Yes	Yes	Yes	Yes	Yes
26/02/2015	Yes	Yes	Yes	Yes	Yes
27/02/2015	Yes	Yes	Yes	Yes	Yes
28/02/2015	Yes	Yes	Yes	Yes	Yes
01/03/2015	Yes	Yes	Yes	Yes	Yes
02/03/2015	Yes	Yes	Yes	Yes	Yes
03/03/2015	Yes	Yes	Yes	Yes	Yes
04/03/2015	Yes	Yes	Yes	Yes	Yes
05/03/2015	Yes	Yes	Yes	Yes	Yes
06/03/2015	Yes	Yes	Yes	Yes	Yes
07/03/2015	Yes	Yes	Yes	Yes	Yes
08/03/2015	Yes	Yes	Yes	Yes	Yes
09/03/2015	Yes	Yes	Yes	Yes	Yes
10/03/2015	Yes	Yes	Yes	Yes	Yes
11/03/2015	Yes	Yes	Yes	Yes	Yes
12/03/2015	Yes	Yes	Yes	Yes	Yes
13/03/2015	Yes	Yes	Yes	Yes	Yes
14/03/2015	Yes	Yes	Yes	Yes	Yes
15/03/2015	Yes	Yes	Yes	Yes	Yes
16/03/2015	Yes	Yes	Yes	Yes	Yes
17/03/2015	Yes	Yes	Yes	Yes	Yes
18/03/2015	Yes	Yes	Yes	Yes	Yes
19/03/2015	Yes	Yes	Yes	Yes	Yes
20/03/2015	Yes	Yes	Yes	Yes	Yes
21/03/2015	Yes	Yes	Yes	Yes	Yes
22/03/2015	Yes	Yes	Yes	Yes	Yes
23/03/2015	Yes	Yes	Yes	Yes	Yes
24/03/2015	Yes	Yes	Yes	Yes	Yes
25/03/2015	Yes	Yes	Yes	Yes	Yes
26/03/2015	Yes	Yes	Yes	Yes	Yes
27/03/2015	Yes	Yes	Yes	Yes	Yes
28/03/2015	Yes	Yes	Yes	Yes	Yes
29/03/2015	Yes	Yes	Yes	Yes	Yes
30/03/2015	Yes	Yes	Yes	Yes	Yes
31/03/2015	Yes	Yes	Yes	Yes	Yes
01/04/2015	Yes	Yes	Yes	Yes	Yes
02/04/2015	Yes	Yes	Yes	Yes	Yes

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
03/04/2015	Yes	Yes	Yes	Yes	Yes
04/04/2015	Yes	Yes	Yes	Yes	Yes
05/04/2015	Yes	Yes	Yes	Yes	Yes
06/04/2015	Yes	Yes	Yes	Yes	Yes
07/04/2015	Yes	Yes	Yes	Yes	Yes
08/04/2015	Yes	Yes	Yes	Yes	Yes
09/04/2015	Yes	Yes	Yes	Yes	Yes
10/04/2015	Yes	Yes	Yes	Yes	Yes
11/04/2015	Yes	Yes	Yes	Yes	Yes
12/04/2015	Yes	Yes	Yes	Yes	Yes
13/04/2015	Yes	Yes	Yes	Yes	Yes
14/04/2015	Yes	Yes	Yes	Yes	Yes
15/04/2015	Yes	Yes	Yes	Yes	Yes
16/04/2015	Yes	Yes	Yes	Yes	Yes
17/04/2015	Yes	Yes	Yes	Yes	Yes
18/04/2015	Yes	Yes	Yes	Yes	Yes
19/04/2015	Yes	Yes	Yes	Yes	Yes
20/04/2015	Yes	Yes	Yes	Yes	Yes
21/04/2015	Yes	Yes	Yes	Yes	Yes
22/04/2015	Yes	Yes	Yes	Yes	Yes
23/04/2015	Yes	Yes	Yes	Yes	Yes
24/04/2015	Yes	Yes	Yes	Yes	Yes
25/04/2015	Yes	Yes	Yes	Yes	Yes
26/04/2015	Yes	Yes	Yes	Yes	Yes
27/04/2015	Yes	Yes	Yes	Yes	Yes
28/04/2015	Yes	Yes	Yes	Yes	Yes
29/04/2015	Yes	Yes	Yes	Yes	Yes
30/04/2015	Yes	Yes	Yes	Yes	Yes
01/05/2015	Yes	Yes	Yes	Yes	Yes
02/05/2015	Yes	Yes	Yes	Yes	Yes
03/05/2015	Yes	Yes	Yes	Yes	Yes
04/05/2015	Yes	Yes	Yes	Yes	Yes
05/05/2015	Yes	Yes	Yes	Yes	Yes
06/05/2015	Yes	Yes	Yes	Yes	Yes
07/05/2015	Yes	Yes	Yes	Yes	Yes
08/05/2015	Yes	Yes	Yes	Yes	Yes
09/05/2015	Yes	Yes	Yes	Yes	Yes
10/05/2015	Yes	Yes	Yes	Yes	Yes
11/05/2015	Yes	Yes	Yes	Yes	Yes
12/05/2015	Yes	Yes	Yes	Yes	Yes
13/05/2015	Yes	Yes	Yes	Yes	Yes
14/05/2015	Yes	Yes	Yes	Yes	Yes
15/05/2015	Yes	Yes	Yes	Yes	Yes
16/05/2015	Yes	Yes	Yes	Yes	Yes
17/05/2015	Yes	Yes	Yes	Yes	Yes
18/05/2015	Yes	Yes	Yes	Yes	Yes

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
19/05/2015	Yes	Yes	Yes	Yes	Yes
20/05/2015	Yes	Yes	Yes	Yes	Yes
21/05/2015	Yes	Yes	Yes	Yes	Yes
22/05/2015	Yes	Yes	Yes	Yes	Yes
23/05/2015	Yes	Yes	Yes	Yes	Yes
24/05/2015	Yes	Yes	Yes	Yes	Yes
25/05/2015	Yes	Yes	Yes	Yes	Yes
26/05/2015	Yes	Yes	Yes	Yes	Yes
27/05/2015	Yes	Yes	Yes	Yes	Yes
28/05/2015	Yes	Yes	Yes	Yes	Yes
29/05/2015	Yes	Yes	Yes	Yes	Yes
30/05/2015	Yes	Yes	Yes	Yes	Yes
31/05/2015	Yes	Yes	Yes	Yes	Yes
01/06/2015	Yes	Yes	Yes	Yes	Yes
02/06/2015	Yes	Yes	Yes	Yes	Yes
03/06/2015	Yes	Yes	Yes	Yes	Yes
04/06/2015	Yes	Yes	Yes	Yes	Yes
05/06/2015	Yes	Yes	Yes	Yes	Yes
06/06/2015	Yes	Yes	Yes	Yes	Yes
07/06/2015	Yes	Yes	Yes	Yes	Yes
08/06/2015	Yes	Yes	Yes	Yes	Yes
09/06/2015	Yes	Yes	Yes	Yes	Yes
10/06/2015	Yes	Yes	Yes	Yes	Yes
11/06/2015	Yes	Yes	Yes	Yes	Yes
12/06/2015	Yes	Yes	Yes	Yes	Yes
13/06/2015	Yes	Yes	Yes	Yes	Yes
14/06/2015	Yes	Yes	Yes	Yes	Yes
15/06/2015	Yes	Yes	Yes	Yes	Yes
16/06/2015	Yes	Yes	Yes	Yes	Yes
17/06/2015	Yes	Yes	Yes	Yes	Yes
18/06/2015	Yes	Yes	Yes	Yes	Yes
19/06/2015	Yes	Yes	Yes	Yes	Yes
20/06/2015	Yes	Yes	Yes	Yes	Yes
21/06/2015	Yes	Yes	Yes	Yes	Yes
22/06/2015	Yes	Yes	Yes	Yes	Yes
23/06/2015	Yes	Yes	Yes	Yes	Yes
24/06/2015	Yes	Yes	Yes	Yes	Yes
25/06/2015	Yes	Yes	Yes	Yes	Yes
26/06/2015	Yes	Yes	Yes	Yes	Yes
27/06/2015	Yes	Yes	Yes	Yes	Yes
28/06/2015	Yes	Yes	Yes	Yes	Yes
29/06/2015	Yes	Yes	Yes	Yes	Yes
30/06/2015	Yes	Yes	Yes	Yes	Yes
01/07/2015	Yes	Yes	Yes	Yes	Yes
02/07/2015	Yes	Yes	Yes	Yes	Yes
03/07/2015	Yes	Yes	Yes	Yes	Yes

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
04/07/2015	Yes	Yes	Yes	Yes	Yes
05/07/2015	Yes	Yes	Yes	Yes	Yes
06/07/2015	Yes	Yes	Yes	Yes	Yes
07/07/2015	Yes	Yes	Yes	Yes	Yes
08/07/2015	Yes	Yes	Yes	Yes	Yes
09/07/2015	Yes	Yes	Yes	Yes	Yes
10/07/2015	Yes	Yes	Yes	Yes	Yes
11/07/2015	Yes	Yes	Yes	Yes	Yes
12/07/2015	Yes	Yes	Yes	Yes	Yes
13/07/2015	Yes	Yes	Yes	Yes	Yes
14/07/2015	Yes	Yes	Yes	Yes	Yes
15/07/2015	Yes	Yes	Yes	Yes	Yes
16/07/2015	Yes	Yes	Yes	Yes	Yes
17/07/2015	Yes	Yes	Yes	Yes	Yes
18/07/2015	Yes	Yes	Yes	Yes	Yes
19/07/2015	Yes	Yes	Yes	Yes	Yes
20/07/2015	Yes	Yes	Yes	Yes	Yes
21/07/2015	Yes	Yes	Yes	Yes	Yes
22/07/2015	Yes	Yes	Yes	Yes	Yes
23/07/2015	Yes	Yes	Yes	Yes	Yes
24/07/2015	Yes	Yes	Yes	Yes	Yes
25/07/2015	Yes	Yes	Yes	Yes	Yes
26/07/2015	Yes	Yes	Yes	Yes	Yes
27/07/2015	Yes	Yes	Yes	Yes	Yes
28/07/2015	Yes	Yes	Yes	Yes	Yes
29/07/2015	Yes	Yes	Yes	Yes	Yes
30/07/2015	Yes	Yes	Yes	Yes	Yes
31/07/2015	Yes	Yes	Yes	Yes	Yes
01/08/2015	Yes	Yes	Yes	Yes	Yes
02/08/2015	Yes	Yes	Yes	Yes	Yes
03/08/2015	Yes	Yes	Yes	Yes	Yes
04/08/2015	Yes	Yes	Yes	Yes	Yes
05/08/2015	Yes	Yes	Yes	Yes	Yes
06/08/2015	Yes	Yes	Yes	Yes	Yes
07/08/2015	Yes	Yes	Yes	Yes	Yes
08/08/2015	Yes	Yes	Yes	Yes	Yes
09/08/2015	Yes	Yes	Yes	Yes	Yes
10/08/2015	Yes	Yes	Yes	Yes	Yes
11/08/2015	Yes	Yes	Yes	Yes	Yes
12/08/2015	Yes	Yes	Yes	Yes	Yes
13/08/2015	Yes	Yes	Yes	Yes	Yes
14/08/2015	Yes	Yes	Yes	Yes	Yes
15/08/2015	Yes	Yes	Yes	Yes	Yes
16/08/2015	Yes	Yes	Yes	Yes	Yes
17/08/2015	Yes	Yes	Yes	Yes	Yes
18/08/2015	Yes	Yes	Yes	Yes	Yes

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
19/08/2015	Yes	Yes	Yes	Yes	Yes
20/08/2015	Yes	Yes	Yes	Yes	Yes
21/08/2015	Yes	Yes	Yes	Yes	Yes
22/08/2015	Yes	Yes	Yes	Yes	Yes
23/08/2015	Yes	Yes	Yes	Yes	Yes
24/08/2015	Yes	Yes	Yes	Yes	Yes
25/08/2015	Yes	Yes	Yes	Yes	Yes
26/08/2015	Yes	Yes	Yes	Yes	Yes
27/08/2015	Yes	Yes	Yes	Yes	Yes
28/08/2015	Yes	Yes	Yes	Yes	Yes
29/08/2015	Yes	Yes	Yes	Yes	Yes
30/08/2015	Yes	Yes	Yes	Yes	Yes
31/08/2015	Yes	Yes	Yes	Yes	Yes
01/09/2015	Yes	Yes	Yes	Yes	Yes
02/09/2015	Yes	Yes	Yes	Yes	Yes
03/09/2015	Yes	Yes	Yes	Yes	Yes
04/09/2015	Yes	Yes	Yes	Yes	Yes
05/09/2015	Yes	No	Yes	Yes	Yes
06/09/2015	Yes	Yes	Yes	Yes	Yes
07/09/2015	Yes	Yes	Yes	Yes	Yes
08/09/2015	Yes	Yes	Yes	Yes	Yes
09/09/2015	Yes	Yes	Yes	Yes	Yes
10/09/2015	Yes	Yes	Yes	Yes	Yes
11/09/2015	Yes	Yes	Yes	Yes	Yes
12/09/2015	Yes	Yes	Yes	Yes	Yes
13/09/2015	Yes	Yes	Yes	Yes	Yes
14/09/2015	Yes	Yes	Yes	Yes	Yes
15/09/2015	Yes	Yes	Yes	Yes	Yes
16/09/2015	Yes	No	Yes	Yes	Yes
17/09/2015	Yes	Yes	Yes	Yes	Yes
18/09/2015	Yes	Yes	Yes	Yes	Yes
19/09/2015	Yes	Yes	Yes	Yes	Yes
20/09/2015	Yes	Yes	Yes	Yes	Yes
21/09/2015	Yes	No	Yes	Yes	Yes
22/09/2015	Yes	No	Yes	Yes	Yes
23/09/2015	Yes	Yes	Yes	Yes	Yes
24/09/2015	Yes	Yes	Yes	Yes	Yes
25/09/2015	Yes	Yes	Yes	Yes	Yes
26/09/2015	Yes	Yes	Yes	Yes	Yes
27/09/2015	Yes	Yes	Yes	Yes	Yes
28/09/2015	Yes	Yes	Yes	Yes	Yes
29/09/2015	Yes	Yes	Yes	Yes	Yes
30/09/2015	Yes	Yes	Yes	Yes	Yes
01/10/2015	Yes	Yes	Yes	Yes	Yes
02/10/2015	Yes	Yes	Yes	Yes	Yes
03/10/2015	Yes	Yes	Yes	Yes	Yes

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
04/10/2015	Yes	Yes	Yes	Yes	Yes
05/10/2015	Yes	No	Yes	Yes	Yes
06/10/2015	Yes	No	Yes	Yes	Yes
07/10/2015	Yes	Yes	Yes	Yes	Yes
08/10/2015	Yes	Yes	Yes	Yes	Yes
09/10/2015	Yes	Yes	Yes	Yes	Yes
10/10/2015	Yes	Yes	Yes	Yes	Yes
11/10/2015	Yes	Yes	Yes	Yes	Yes
12/10/2015	Yes	Yes	Yes	Yes	Yes
13/10/2015	Yes	Yes	Yes	Yes	Yes
14/10/2015	Yes	Yes	Yes	Yes	Yes
15/10/2015	Yes	Yes	Yes	Yes	Yes
16/10/2015	Yes	Yes	Yes	Yes	Yes
17/10/2015	Yes	Yes	Yes	Yes	Yes
18/10/2015	Yes	Yes	Yes	Yes	Yes
19/10/2015	Yes	Yes	Yes	Yes	Yes
20/10/2015	Yes	Yes	Yes	Yes	Yes
21/10/2015	Yes	Yes	Yes	Yes	Yes
22/10/2015	Yes	Yes	Yes	Yes	Yes
23/10/2015	Yes	Yes	Yes	Yes	Yes
24/10/2015	Yes	Yes	Yes	Yes	Yes
25/10/2015	Yes	Yes	Yes	Yes	Yes
26/10/2015	Yes	Yes	Yes	Yes	Yes
27/10/2015	Yes	Yes	Yes	Yes	Yes
28/10/2015	Yes	Yes	Yes	Yes	Yes
29/10/2015	Yes	Yes	Yes	Yes	Yes
30/10/2015	Yes	Yes	Yes	Yes	Yes
31/10/2015	Yes	Yes	Yes	Yes	Yes
01/11/2015	Yes	Yes	Yes	Yes	Yes
02/11/2015	Yes	Yes	Yes	Yes	Yes
03/11/2015	Yes	Yes	Yes	Yes	Yes
04/11/2015	Yes	Yes	Yes	Yes	Yes
05/11/2015	Yes	Yes	Yes	Yes	Yes
06/11/2015	Yes	Yes	Yes	Yes	Yes
07/11/2015	Yes	Yes	Yes	Yes	Yes
08/11/2015	Yes	Yes	Yes	Yes	Yes
09/11/2015	Yes	Yes	Yes	Yes	Yes
10/11/2015	Yes	Yes	Yes	Yes	Yes
11/11/2015	Yes	Yes	Yes	Yes	Yes
12/11/2015	Yes	Yes	Yes	Yes	Yes
13/11/2015	Yes	Yes	Yes	Yes	Yes
14/11/2015	Yes	Yes	Yes	Yes	Yes
15/11/2015	Yes	Yes	Yes	Yes	Yes
16/11/2015	Yes	Yes	Yes	Yes	Yes
17/11/2015	Yes	Yes	Yes	Yes	Yes
18/11/2015	Yes	Yes	Yes	Yes	Yes

NOISE EVENTS

DATE	NMT1 Events	NMT2 Events	NMT3 Events	NMT4 Events	FIDS
19/11/2015	Yes	Yes	Yes	Yes	Yes
20/11/2015	Yes	Yes	Yes	Yes	Yes
21/11/2015	Yes	Yes	Yes	Yes	Yes
22/11/2015	Yes	Yes	Yes	Yes	Yes
23/11/2015	Yes	Yes	Yes	Yes	Yes
24/11/2015	Yes	Yes	Yes	Yes	Yes
25/11/2015	Yes	Yes	Yes	Yes	Yes
26/11/2015	Yes	Yes	Yes	Yes	Yes
27/11/2015	Yes	Yes	Yes	Yes	Yes
28/11/2015	Yes	Yes	Yes	Yes	Yes
29/11/2015	Yes	Yes	Yes	Yes	Yes
30/11/2015	Yes	Yes	Yes	Yes	Yes
01/12/2015	Yes	Yes	Yes	Yes	Yes
02/12/2015	Yes	Yes	Yes	Yes	Yes
03/12/2015	Yes	Yes	Yes	Yes	Yes
04/12/2015	Yes	Yes	Yes	Yes	Yes
05/12/2015	Yes	Yes	Yes	Yes	Yes
06/12/2015	Yes	Yes	Yes	Yes	Yes
07/12/2015	Yes	Yes	Yes	Yes	Yes
08/12/2015	Yes	Yes	Yes	Yes	Yes
09/12/2015	Yes	Yes	Yes	Yes	Yes
10/12/2015	Yes	Yes	Yes	Yes	Yes
11/12/2015	Yes	Yes	Yes	Yes	Yes
12/12/2015	Yes	Yes	Yes	Yes	Yes
13/12/2015	Yes	Yes	Yes	Yes	Yes
14/12/2015	Yes	Yes	Yes	Yes	Yes
15/12/2015	Yes	Yes	Yes	Yes	Yes
16/12/2015	Yes	Yes	Yes	Yes	Yes
17/12/2015	Yes	Yes	Yes	Yes	Yes
18/12/2015	Yes	Yes	Yes	Yes	Yes
19/12/2015	Yes	Yes	Yes	Yes	Yes
20/12/2015	Yes	Yes	Yes	Yes	Yes
21/12/2015	Yes	Yes	Yes	Yes	Yes
22/12/2015	Yes	Yes	Yes	Yes	Yes
23/12/2015	Yes	Yes	Yes	Yes	Yes
24/12/2015	Yes	Yes	Yes	Yes	Yes
25/12/2015	Yes	Yes	Yes	Yes	Yes
26/12/2015	Yes	Yes	Yes	Yes	Yes
27/12/2015	Yes	Yes	Yes	Yes	Yes
28/12/2015	Yes	Yes	Yes	Yes	Yes
29/12/2015	Yes	Yes	Yes	Yes	Yes
30/12/2015	Yes	Yes	Yes	Yes	Yes
31/12/2015	Yes	Yes	Yes	Yes	Yes

A summary of the correlation rate for each month from 1st January 2015 up to and including the 31st December 2015 is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport during the same period. It has been assumed that the number of departures constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated (dep)	Correlation Rate
January	6774	2858	84%
February	7056	3018	86%
March	7812	3370	86%
April	6893	3172	92%
May	6866	2917	85%
June	7208	3285	91%
July	7308	3358	92%
August	6224	3036	98%
September	7410	3244	88%
October	7553	3645	97%
November	6917	1182	34%
December	6481	2647	82%
Total	84502	35732	85%

Table 2 – 2015 Monthly summary of correlation rate

Quarter	Operational Summary
January – March	During the quarterly period from 1 st January 2015 to 31 st March 2015, FIDS was received for all days and the NMTs were fully operational, with the exception of an issue with NMT 1 on 4 th February. A total of 9,246 departure events were successfully recorded and a correlation rate of 84% or above achieved.
April – June	During the quarterly period from 1 st April 2015 to 30 th June 2015, FIDS was received for all days and the NMTs were fully operational. A total of 9,374 departure events were successfully recorded and a correlation rate of 85% or above achieved.
July – September	During the quarterly period from 1 st July 2015 to 30 th September 2015, FIDS was received for all days NMTs 1, 3 and 4 were fully operational. Due to a failure of the power supply, NMT 2 was not operational for 4 days during September. The cause of this problem has since been identified and resolved. Despite this, a total of 9,638 departure events were successfully recorded and a correlation rate of 88% or above achieved.
October – November	<p>During the quarterly period from 1st October 2015 to 31st December 2015, FIDS was received for all days and NMTs 1, 3 and 4 were fully operational.</p> <p>Due to a failure of the power supply, NMT2 was not fully operational for 7 days during October. This had a limited effect on the correlation rate as departures were using runway 09 for the majority of this period and therefore were recorded at NMT3 and NMT4. The cause of this problem has since been identified and resolved.</p> <p>Due to a separate failure of the power supply, NMT 2 was not fully operational for 25 days during November and 3 days during December. The cause of this problem has since been identified and resolved. The reason for the extended downtime was that the fuel cell developed a permanent yet unexpected fault and, because this is a unique piece of equipment associated to the noise monitoring systems, a replacement was needed to be installed which had a 3-4 week delivery time. All necessary parts are now located with a local supplier which will avoid this issue reoccurring in the future.</p> <p>A total of 7,474 departure events were successfully recorded. A correlation rate of 82% or above was achieved in October and December, however due to the problems with NMT2 the correlation rate was only 34% for November. This has a limited effect on the overall annual average correlation rate which, from January to December 2015, is 85%.</p>

Table 3 – 2015 Quarterly operations summary