# LONDON CITY AIRPORT QUARTERLY NOISE REPORT JANUARY – MARCH 2018

Report to

Gary Hodgetts Director Technical Operations City Aviation House London City Airport The Royal Docks London E16 2PB

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## 1.0 INTRODUCTION

The City Airport Development Programme (CADP) 1 planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March/April 2016.

Condition 31 of this permission states that:

*"Prior to the Commencement of Development a Noise Management and Mitigation Strategy* (NOMMS) shall be submitted to the Local Planning Authority for approval in writing.

The NOMMS shall be implemented as approved and thereafter the Airport shall only operate in accordance with the approved NOMMS.

Following implementation of the approved NOMMS, a report shall be submitted to the Local Planning Authority annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and compliance with the approved NOMMS during the previous 12 month period.

The approved NOMMS shall be reviewed not later than the 5<sup>th</sup> year after approval and every 5<sup>th</sup> year thereafter. The reviews shall be submitted to the Local Planning Authority within 3 months of such review dates for approval, and implemented as so approved.

The NOMMS shall include, but not be limited to:

- Combined Noise and Track Monitoring System
- Quiet Operating Procedures
- Penalties and Incentives
- Control of Ground Noise
- Airport Consultative Committee
- Annual Noise Contours
- Integrity of NOMMS
- Auxiliary Power Units
- Reverse Thrust and
- Sound Insulation Scheme"

The NOMMS which addresses the above requirements was formally approved by the London Borough of Newham (LBN) on 18 May 2017 and has been in operation since then.

This report reviews the performance and compliance with the NOMMS in the first quarter of 2018, as part of the Condition 31 requirements.

Information is also provided on the number of aircraft movements and noise factored movements that have taken place at the airport over the period 1<sup>st</sup> January 2018 up to and including 31<sup>st</sup> March 2018, to demonstrate compliance with Conditions 21 to 27.

#### 2.0 COMBINED NOISE AND TRACK MONITORING SYSTEM

#### 2.1 System Status

Prior to the implementation of NOMMS, under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, the airport was required to provide quarterly reports on the status of the Noise and Track Keeping (NTK) system to the local authority. Each report was 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.

Although no longer a planning condition, at the request of the London Borough of Newham (LBN), the airport have agreed to continue providing these reports, and also to include the new NMTs 5 & 6 from the fourth quarter of 2017.

A summary of the status of each Noise Monitoring Terminal (NMT) is given in Table 1 below. A detailed log is given in Appendix 1 showing whether each NMT was operational on a daily basis.

NMT	Calibration	Data		
1	ОК	Data received for all days		
2	ОК	Data received for all days		
3	ОК	Data received for all days		
4	ОК	Data received for all days		
5	ОК	Data received for all days		
6	ОК	Data received for all days		

During this quarterly period, all 6 NMTs were fully operational, and data received for each day.

#### Table 1: Summary of NMT Status

A summary of the correlation rate for each month is given in Table 2 below. In order to calculate the rate of correlation, the number of aircraft movements correlated has been compared against the number of operations at London City Airport<sup>1</sup> during the same period. It has been assumed that the number of arrivals and departures each constitute fifty percent of the total number of operations.

<sup>&</sup>lt;sup>1</sup> Number of monthly operations supplied by Airport2020 Client Flight Information Database

Month	No. Operations	No. Correlated Departures (Sideline)	No. Correlated Departures (Flyover)	No. Correlated Arrivals
January	6,326	2,627	2,587	2,608
February	6,070	2,859	2,816	2,830
March	6,721	3,141	3,120	3,112

#### Table 2: Summary of Correlation Rate

The target correlation rate (80%) for NMTs 1-6 was met for quarter 1 of 2018. A total of 8,652 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 90% was achieved.

In the period between 1<sup>st</sup> January 2018 and 31<sup>st</sup> March 2018, a total of 8,523 (89%) departures and 8,550 (89%) arrivals were correlated at NMTs 5 and 6.

#### 3.0 INCENTIVES AND PENALTIES SCHEME

#### 3.1 NOMMS Scheme

The NOMMS includes a new Incentives and Penalties Scheme (IPS) to include financial penalties for noisy departures following its first year of operation. The new IPS was implemented on 18 August 2017 and is intended to introduce a more equitable approach to determining penalties and credits including the use of the two new fixed noise monitors (NMTs 5 and 6) at either end of the runway to monitor departure noise levels. The IPS focuses on incentivising quieter operation of aircraft on departure and penalising noisy departures. The airport is setting up an annual Community Trust Fund of £75,000 and the most improved airline each year will partner the airport delivering the fund. Following a year of operation, the IPS will charge financial penalties of £600 per dB(A) above a fixed upper limit for each movement that exceeds the upper limits. The financial penalties will top up the annual funds.

The scheme works as follows:

- The <u>sideline</u> noise level for a given departure are defined as the arithmetic average of the L<sub>Amax,s</sub> noise level measured at the relevant pair of NMTs (NMTs 1 and 2 for runway 27 departures, and NMTs 3 and 4 for runway 09 departures).
- The <u>flyover</u> noise level for a given departure is defined as the L<sub>Amax,s</sub> noise level measured at the relevant NMT (NMT 5 for runway 27 departures, and NMT 6 for runway 09 departures).
- The measured noise levels are compared with the thresholds given in Table 3.
- If the Fixed Penalty Limit is exceeded, the airline responsible is fined £600<sup>2</sup> per dB(A) of exceedance, and one credit point is removed from the airline's credit account.
- If the Fixed Penalty Limit is not exceeded, but the Credit Removal Threshold is exceeded, one credit point is removed from the airline's credit account.
- If the Credit Award Threshold is not exceeded, one credit point is added to the airline's credit account.
- An airline may avoid a fixed penalty or credit removal for a particular flight, if they are able to provide a reasonable explanation for the noisy departure. Each exceedance event is

<sup>&</sup>lt;sup>2</sup> Fines are not payable for the first year of operation of the scheme

considered on a case by case basis to establish whether or not a penalty or credit removal is applied.

- An airline's credit account is reset to zero at the beginning of each calendar year.
- The current provisional penalty and credit limits are set out in Table 3 below although these are currently under review as part of the first review process held following 6 months of operation of the scheme.

		Runw	vay 09	Runway 27	
Threshold Description	Aircraft Category	Sideline Noise Level	Flyover Noise Level	Sideline Noise Level	Flyover Noise Level
Fixed Penalty	Turbofans	90	84	93	85
Limit	Turboprops	82	78	85	80
Credit Removal	Turbofans	-	81	-	82
Threshold	Turboprops	-	75	-	77
Credit Award Threshold	Turbofans	-	73	-	72
	Turboprops	-	69	-	68

N.B. All noise limits are expressed as dB LAmax,s

Table 3: IPS Fixed Penalty Noise Limits and Credit Thresholds (Provisional)

## 3.2 Reporting

Appendix 2 of this report gives the number of fixed penalties, credit removals and credit awards for the first quarter of 2018, split by airline and aircraft type. A summary of the total number and value of penalties, credits removals and credit awards which would have been accrued is given by month in the table below.

Month	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded
January	3	£2,400	15	695
February	3	£1,800	£1,800 18	
March	11	£6,600	64	398
Total	17	£10,800	97	1,544

Table 4: Monthly Penalties, Credit Removals and Credit Awards

# 4.0 CONTROL OF GROUND NOISE

## 4.1 Ground Engine Running Strategy

Ground engine running relates to the use of aircraft engines from the time of engine start-up prior to departure, during taxiing and during holding, to the time of departure. Similarly, it relates to the time following an aircraft arrival from the time when it has reduced to taxiing speed on the runway, or when the aircraft turns off the runway, whichever occurs first, to the time when an aircraft switches off its engines on a stand.

The Ground Engine Running Strategy requires that ground engine running by aircraft is to be undertaken with the minimum amount of power and for the minimum amount of time as practically possible (except when operational or safety requirements dictate otherwise) to reduce noise emissions from the use of aircraft engines while on a stand, while taxiing or while holding at any point around the airport, all in accordance with procedures and requirements set out in AOI 06 Apron Management.

The following parameters are required to be reported in this report under the strategy:

## 4.1.1 Average Engine Running time on Stands (ERS)

This is the time taken for an aircraft to operate its engines, once approval to start has been given, to the time of pushback from the stand, and is required to be reported for each airline and aircraft type, with a target to keep it below 7.5 minutes on average.

Where ERS times are found to exceed 7.5 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring ERS time is reduced as far as practicable.

A fault with the EFPS system meant that the pushback time has not been recorded for much of quarter 1 of 2018. This has now been rectified and the information is currently being recorded as of 23<sup>rd</sup> March. The available data for quarter 1 of 2018 is presented in Appendix 3.

The overall average ERS time for quarter 1 of 2018 was 4 minutes and 39 seconds. There were no airline/aircraft combinations with a minimum of 10 results which on average exceeded an ERS time of 7.5 minutes.

## 4.1.2 Average Taxi Time on Arrival (TTA)

This is the time between an aircraft arriving at LCA and the time it arrives on the stand. This information is recorded in the EFPS. The average time by aircraft type and airline is given in Appendix 3.

The overall average TTA for quarter 1 of 2018 across all aircraft was 3 minutes and 41 seconds.

4.1.3 Average Taxi Time on Departure (TTD)

This is the difference between the time of pushback on the stand and the time of departure. This information should be recorded by the EFPS, but as explained above, was not recorded for much of January, February and March 2018. The available data for quarter 1 of 2018 is presented in Appendix 3.

The overall average TTD across all aircraft was 7 minutes and 1 second.

4.1.4 Average Hold Time (HT)

This is the time that departing aircraft are held at a remote hold position. BAP understand that remote holds are not currently used at LCA, and therefore this time is always zero.

#### 5.0 REVERSE THRUST

The use of reverse thrust on the landing roll should be kept to the minimum required for the necessary deceleration of the aircraft and within the limits of the airline's standard operating procedures.

Any instance of unusual or excessive use of thrust reversers will be investigated by way of reference to noise data collected at NMT 7 by the Airport and a report generated by the airport.

Work is currently ongoing to determine reasonable parameters to define "unusual or excessive" use of reverse thrust.

#### 6.0 AIRCRAFT MOVEMENT NUMBERS

Conditions 21 to 27 of the planning permission of July 2016, which are reproduced in Appendix 4, detail the maximum number of actual and noise factored movements that are permitted at the airport.

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

The 2016 planning permission allows up to 111,000 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.

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 quarter 1 of 2018 are presented in Appendix 5, where they are compared with the relevant daily, weekly and annual limits.

Appendix 5 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 quarter 1 of 2018, LCA has operated within its planning consent with regard to the number of daily and annual aircraft movements, including those during early morning and late evening periods, as well as weekly and annual noise factored movements.

Nick Williams for Bickerdike Allen Partners Peter Henson Partner

**APPENDIX 1** 

NMT Status by Date

DATE	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
DATE	Operational	Operational	Operational	Operational	Operational	Operational
01/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
02/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
03/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
04/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
05/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
06/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
07/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
08/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
09/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
10/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
11/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
12/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
13/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
14/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
15/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
16/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
17/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
18/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
19/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
20/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
21/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
22/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
23/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
24/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
25/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
26/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
27/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
28/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
29/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
30/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
31/01/2018	Yes	Yes	Yes	Yes	Yes	Yes
01/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
02/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
03/02/2018	Yes	Yes	Yes	Yes	Yes	Yes

DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
04/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
05/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
06/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
07/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
08/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
09/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
10/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
11/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
12/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
13/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
14/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
15/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
16/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
17/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
18/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
19/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
20/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
21/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
22/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
23/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
24/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
25/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
26/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
27/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
28/02/2018	Yes	Yes	Yes	Yes	Yes	Yes
01/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
02/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
03/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
04/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
05/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
06/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
07/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
08/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
09/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
10/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
11/03/2018	Yes	Yes	Yes	Yes	Yes	Yes

DATE	NMT1 Operational	NMT2 Operational	NMT3 Operational	NMT4 Operational	NMT5 Operational	NMT6 Operational
12/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
13/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
14/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
15/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
16/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
17/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
18/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
19/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
20/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
21/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
22/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
23/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
24/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
25/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
26/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
27/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
28/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
29/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
30/03/2018	Yes	Yes	Yes	Yes	Yes	Yes
31/03/2018	Yes	Yes	Yes	Yes	Yes	Yes

**APPENDIX 2** 

Penalties and Incentives

The following table summarises the number of flights that would have incurred fixed penalties, credit removals and credit awards in quarter 1 of 2018, by airline and aircraft type. Additionally, the total value of fixed penalties which would have been accrued and the residual number of credits are presented. No penalties are being issued during the first year of the scheme operation to allow airlines to adapt to the scheme and to allow a review of whether any aspects of the scheme require adjustment.

Aircraft Type	Airline Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
A318	BA	0	£0	0	9	9
AT42	BE	0	£0	0	8	8
AT42	SI	0	£0	0	12	12
AT72	BE	0	£0	0	3	3
AT72	SI	0	£0	0	1	1
B461	RRR	0	£0	0	0	0
B462	BA	0	£0	0	0	0
BCS1	LX	0	£0	0	105	105
BE20	CBM	0	£0	0	0	0
C25A	AWU	0	£0	0	7	7
C25A	CLF	0	£0	0	3	3
C25A	IXR	0	£0	0	1	1
C25A	OOA	0	£0	0	1	1
C25A	STQ	0	£0	0	1	1
C25B	AH	0	£0	0	1	1
C25B	AHO	0	£0	0	2	2
C25B	EDC	0	£0	0	0	0
C25B	EFD	0	£0	0	1	1
C25B	FYL	0	£0	0	1	1
C25B	JET	0	£0	0	0	0
C25B	LXG	0	£0	0	2	2
C25B	SCR	0	£0	0	1	1
C25C	AAB	0	£0	0	1	1
C25C	N9	0	£0	0	1	1

Aircraft Type	Airline Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
C510	ASJ	0	£0	0	5	5
C510	ВКК	0	£0	0	2	2
C510	GAC	0	£0	0	25	25
C510	N7	0	£0	0	0	0
C510	OEF	0	£0	0	1	1
C510	SXN	0	£0	0	2	2
C525	PNC	0	£0	0	0	0
C550	JAR	0	£0	0	2	2
C550	JTR	0	£0	0	1	1
C550	LEA	0	£0	0	2	2
C550	XJC	0	£0	0	49	49
C560	AHO	0	£0	0	4	4
C560	EOA	0	£0	0	10	10
C560	SER	0	£0	0	0	0
C56X	AAB	0	£0	0	1	1
C56X	AHO	0	£0	0	10	10
C56X	AOJ	0	£0	0	1	1
C56X	DCA	0	£0	0	9	9
C56X	DCS	0	£0	0	2	2
C56X	ELJ	0	£0	0	1	1
C56X	EOA	0	£0	0	5	5
C56X	ETI	0	£0	0	4	4
C56X	EUW	0	£0	0	1	1
C56X	HTM	0	£0	0	2	2
C56X	LNX	0	£0	0	3	3
C56X	LXA	0	£0	0	1	1
C56X	LXG	0	£0	0	0	0
C56X	NJE	0	£0	0	69	69
C56X	REN	0	£0	0	2	2

Aircraft Type	Airline Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
C56X	SER	0	£0	0	1	1
C56X	SUA	0	£0	0	0	0
C56X	XJC	0	£0	0	1	1
C680	DCA	0	£0	0	4	4
C680	DCH	0	£0	0	1	1
C680	EDF	0	£0	0	0	0
C680	EFD	0	£0	0	2	2
C680	LXG	0	£0	0	1	1
C680	N8	0	£0	0	0	0
C680	NJE	0	£0	0	18	18
C680	PHC	0	£0	0	1	1
C680	РНН	0	£0	0	1	1
C680	PHR	0	£0	0	5	5
C680	TVS	0	£0	0	1	1
C68A	NJE	0	£0	0	4	4
CL30	CGJ	0	£0	0	1	1
CL60	GRN	0	£0	0	1	1
CL60	HBJ	0	£0	0	3	3
CS1	LX	0	£0	0	1	1
D328	SX	0	£0	0	15	15
DA50	AOV	0	£0	0	0	0
DH8D	BE	1	£1,200	5	291	285
DH8D	LG	0	£0	3	217	214
E135	ABP	0	£0	0	5	5
E135	GRH	0	£0	0	1	1
E135	LNX	0	£0	0	1	1
E135	LXA	0	£0	0	1	1
E135	MJF	0	£0	0	1	1
E135	OKS	0	£0	0	1	1

Aircraft Type	Airline Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
E170	BA	0	£0	2	16	14
E170	BE	0	£0	3	0	-3
E170	EZE	0	£0	0	1	1
E190	AZ	0	£0	0	49	49
E190	BA	4	£2,400	0	93	89
E190	KL	0	£0	1	51	50
E190	LH	0	£0	0	39	39
E190	LX	1	£600	0	41	40
E190	ТР	6	£3,600	0	6	0
E545	OON	0	£0	0	1	1
E550	SXN	0	£0	0	2	2
E55P	FLJ	0	£0	0	35	35
E55P	KBD	0	£0	0	0	0
E55P	NJE	0	£0	0	17	17
E55P	PJS	0	£0	0	0	0
F2TH	CAZ	0	£0	0	1	1
F2TH	DBE	0	£0	0	1	1
F2TH	DBO	0	£0	0	2	2
F2TH	FHA	0	£0	0	1	1
F2TH	FHL	0	£0	0	1	1
F2TH	N7	0	£0	0	1	1
F2TH	OOF	0	£0	0	4	4
F2TH	00G	0	£0	0	2	2
F50	VLM	0	£0	0	0	0
F50	VO	0	£0	0	1	1
F50	WLM	0	£0	1	2	1
F900	AOV	0	£0	0	1	1
F900	BA	0	£0	0	0	0
F900	DSO	0	£0	0	2	2

Aircraft Type	Airline Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
F900	MIL	0	£0	0	0	0
F900	N4	0	£0	0	1	1
F900	N7	0	£0	0	1	1
F900	N73	0	£0	0	0	0
F900	N9	0	£0	0	0	0
FA7X	CAZ	0	£0	0	1	1
FA7X	DAG	0	£0	0	1	1
FA7X	FHV	0	£0	0	1	1
FA7X	FPG	0	£0	0	1	1
FA7X	FYG	0	£0	0	9	9
FA7X	HBJ	0	£0	0	4	4
FA7X	LEA	0	£0	0	2	2
FA7X	N54	0	£0	0	0	0
FA7X	SHE	0	£0	0	19	19
FA7X	SVW	0	£0	0	0	0
FA7X	VPC	0	£0	0	0	0
FA8X	DAG	0	£0	0	1	1
FA8X	FHV	0	£0	0	1	1
FA8X	GXI	0	£0	0	2	2
FA8X	MMD	0	£0	0	1	1
G280	MIN	0	£0	0	3	3
GLEX	FHF	0	£0	0	1	1
GLEX	FYG	0	£0	0	1	1
GLEX	GLJ	0	£0	0	1	1
GLEX	IJM	0	£0	0	0	0
GLEX	LMJ	0	£0	0	3	3
GLEX	N14	0	£0	0	1	1
GLEX	NJE	0	£0	0	6	6
H25B	LEA	0	£0	0	3	3

Aircraft Type	Airline Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
H25B	NJE	0	£0	0	19	19
H25B	SXN	0	£0	0	4	4
H25	CAZ	0	£0	0	1	1
J328	BA	0	£0	0	24	24
J328	SUS	0	£0	0	17	17
LJ45	ADN	0	£0	0	3	3
P180	PHH	1	£600	0	0	-1
P180	XGO	2	£1,200	0	0	-2
RJ85	BA	0	£0	1	0	-1
RJ85	KL	0	£0	1	0	-1
RJ85	WX	2	£1,200	80	0	-82
SB20	BA	0	£0	0	83	83
SB20	SX	0	£0	0	5	5

**APPENDIX 3** 

Summary of EFPS Data

The following table summarises the Engine Run on Stand (ERS), Taxi Time on Arrival (TTA), and Taxi Time on Departure (TTD) times for quarter 1 of 2018, by airline and aircraft type. Airline and aircraft type combinations that operated less than once per week on average or had fewer than 10 results have been grouped in the "Other" category.

Aircraft Code	Airline	Count of TTA	Average of TTA (mm:ss)	Count of ERS	Average of ERS (mm:ss)	Count of TTD	Average of TTD (mm:ss)
A318	British Airways	64	04:26	-	-	-	-
AT42	Blue Islands	99	03:57	-	-	-	-
AT72	Blue Islands	32	02:56	-	-	-	-
BCS1	Swiss International Air Lines	238	03:15	21	05:44	21	06:10
C510	Globe Air	36	03:37	-	-	-	-
C550	Xclusive Jet Charter Limited	66	03:00	-	-	-	-
C560	Elilombarda	22	03:07	-	-	-	-
C56X	NetJets Transportes Aereos	99	03:25	-	-	-	-
C680	NetJets Transportes Aereos	36	03:21	-	-	-	-
D328	Sky Work Airlines	36	03:09	-	-	-	-
DH8D	Flybe	919	03:16	98	04:35	98	06:05
DH8D	Luxair	429	03:16	42	05:11	42	06:04
E170	Flybe	113	03:58	-	-	-	-
E170	BA CityFlyer	1300	03:32	133	04:33	133	07:31
E190	Alitalia	415	03:50	37	04:13	37	06:24
E190	BA CityFlyer	2867	03:56	266	04:33	266	07:25
E190	Lufthansa	224	03:49	11	04:50	11	07:07
E190	KLM Royal Dutch Airlines	504	03:54	45	03:32	45	07:01
E190	Swiss International Air Lines	395	03:42	40	04:18	40	07:18
E190	TAP Portugal	149	04:29	17	04:32	17	05:36

Aircraft Code	Airline	Count of TTA	Average of TTA (mm:ss)	Count of ERS	Average of ERS (mm:ss)	Count of TTD	Average of TTD (mm:ss)
E55P	Flairjet	47	13:50	-	-	-	-
E55P	NetJets Transportes Aereos	Jets Transportes 23 03:19 Aereos		-	-	-	-
F50	VLM Airlines	202	03:20	18	06:14	18	07:34
FA7X	Flying Service	14	03:41	-	-	-	-
FA7X	Shell Aircraft	21	04:08	-	-	-	-
H25B	NetJets Transportes Aereos	34	03:27	-	-	-	-
J328	Sun Air of Scandinavia	118	03:48	-	-	-	-
RJ85	CityJet	477	03:01	50	04:48	50	06:33
RJ85	BA CityFlyer	63	03:22	-	-	-	-
SB20	BA CityFlyer	207	03:04	19	03:30	19	06:55
	Other	334	03:21	90	05:24	90	07:21
	Total	9583	03:41	887	04:39	887	07:01

**APPENDIX 4** 

**Extract From Planning Conditions** 

# LBN/107(b)

the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

#### 21. Maximum Permitted Noise Factored Aircraft Movements

Until such time as the Aircraft Noise Categorisation Scheme has been approved and implemented in accordance with Condition 18 and the review of the Aircraft Noise Categorisation Scheme after its first year of operations has been submitted to and approved in writing pursuant to Condition 19, the number of Noise Factored Movements shall not exceed:

- in any one week the number of permitted Aircraft Movements for that week by more than 25%; and
- 120,000 Noise Factored Movements per calendar year.

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

22. Maximum Permitted Actual Aircraft Movements per hour as Timetabled The scheduled number of Actual Aircraft Movements including business, commercial, charter and private Aircraft Movements shall not exceed 45 in total in any given hour. Reason: In the interests of limiting the number of aircraft movements in the peak periods in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

#### 23. Maximum Permitted Actual Aircraft Movements (days/year)

The number of Actual Aircraft Movements at the Airport shall not exceed:

- 100 per day on Saturdays; and a)
- b) 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday; and
- subject to (d) to (j) below 592 per day on weekdays; and c)
- 132 on 1 January; and d)
- e) 164 on Good Friday; and
- 198 on Easter Monday; and f)
- 248 on the May Day Holiday; and g)
- 230 on the late May Bank Holiday; and h)
- 230 on the late August Bank Holiday; and i)
- 100 on 26 December; and j)
- 111,000 per calendar year. k)

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of

# LBN/107(b)

the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

#### 24. Maximum Permitted Actual Aircraft Movement on Other Bank Holidays

In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date not referred to in sub-paragraph (d) to (j) (inclusive) of Condition 23 above, then the number of Aircraft Movements permissible on that date shall not exceed 330 unless otherwise agreed in writing by the Local Planning Authority but in any event shall not exceed 396.

Reason: In the interests of limiting the number of Aircraft Movements in order to safeguard the quality of life in the local area.

#### 25. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0659 Mondays to Saturdays

The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 on any day.

Reason: In the interests of limiting the number of movements in and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

#### 26. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0645 on Mondays to Saturdays

Notwithstanding the restriction on Actual Aircraft Movements between 0630 and 0659 hours, as set out by Condition 25 above, the total number of Actual Aircraft Movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 on any day.

Reason: In the interests of limiting the number of Aircraft Movements and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

#### 27. Christmas Day Closure

The Airport shall be closed on Christmas Day each year for the use or operation or maintenance of aircraft or for passengers, with no Aircraft Movements and no Ground Running by aircraft engines.

Reason: In the interests of limiting the number of Aircraft Movements to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

**APPENDIX 5** 

Number of Aircraft Operating at LCA

A1125.57-R28-NW 24 April 2018

#### Number of Aircraft Movements by Aircraft Type: January - March 2018

Aircraft Name	AC Type	lan	Feb	March	Total	Factored
	Actype	3011	105	ivia ch	Total	Total <sup>(1)</sup>
Airbus A318	A318	44	42	42	128	161
ATR-42	AT42	68	56	76	200	126
ATR-72	AT72	28	24	10	62	39
Beechcraft Super King Air 350	B350	0	0	0	0	0
BAe-146-100	B461	0	0	2	2	3
BAe-146-200	B462	0	0	2	2	3
BAe-146-300	B463	0	0	0	0	0
Bombardier CS-100	BCS1	144	164	168	476	600
Beechcraft Super King Air 200	BE20	0	2	0	2	1
Beechcraft Beechjet 400	BE40	0	0	0	0	0
Cessna Citation CJ2	C25A	12	12	16	40	50
Cessna Citation CJ3	C25B	10	12	12	34	43
Cessna Citation CJ4	C25C	0	2	2	4	5
Cessna Citation Mustang	C510	30	26	46	102	129
Cessna Citation CJ1	C525	0	0	2	2	3
Cessna Citation Bravo	C550	60	40	47	147	185
Cessna Citation V	C560	22	12	26	60	76
Cessna Citation Excel	C56X	84	92	118	294	370
Cessna Citation Sovereign	C680	34	32	60	126	159
Canadair Challenger 300	CL30	8	0	0	8	10
Canadair Challenger	CL60	4	6	2	12	15
Dornier 328	D328	30	22	20	72	45
Dash 8 Q400	DH8D	958	832	906	2696	1698
Embraer 135	E135	8	4	12	24	30
Embraer 170	E170	765	978	1089	2832	3568
Embraer 190	E190	3180	2811	3116	9107	11475
Embraer Legacy 450	E545	0	0	1	1	1
Embraer Legacy 500	E550	0	0	4	4	5
Embraer Phenom 300	E55P	49	57	38	144	181
Dassault Falcon 2000	F2TH	19	5	20	44	55
Fokker 50	F50	129	125	152	406	256
Dassault Falcon 900	F900	2	12	6	20	25
Dassault Falcon 10	FA10	0	0	0	0	0
Dassault Falcon 50	FA50	2	0	0	2	3
Dassault Falcon 7X	FA7X	26	42	49	117	147
Dassault Falcon 8X	FA8X	4	2	6	12	15
Gulfstream G150	G150	0	0	0	0	0
Gulfstream G280	G280	6	0	4	10	13
Bombardier Global Express	GLEX	14	14	4	32	40
Hawker 800	H25B	22	26	40	88	111
Dornier 328 Jet	J328	82	72	82	236	297
LearJet 45	LJ45	4	0	2	6	8
Piaggio 180 Avanti	P180	1	5	8	14	9
Piper PA-31	PA31	0	0	0	0	0
Avro RJ-85	RJ85	337	395	373	1105	1392
Saab 2000	SB20	140	146	158	444	280
	Totals	6326	6070	6721	19117	21633 <sup>(2)</sup>

LUTION CITY AILOUT. RECORD OF Daily and NOISE FACTORED AILCRAFT MOVEMENTS 2010	London City Airport: Record of D	aily and Noise Factored	d Aircraft Movements 2018
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							Permitted	Differer	nces (Permitt	ed - Actual)	Early Actual	Movements	(Early Permi	tted - Actual)	Late Actual Mo	ovements <sup>[2]</sup>
Date	Actual Move	Aircraft ements	Permitte Aircraft N	ed Actual lovements	Movements <sup>[1]</sup>		Factored Movements Actual Movements		Factored Movements	Early Morning		orning Early Morning		Late Eve / Sat Afternoon	3 Month Running	
	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	Total
01-01-18	117	-	132	-	127			15	-		0	0	2	6	0	-
02-01-18	206	-	592	-	231			386	-		0	4	2	2	0	-
03-01-18	193	-	592	-	214			399	-		0	3	2	3	1	-
04-01-18	198	-	592	-	222	1,235	3,475	394	-	2,240	0	2	2	4	0	-
05-01-18	214	-	592	-	239			378	-	-	1	3	1	3	0	-
06-01-18	62	197	100	280	71			38	08		2	5	0	1	1	-
07-01-18	120	102	200	280	131			80	38		-	-	-	-	1	-
08-01-18	230	-	592	-	260			362	-		2	6	0	0	0	-
09-01-18	232	-	592	-	263			360	-		1	6	1	0	0	-
10-01-18	232	-	592	-	263			360	-	2,510	2	5	0	1	0	-
11-01-18	234	-	592	-	265	1,540	4,050	358	-		2	5	0	1	1	-
12-01-18	248	-	592	-	281			344	-		1	6	1	0	0	-
13-01-18	64	100	100	280	71			36	90		2	5	0	1	1	-
14-01-18	126	190	200	280	137			74	30		-	-	-	-	0	-
15-01-18	254	-	592	-	286			338	-		1	4	1	2	0	-
16-01-18	249	-	592	-	281			343	-		2	6	0	0	1	-
17-01-18	252	-	592	-	285			340	-		1	4	1	2	1	-
18-01-18	244	-	592	-	273	1,634	4,050	348	-	2,416	1	2	1	4	1	-
19-01-18	262	-	592	-	295			330	-		1	3	1	3	0	-
20-01-18	64	195	100	280	72			36	85		2	5	0	1	1	-
21-01-18	131	155	200	200	142			69	05		-	-	-	-	2	-
22-01-18	271	-	592	-	307			321	-		2	5	0	1	0	-
23-01-18	252	-	592	-	284			340	-		1	6	1	0	0	-
24-01-18	248	-	592	-	278			344	-		1	2	1	4	0	-
25-01-18	277	-	592	-	312	1,714	4,050	315	-	2,336	2	5	0	1	0	-
26-01-18	269	-	592	-	304			323	-		2	6	0	0	0	-
27-01-18	68	206	100	280	77			32	74		1	4	1	2	4	-
28-01-18	138	200	200	200	151			62	/4		-	-	-	-	0	-

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							Permitted	Differer	nces (Permitt	ed - Actual)	Early Actual	Movements	(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>	
Date	Actual Move	Aircraft ements	Permitt Aircraft N	ed Actual lovements	Factore Move	ed Aircraft ements <sup>[1]</sup>	Factored Movements	Actual M	ovements	Factored Movements	Early N	Aorning	Early N	Aorning	Late Eve / Sat Afternoon	3 Month Running
	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	Total
29-01-18	293	-	592	-	334			299	-		2	4	0	2	0	-
30-01-18	288	-	592	-	329			304	-		1	5	1	1	1	-
31-01-18	290	-	592	-	333			302	-		1	4	1	2	0	60
01-02-18	299	-	592	-	340	1,866	4,050	293	-	2,184	2	5	0	1	0	-
02-02-18	275	-	592	-	311			317	-		2	5	0	1	0	-
03-02-18	66	200	100	280	73			34	80		1	5	1	1	1	-
04-02-18	134	200	200	280	146			66	80		-	-	-	-	0	-
05-02-18	284	-	592	-	323			308	-		1	5	1	1	0	-
06-02-18	281	-	592	-	320		4,050	311	-		1	5	1	1	1	-
07-02-18	296	-	592	-	339			296	-		1	6	1	0	1	-
08-02-18	289	-	592	-	329	1,869		303	-	2,181	1	4	1	2	0	-
09-02-18	279	-	592	-	316			313	-		1	3	1	3	1	-
10-02-18	79	210	100	280	88			21	67		1	5	1	1	4	-
11-02-18	139	210	200	280	154			61	02		-	-	-	-	0	-
12-02-18	0	-	592	-	0			592	-		0	0	2	6	0	-
13-02-18	264	-	592	-	302			328	-		1	4	1	2	0	-
14-02-18	272	-	592	-	311			320	-		0	4	2	2	1	-
15-02-18	270	-	592	-	306	1,465	4,050	322	-	2,585	1	3	1	3	0	-
16-02-18	275	-	592	-	311			317	-		1	3	1	3	0	-
17-02-18	79	210	100	280	88			21	70		2	4	0	2	6	-
18-02-18	131	210	200	280	146			69	70		-	-	-	-	0	-
19-02-18	279	-	592	-	318			313	-		1	6	1	0	0	-
20-02-18	276	-	592	-	315			316	-		1	2	1	4	0	-
21-02-18	297	-	592	-	341			295	-		1	4	1	2	1	-
22-02-18	298	-	592	-	340	1,890	4,050	294	-	2,160	1	4	1	2	0	-
23-02-18	290	-	592	-	329			302	-		2	6	0	0	2	-
24-02-18	75	224	100	280	82			25	56		1	6	1	0	3	-
25-02-18	149	224	200	200	165			51	50		-	-	-	-	0	-

LUTION CITY AILOUT. RECORD OF Daily and NOISE FACTORED AILCRAFT MOVEMENTS 2010	London City Airport: Record of D	aily and Noise Factored	d Aircraft Movements 2018
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							Permitted	Differer	nces (Permit	ed - Actual)	Early Actual	Movements	(Early Permi	tted - Actual)	Late Actual Mo	ovements <sup>[2]</sup>
Date	Actual Move	Aircraft ements	Permitt Aircraft N	ed Actual Iovements	Factor	ed Aircraft ements <sup>[1]</sup>	Factored Movements	Actual M	lovements	Factored Movements	Early N	Aorning	Early N	Aorning	Late Eve / Sat Afternoon	3 Month Running
	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	Total
26-02-18	291	-	592	-	334			301	-		2	6	0	0	2	-
27-02-18	278	-	592	-	316			314	-		1	3	1	3	2	-
28-02-18	125	-	592	-	140			467	-		0	0	2	6	0	73
01-03-18	122	-	592	-	141	1,188	4,050	470	-	2,862	0	0	2	6	0	-
02-03-18	58	-	592	-	67			534	-		0	0	2	6	0	-
03-03-18	29	170	100	200	35			71	110		0	0	2	6	2	-
04-03-18	141	170	200	200	155			59	110		0	0	-	-	3	-
05-03-18	297	-	592	-	340			295	-		1	4	1	2	0	-
06-03-18	297	-	592	-	340			295	-		0	4	2	2	0	-
07-03-18	284	-	592	-	324			308	-		2	5	0	1	1	-
08-03-18	305	-	592	-	349	1,935	4,050	287	-	2,115	1	4	1	2	0	-
09-03-18	287	-	592	-	326			305	-		1	5	1	1	1	-
10-03-18	77	220	100	200	87			23	F 1		2	5	0	1	2	-
11-03-18	152	229	200	280	169			48	51		0	0	-	-	0	-
12-03-18	291	-	592	-	333			301	-	_	2	5	0	1	0	-
13-03-18	305	-	592	-	350			287	-		1	5	1	1	0	-
14-03-18	296	-	592	-	339			296	-		1	6	1	0	1	-
15-03-18	302	-	592	-	345	1,914	4,050	290	-	2,136	1	6	1	0	1	-
16-03-18	294	-	592	-	333			298	-		1	5	1	1	1	-
17-03-18	61	199	100	280	73			39	02		0	4	2	2	2	-
18-03-18	127	100	200	280	141			73	52		0	0	-	-	1	-
19-03-18	287	-	592	-	328			305	-		1	4	1	2	1	-
20-03-18	289	-	592	-	331			303	-		1	4	1	2	1	-
21-03-18	298	-	592	-	341			294	-		1	5	1	1	0	-
22-03-18	295	-	592	-	335	1,882	4,050	297	-	2,168	1	5	1	1	0	-
23-03-18	281	-	592	-	316	1,002		311	-		2	4	0	2	0	-
24-03-18	69	200	100	280	77			31	71		1	6	1	0	2	-
25-03-18	140	203	200	200	154			60	/1		0	0	-	-	0	-

# London City Airport: Record of Daily and Noise Factored Aircraft Movements 2018

Actual Aircraft							Permitted	Differer	ices (Permiti	ed - Actual)	Early Actual	Movements	(Early Permi	tted - Actual)	Late Actual Mo	ovements <sup>[2]</sup>
Date	Actual Move	Aircraft ements	Permitt Aircraft N	ed Actual Iovements	Factore	ed Aircraft ements <sup>[1]</sup>	Factored Movements	Actual M	Actual Movements Factored Movements		Early Morning		arly Morning Early N		Late Eve / Sat Afternoon	3 Month Running
	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	Total
26-03-18	286	-	592	-	321		3,515	306	-		2	5	0	1	1	-
27-03-18	278	-	592	-	312			314	-		1	2	1	4	0	-
28-03-18	273	-	592	-	306			319	-	- 2,014 - 218	2	5	0	1	0	-
29-03-18	278	-	592	-	313	1,501		314	-		2	5	0	1	1	-
30-03-18	160	-	164	-	180			4	-		0	0	2	6	1	-
31-03-18	62	62	100	280	68	]		38	218		1	3	1	3	2	65
01-04-18	0	52	200	200	0			200	210		0	0	-	-	0	-

#### Number of Aircraft Movements by Aircraft Type: January - March 2018

Aircraft Name	АС Туре	Totals
Airbus A318	A318	128
ATR-42	AT42	200
ATR-72	AT72	62
Beechcraft Super King Air 350	B350	0
BAe-146-100	B461	2
BAe-146-200	B462	2
BAe-146-300	B463	0
Bombardier CS-100	BCS1	476
Beechcraft Super King Air 200	BE20	2
Beechcraft Beechjet 400	BE40	0
Cessna Citation CJ2	C25A	40
Cessna Citation CJ3	C25B	34
Cessna Citation CJ4	C25C	4
Cessna Citation Mustang	C510	102
Cessna Citation CJ1	C525	2
Cessna Citation Bravo	C550	147
Cessna Citation V	C560	60
Cessna Citation Excel	C56X	294
Cessna Citation Sovereign	C680	126
Canadair Challenger 300	CL30	8
Canadair Challenger	CI 60	12
Dornier 328	D328	72
Dash 8 0400		2696
Embraer 135	F135	2050
Embraer 170	E135	27
Embraer 190	E170	9107
Embraer Legacy 450	E100	1
Embraer Legacy 500	E550	1
Embraer Phenom 300	E55D	4 1//
Dassault Falcon 2000	E2TH	144
Eakkar EO	FE0	44
Posseult Folcon 000	F30	400
Dassault Falcon 10	F900	20
Dassault Falcon EQ		2
	FASU	
		11/
	FA8X	12
	G150	0
Gulfstream G280	G280	10
Bombardier Global Express	GLEX	32
Hawker 800	H25B	88
Dornier 328 Jet	J328	236
LearJet 45	LJ45	6
Piaggio 180 Avanti	P180	14
Piper PA-31	PA31	0
Avro RJ-85	RJ85	1105
Saab 2000	SB20	444
	Total	19117

