

# **London City Airport** **2011 Section 106 Annual** **Performance Report**

Appendices 1-9

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**July 2012**





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# Appendices

## Appendix 1: LBN Correspondence



1<sup>st</sup> Floor West Wing  
Reference: 07/01510/VAR  
22 June 2012

Ms Elizabeth Hegarty  
London City Airport Limited  
City Aviation House  
Royal Docks  
London  
E16 2PB

Dear Elizabeth,

**Town and Country Planning Act 1990 (as amended)**  
**Re: London City Airport**  
**Planning Permission 07/01510/VAR (under Section 73 of the Town and Country Planning Act 1990) to vary conditions 13 and 15 of the outline planning permission N/82/104 dated 23 May 1985 (as previously varied), to allow up to 120,000 total aircraft movements per annum (number of total movements in 2006 was 79,616) with related modifications to the daily and other limits including noise factored movements.**

I refer to the above consent which was granted following completion of the Section 106 Agreement on the 9 July 2009.

This letter summarises the submissions received by the London Borough of Newham between 1 January – 31 December 2011, pursuant to the obligations of the above Planning Agreement.

The 2010 Annual Performance Report (APR) was submitted on 1 July 2011, this fulfilled all of the relevant ongoing obligations in the Planning Agreement to report on progress on obligations for the 2010 reporting year.

Quarterly data related to the Air Quality Management Programme was made available to the Council and the Airport Consultative Committee throughout 2011 [Third Schedule, Part 3, Paragraph 1(c)], this is an ongoing obligation that the Airport are currently adhering to.

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Following ongoing correspondence with the Council, the Airport submitted a revised Air Quality Action Plan in 2011 and subsequent iterations in 2012. 'London City Airport Air Quality Action Plan 2012-2015' was approved by the Council on 22 June 2012 [Third Schedule, Part 3, Paragraph 2(a)], this partially fulfils this obligation.

The Airport Sustainability Strategy was developed in consultation with the Council, in 2011 further feedback was provided by the Council to the Airport. 'London City Airport Sustainability Strategy and Airport Sustainability Action Plan 2012-2014' was approved by the Council on 22 June 2012 [Third Schedule, Part 6, Paragraph 2], this fulfils this obligation.

During 2011 the Airport continued to develop the Airport Biodiversity Strategy, taking into account comments provided by the Council. 'London City Airport Biodiversity Strategy 2012-2014' was approved by the Council on 13 April 2012 [Third Schedule, Part 7, Paragraph 2(a)], this fulfils this obligation.

A summary of the complaints and enquiries the Airport receives regarding environmental impact is regularly submitted to the Council and the Airport Consultative Committee [Third Schedule, Part 7, Paragraph 2(a) and 2(b)], this is an ongoing obligation which the Airport are currently adhering to.

Pursuant to Paragraph 8.12 of the aforementioned Planning Agreement the Airport was able to postpone obligations until the resolution of the claim under judicial review of the Planning Permission. It was confirmed on 16 June 2011 that the Planning Permission was valid. The Airport had previously advised the Council that their obligations related to the Sound Insulation Scheme [Fourth Schedule, Part 1, Paragraph 1(a), Part 2, Paragraphs 2, 3(a) & 4 and Part 4] would be suspended until after the final determination of the judicial review, this accords with the terms of the Planning Agreement.

Throughout 2011 the Airport held monthly meetings regarding the Sound Insulation Scheme with officers from the London Boroughs of Newham, Tower Hamlets and Greenwich in attendance.

With regard to the First Tier Works and Public Buildings First Tier Works [Fourth Schedule, Part 2, Paragraph 4(a)], for properties owned or otherwise controlled by the Council, the Council has elected to undertake works relating to the glazing element of this scheme but agreed that the Airport's contractors should undertake the ventilation works as required.



For properties owned or otherwise controlled by the Council which are eligible for Second Tier Works or Public Buildings Second Tier Works, the Council agreed to the Airport's contractors undertaking any appropriate works [Fourth Schedule, Part 3, Paragraph 4(a)].

The Airport progressed with the Sound Insulation Scheme from December 2011 and publicly advertised the scheme in local publications [Fourth Schedule, Part 4] this is an ongoing obligation which the Airport are currently adhering to.

The Airport have continued to demonstrate reasonable endeavours to enter into a Neighbouring Authority Agreement with the London Borough of Tower Hamlets, [Fourth Schedule, Part 5, Paragraph 1], this obligation remains outstanding.

The Council receives quarterly aggregate figures of the numbers and types of aircraft that operate from the Airport [Fourth Schedule, Part 7, Paragraph 6(a)], this is an ongoing obligation that the Airport are currently adhering to.

The Airport made quarterly submissions of a report detailing the status of the Noise and Track Keeping system as required by the Temporary Noise Monitoring Strategy [Fourth Schedule, Part 11, Paragraph 2], this is an ongoing obligation that the Airport are currently adhering to.

The '69dB Purchase Scheme' [Fourth Schedule, Part 12, Paragraph 1] was approved by the Council 14 June 2011 and formally adopted by the Airport on 9 September 2011 [Fourth Schedule, Part 11, Paragraph 2(a) and 2(b)], this fulfils these obligations.

Ongoing dialogue between parties representing the Council and the Airport enabled the Airport to submit further information related to the Review of Aircraft Categorisation [Fourth Schedule, Part 13, Paragraph 2], this is subject to further consideration by both parties.

Following a request from the Council, the Airport submitted an addendum report to the Ground Noise Study on the 18 April 2011 [Fifth Schedule, Part 4, Paragraph 1], this additional information was accepted by the Council in fulfilment of this obligation.

'London City Airport Travel Plan February 2011' was approved by the Council on 14 February 2011 and was to be implemented within six months [Sixth Schedule, Part 1, Paragraph 3(a) and 3(b)], this fulfils these obligations.

The following financial contributions were received on 1 July 2011:

£61,135.16 3<sup>rd</sup> Annual Monitoring Payment [Sixth Schedule, Part 6, Paragraph 3]  
 £99,529.51 Education and Training Payment [Sixth Schedule, Part 2, Paragraph 3(c)]  
 £647,739.60 Community Projects Contribution [Sixth Schedule, Part 3, Paragraph 1(c)]

The financial contributions received for the Annual Monitoring and Education and Training payments fulfil the obligations as listed above for this year. The receipt of the Community Projects Contribution fulfils the obligation stated above.

The Airport paid the Landscape Contribution of £160,000.00 on 23 December 2011 [Sixth Schedule, Part 8], this fulfils this obligation.

The Airport submitted a Wake Turbulence Study on 7 January 2011 and this was approved by the Council on the 13 September 2011 [Seventh Schedule, Part 1, Paragraph 1], this fulfils this obligation.

If you have any questions regarding this letter please contact me on 02033731168 or [Jennifer.Bishop@newham.gov.uk](mailto:Jennifer.Bishop@newham.gov.uk).

Yours sincerely



Jennifer Bishop  
 Airport Monitoring Officer

cc. Richard Hesketh, Quod Planning

## Appendix 2 – Summary of Planning Agreement Requirements & References -

Planning Agreement Reference/ Comments from LBN	Planning Agreement Requirement	Location of Information within APR, para ref.
<b>Section 1 Introduction</b>		
Definitions	"An annual report to be submitted to the Council by 1 July in each calendar year which shall (to the extent required by the obligations in this Deed) report on the performance of and compliance with the terms of this Deed in the preceding calendar year and shall include all the annual reporting requirements contained in this Deed or as agreed with the Council from time to time"	1.2 Annual Performance Report, para 1.2.1
6th Schedule / Part 5 / 1 – Page 58	"In pursuance of any obligation under this Deed to report to the Council on the performance or compliance with the terms of this Deed, the Airport Companies shall provide the Council with the Annual Performance report by 1 July in each calendar year in respect of performance and compliance in the preceeding calendar year (January to December) and shall publish the Annual Performance Report on the website for the Airport Consultative Committee by 31 July in each calendar year Provided That for the avoidance of doubt the Airport Companies shall submit the first Annual Performance Report by 1 July 2010 for performance and compliance during the year 2009 and publish such Report on the Airport Consultative Committee website by 31 July 2010."	
6th Schedule / Part 5 / 2 – Page 58	"For the avoidance of doubt any obligation to report to the Council contained in this Deed shall be read and construed as if that obligation was to include such report in the Annual Performance Report regardless of any indication to the contrary as to form or timing of such report."	
<b>Section 2 Aircraft Movements</b>		
4th Schedule / Part 7 / 6 – Page 45	"Report aggregate figures of the numbers and types of aircraft using LCY."	2.1 Numbers and Types of Aircraft using the Airport, paras 2.1.1-2.2.2
LBN letter dated 26 February 2010  LBN comments received 5 May 2011	"There will be a need to ensure that noise data is sufficiently detailed so that compliance can be checked. Therefore there would be a need to include daily numbers of movements including class, numbers of late flights etc. (Please continue to liaise with my colleague Robin Whitehouse in this regard)."  Daily flight numbers and associated noise category of aircraft should demonstrate compliance with Condition 8(1)(a) to (j) and Condition 8(4)(a) and (b) of planning permission 07/01510/VAR.	2.2 Daily Numbers of Movements including Noise Category, paras 2.2.1-2.2.3
LBN letter dated 26 February 2010  LBN comments received 5 May 2011  3rd Schedule / Part 2 – Page 30	"It would be useful to include whether or not all flights and maintenance fell within or outside of the allowed times in the Agreement."  Times of flights of should demonstrate compliance with Conditions 6(a), 6(b), 6(c), 9 and 10 of planning permission 07/01510/VAR.  The times of ground running for maintenance should demonstrate compliance with Condition 5 of planning permission 07/01510/VAR.  Confirmation should also be provided that noise generated by maintenance outside of the permitted hours was not discernible at the boundaries of the Airport site.	2.3 Times of Flights and Maintenance, para 2.3.1-2.3.4
<b>Section 3 Noise</b>		
Definitions	"The 57 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report."	3.6 SIS: Noise Contours, para 3.6.1
Definitions	"The 66 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report."	
Definitions	"The 69 dB Contour based on actual aircraft movements for the summer period (16 June to 15 September) in the calendar year immediately preceding the due date for submission of the Annual Performance Report."	
Definitions	"The 57 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report."	
Definitions	"The 66 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report."	



## Within APR

Planning Agreement Reference/ Comments from LBN	Planning Agreement Requirement	Location of Information within APR, para ref.
Definitions	"The 57 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report but reduced to take into account likely cancellation of flights and other matters affecting numbers of Aircraft Movements by reference to historical data from the preceding five calendar years."	
Definitions	"The 66 dB Contour based on forecast Aircraft Movements at the Airport for the summer period (16 June to 15 September) in the calendar year of the due date for submission of the Annual Performance Report but reduced to take into account likely cancellation of flights and other matters affecting numbers of Aircraft Movements by reference to historical data from the preceding five calendar years."	
9th Schedule / Part 1 / 5 – Page 65	"As part of the Annual Performance Report on 1 July each year the Actual 57 dB Contour, the Actual 66 dB Contour and the Actual 69 dB Contour is produced by the Airport Companies in accordance with the INM and submitted to the Council."	
LBN comments received 1 May 2012	Include a very simple table which notes the number of properties that were eligible in the previous year, and how LCY have notified/inspected/treated those properties.	3.6 SIS: Noise Contours, Table 3.1
4th Schedule / Part 1 / 1 – Page 36	"On 1 July each year following the date of this Deed the Airport Companies shall include as part of the Annual Performance Report a list of all residential premises and Public Buildings where a period of 10 years or more has expired since the date on which the glazing elements, mechanical ventilation and modifications to external doors which form part of either the First Tier Works or the Public Buildings First Tier Works or the Second Tier Works or the Public Buildings Second Tier Works were carried out and completed..."	3.7 SIS: Further Inspection of Treated Premises, paras 3.7.1-3.7.4
4th Schedule / Part 2 / 1 – Page 39	"In the preparation of each Annual Performance Report the Airport Companies shall determine First Tier Works Eligibility and Public Buildings First Tier Works Eligibility by applying the Eligibility Methodology and shall publish in each Annual Performance Report the boundary within which premises having First Tier Works Eligibility and Public Buildings First Tier Works Eligibility are situated together with the 1998 57 dB Contour, the Actual 57 dB Contour, the Predicted 57 dB Contour and the Predicted Reduced 57 dB Contour."	3.8 SIS: First Tier Works, para 3.8.1
4th Schedule / Part 3 / 1 – Page 41	"In the preparation of each Annual Performance Report the Airport Companies shall determine Second Tier Works Eligibility and Public Buildings Second Tier Works Eligibility by applying the Eligibility Methodology and shall publish in each Annual Performance Report the boundary within which premises having Second Tier Works Eligibility and Public Buildings Second Tier Works Eligibility are situated together with the Actual 66 dB Contour, the Predicted 66 dB Contour and the Predicted Reduced 66 dB Contour."	3.9 SIS: Second Tier Works, para 3.9.1
4th Schedule / Part 4 – Page 43	"The Airport Companies shall advertise at least twice a year starting three months from the date of the first Annual Performance Report in local newspapers which are in circulation within the vicinity of the Site and publish on the Airport Website the availability of the First Tier Works the Public Buildings First Tier Works the Second Tier Works and the Public Buildings Second Tier Works."	3.10 Publicity for SIS, paras 3.10.1-3.10.4
4th Schedule / Part 5 / 1 – Page 44	"The Airport Companies shall use reasonable endeavours to enter into the Neighbouring Authority Agreements within six months of the date of this Deed or such other longer timescale as agreed with the Council and for the avoidance of doubt upon completion of a Neighbouring Authority Agreement the Council shall cease to have any responsibility for the matters contained in that Neighbouring Authority Agreement so far as they relate to properties within the London Borough of Greenwich or the London Borough of Tower Hamlets (as the case may be)."	3.12 Neighbouring Authority Agreements, paras 3.12.1-3.12.2
4th Schedule / Part 7 / 5 – Page 45	"To 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."	3.1 Noise Management Scheme, para 3.1.1
Para A6.0 in Temporary Noise Strategy	"A record of the daily operational status of each monitor together with the total monthly correlation rate of noise events to aircraft departures for the immediately preceding quarter shall be submitted to LBN."	3.2 Temporary Noise Monitoring Strategy Reporting Requirements, paras 3.2.1-3.2.2
4th Schedule / Part 12 / 3 – Page 47	"The Airport Companies shall identify in the Annual Performance Report on 1 July each year any dwelling with any part of its external elevation which is situated within the Actual 69 dB Contour for the purposes of the Purchase Scheme."	3.11 Purchase Scheme, paras 3.11.1-3.11.2

Planning Agreement Reference/ Comments from LBN	Planning Agreement Requirement	Location of Information within APR, para ref.
9th Schedule / Part 1 / 4 – Page 65	"Annually on 31 December the provisional categorisation of each approved aircraft type is reviewed (provided that if the provisional categorisation for an aircraft type has been approved in the period between 1 October and 31 December of the year in question then the provisional categorisation of that aircraft type is reviewed on 31 December in the following year) having regard to the departure noise levels recorded at the four monitoring points used for the purposes of the Noise Monitoring System and the Airport companies by 1 July in the following year submit details in writing to the Council of the results of the review whereupon the provisional categorisation of each approved aircraft type is confirmed or amended by the Council with the agreement of the Airport Companies having regard to the monitored values and any such amendment may with the agreement of the Council include the introduction of sub-categorisation into narrower bands provided that noise factors appropriate to any such bands are calculated and applied."	3.4 Aircraft Categorisation, paras 3.4.1-3.4.2
LBN comments received 5 May 2011	Include details of progress on the Noise Insulation Payments Scheme	3.13 Noise Insulation Payments Scheme, para 3.13.1
<b>Section 4 Ground Noise</b>		
5th Schedule / Part 1 / 2 – Page 49	"Annually on 1 July every year as part of the Annual Performance Report to submit to the Council:  (a) written details (in accordance with the format set out in Part 6 of this Schedule) of Ground Running that has taken place during the preceding calendar year (the year to run from 1 January to 31 December each year for this purpose) including details of the number duration and power settings of ground runs and the types of aircraft involved; and  (b) written measurements and calculations to show whether the ground Running Noise Limit has been exceeded during the preceding calendar year." [5th Schedule / Part 1 / 2 – Page 49]	4.1 Ground Running of Aircraft Engines, para 4.1.1
5th Schedule / Part 1 / 3 – Page 49	"In the event that the Ground running Noise Limit has been exceeded contrary to paragraph 1 of this Part to submit annually on 1 July as part of the Annual Performance Report written proposals to the Council for their approval for the carrying out of measures and the time scale for the carrying out of those measures in order to ensure that Ground Running complies with the Ground running Noise Limit and such approved measures shall be carried out in accordance with the approved time scale."	4.2 Exceedences of Ground Running Noise Limit, para 4.2.1
LBN comments received 5 May 2011	Include details of the submission of the Ground Noise Study.	4.3 Ground Noise Study, para 4.3.1
<b>Section 5 Air Quality</b>		
3rd Schedule / Part 3 / 1(c) - Page 31  LBN comments received 5 May 2011	"With effect from the date of this Deed the Airport Companies shall make the data from the Air Quality Measurement Programme available to the Council the Airport Consultative Committee and members of the general public through the Annual Performance Report and at each meeting of the Airport Consultative Committee by reporting on such data for the most recent quarter of the year preceding such meeting for which there is data available."  Include a statement confirming whether monitored levels are in line with government standards.	5.1 Data from Air Quality Measurement Programme, paras 5.1.1-5.1.2
3rd Schedule / Part 3 / 1(d) (iii) - Page 31	"Through the Annual Performance Report insofar as this shall include a summary of the results available from any Deposits Study in the preceding calendar year and the number and nature of such complaints in the preceding calendar year." [3rd Schedule / Part 3 / 1(d) (iii), Page 31]	5.2 Results from any Deposits Study in the Preceding Calendar Year, paras 5.2.1-5.2.2
3rd Schedule / Part 3 / 2(a) - Page 31	"The Airport Companies shall submit for the written approval of the Council the Air Quality Action Plan within 12 months of the date of this Deed..."	5.3 Air Quality Action Plan, para 5.3.1
<b>Section 6 Sustainability and Biodiversity Strategies</b>		
3rd Schedule / Part 6 / 4 - Page 34	"During the operation of the approved Airport Sustainability Action Plan, the Airport Companies shall report to the Council annually on 1 July as part of the Annual Performance Report on the performance of the Airport Companies during the previous calendar year against the targets in the Airport Sustainability Action Plan."	6.1 Airport Sustainability Strategy and Airport Biodiversity Strategy, paras 6.1.1-6.1.3
3rd Schedule / Part 6 / 8 - Page 34	"Report to the Council every two years on 1 July (on those occasions, as part of the Annual Performance Report for that year) on the performance of the Airport Companies against the objectives and measures specified in the Airport Biodiversity Strategy in the preceding two calendar years, the first such report to be made on 1 July following the second anniversary of the receipt of written approval from the Council pursuant to paragraphs 5 and 6 of this Part; and..."	

Planning Agreement Reference/ Comments from LBN	Planning Agreement Requirement	Location of Information within APR, para ref.
3rd Schedule / Part 6 / 8 - Page 34	"Every five years on 1 July (on those occasions, as part of the Annual Performance Report for that year) submit to the Council a review of the performance of the Airport Biodiversity Strategy and the first such review shall be submitted on 1 July following the fifth anniversary of the receipt of written approval from the Council pursuant to paragraphs 5 and 6 of this Part; and..."	
<b>Section 7 Education, Employment and Training</b>		
6th Schedule / Part 2 / 1(a) – Page 55	<p>"Use reasonable endeavours to ensure that</p> <p>(i) at least 70% of the full time equivalent jobs at the Airport are filled by residents of the Local Area including at least 35% filled by residents of the London Borough of Newham;</p> <p>(ii) at least 70% of direct employees of LCA are resident in Local Area;</p> <p>(iii) at least 35% of direct employees of LCA are resident in the London Borough of Newham.</p> <p>(iv) Where LCA initiates recruitment simultaneously for more than 1 job vacancy to advertise through local employment agency (e.g. Reed, Docklands Office), to notify vacancies to relevant Recruitment Centre and to advertise such vacancies on the Airport Website."</p> <p>"To provide the Council and the Airport Consultative Committee with an annual return on 1 July each year with details of the percentage of people living in the Local Area who are employed on the site including the percentage of residents of the London Borough of Newham." [6th Schedule / Part 2 / 1(f) – Page 55]</p>	7.2 Employment Statistics Reporting, para 7.2.1
6th Schedule / Part 2 / 1(b) – Page 55	<p>"To use reasonable endeavours to encourage employers at the Site to fill their job vacancies with residents of the London Borough of Newham and in so doing:</p> <p>(i) within six months of the date of this Deed establish a forum for all employers at the Airport which have at least 20 individual members of staff based at the Airport and to hold meetings of that forum at least twice in each calendar year;</p> <p>(ii) so far as practicable ensure all employers at the Airport which have at least 20 individual members of staff recruit locally as far as possible an advertise job vacancies through the Airport Website and the relevant Recruitment Centre."</p>	7.3 Employers' Forum, para 7.3.1
6th Schedule / Part 2 / 1(c) – Page 55	"To continue to provide a list of the existing employers at the Site to the Council annually on 1 July each year in order to enable the Council to encourage such employers to fill their job vacancies with residents of the London Borough of Newham."	7.2 Employment Statistics Reporting, para 7.2.3
6th Schedule / Part 2 / 1(d) – Page 55	"To continue to provide the Council annually with details in writing of the policy adopted by LCA to fill any airport job vacancy and LCA shall consult the council about such policy on not fewer than one occasion each year in conjunction with the submission of the annual return pursuant to paragraph 1(f) of this Part"	7.6 Airport Job Policy, para 7.6.1
6th Schedule / Part 2 / "1(e) – Page 55	"To provide the Council with details of programmes initiated by LCA for the training of their own employees as part of the annual return pursuant to paragraph 1(f)."	7.7 Training Programmes, para 7.7.1
6th Schedule / Part 2 / 1(f) – Page 55	"To provide the Council and the Airport Consultative Committee with an annual return on 1 July each year with details of the percentage of people living in the Local Area who are employed on the Site including the percentage of residents of the London Borough of Newham;"	7.2 Employment Statistics Reporting, para 7.2.1
6th Schedule / Part 2 / 1(g) – Page 56	"To use reasonable endeavours to participate in and encourage staff of LCA, other employers at the Airport and their staff to participate in local community projects and initiatives." [6th Schedule / Part 2 / 1(g) – Page 56]	7.6 Staff Participation, para 7.6.1
6th Schedule / Part 2 / 1(h) – Page 56	"Within 12 months of the date of this Deed to implement a work experience programme at the Airport which shall have the objective of providing one week work experience for a minimum of 40 residents of the London borough of Newham and a minimum total of eight residents of the London Boroughs of Bexley, Barking & Dagenham, Greenwich and Tower Hamlets and further..."	7.10 Work Experience, para 7.10.1
<b>Section 8 Surface Access</b>		
LBN letter dated 26 February 2010	Although there is a separate requirement to under the Travel Plan requirements, it may also be useful to include this with the annual submission on the 1st July 2010. This would ensure all the compliance reports are submitted together.	8.2 Travel Plan & implementation para 8.3

Planning Agreement Reference/ Comments from LBN	Planning Agreement Requirement	Location of Information within APR, para ref.
<b>Section 9 Environmental Complaints</b>		
3rd Schedule / Part 7 / 2 (c) - Page 35	"The Airport Companies shall submit a report of any such complaint and any such action: (c) in summary as part of the Annual Performance Report in relation to such complaints and actions in the preceding calendar year."	9.1 Report of any Compliant or Action in Summary in Preceding Calendar Year, paras 9.1.1-9.1.6
<b>Section 11 Other Matters</b>		
Clause 8.12 (b) and (c) – Page 21	<p>"8.12 In the event of any claim being made for judicial review of the Planning Permission to Part 54 Civil Procedures Rules, the following provisions shall have effect:</p> <p>(b) where any investigation study report scheme or strategy is required to be undertaken submitted approved implemented or operated under this Deed:</p> <p>(i) any time period within which it is required to be undertaken submitted approved implemented or operated (as the case may be) shall be suspended from the date of the claim for judicial review and the unexpired part of such period shall not resume until the date on which the claim has been finally determined Provided That if the unexpired period is less than six months that period shall when it resumes be extended to six months; and</p> <p>(ii) any due date by which it is required to have been undertaken submitted approved implemented or operated (as the case may be) shall be postponed until six months after the date on which the claim has been finally determined."</p> <p>"(c) if the Annual Performance Report is required under this Deed to be published during the currency of the claim for judicial review or within six months of the claim being finally determined the content of the Annual Performance Report shall be agreed between the Airport Companies and the Council having regard to the provisions of this clause 8.12;"</p>	11.1 Judicial Review Claim, paras 11.1.1-11.1.3
7th Schedule / Part 1 / 1 - Page 60	"Within 18 months of the date of this Deed the Airport Companies shall undertake and submit to the Council for its approval the Wake Turbulence Study and in any event the Airport Companies shall begin investigation into the extent and frequency (if any) of damage by Wake Turbulence associated with aircraft landing and taking off at the Airport within six months of the date of this Deed."	11.2 Wake Turbulence Study, para 11.2.1
LBN comments received 5 May 2011	Include details of the submission of the Value Compensation Scheme.	11.3 Value Compensation Scheme, para 11.3.1

## Appendix 3 – Daily Movement Limits, Times of Flights and Maintenance – Relevant Planning Conditions

### Extract of relevant planning conditions attached to planning permission 07/01510/VAR for daily movement limits and restricting times of flights and maintenance:

- (5) The ground running of aeroplane engines for testing or maintenance purposes shall take place only between the hours of 0630 and 2200 hours from Monday to Friday inclusive and between the hours of 0630 and 1230 hours on Saturdays, 1230 and 2200 hours on Sundays and 0900 and 2200 hours on Bank Holidays and public Holidays (but not at all on Christmas Day) and;
- i) In such locations and with such orientations of the aircraft as may be agreed in writing with the local planning authority and
- ii) Employing such noise protection measures as may be agreed in writing with the local planning authority.

#### Reason

In the interests of protecting amenity from noise impacts at sensitive parts of the day, in accordance with Policies 4A.20 (Reducing Noise and Enhancing Soundscapes) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).

- (6a) The Airport shall not be used for the taking off or landing of aircraft at any time other than between 0630 and 2200 hours from Monday to Friday inclusive and between 0900 and 2200 hours on Bank Holidays and Public Holidays except:
- a) In the event of an emergency
- b) For the taking off or landing between 2200 and 2230 hours of an aircraft which was scheduled to take off from or land at the Airport before 2200 hours but which has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2330 hours or more than 150 such movements in any consecutive three months.
- (6b) The Airport shall not be used for the taking off or landing of aircraft on Saturdays at any time other than between 0630 and 1230 hours except:
- i) In the event of an emergency
- ii) For the taking off or landing between 1230 and 1300 hours on Saturdays of an aircraft that was scheduled to take off or land before 1230 hours but has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 aircraft movements at the airport

per calendar year between 1230 and 1300 hours or more than 150 such movements in any consecutive three months.

- iii) The taking off or landing of aircraft between 1230 hours and 1800 hours on one Saturday per calendar year for the Airport's charity open day.
  - (6c) The Airport shall not be used for the taking off or landing of aircraft on Sundays at any time other than between 1230 and 2200 hours except:
    - a) In the event of an emergency
    - b) For the taking off or landing between 2200 and 2330 hours of an aircraft which was scheduled to take off from or land at the Airport before 2200 hours but which has suffered unavoidable operational early, and where that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2330 hours or more than 150 such movements in any consecutive three months.
  - (6d) For the purposes of sub-paragraph (b) of each condition (6a), (6b), and (6c) the figures of 400 aircraft movements and 150 aircraft movements shall in each case include all aircraft movements by aircraft which have suffered operational delays between the hours specified in each sub-paragraph on Mondays to Fridays, on Saturdays, on Sundays and on Bank and Public Holidays and the expression 'aircraft movements' shall mean the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing.
- Reason**  
In the interests of protecting environmental amenity from noise impacts at sensitive parts of the day and week, in accordance with Policies 4A.20 (Reducing Noise an enhancing Soundscape) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).
- (8) (1) The number of aircraft movements at the Airport shall not exceed:
    - a) 100 per day on Saturdays and 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday
    - b) 592 per day on weekdays except 1 January, Good Friday, Easter Monday, the May Day holiday, the late May bank holiday, the late August bank holiday, 25 December and 26 December
    - c) 132 on 1 January
    - d) 164 on Good Friday
    - e) 198 on Easter Monday
    - f) 248 on the May Day Holiday
    - g) 230 on the late May Bank Holiday
    - h) 230 on the late August Bank Holiday
    - i) 100 on 26 December
    - j) 120,000 per calendar year

- (2) In the event of there being a bank Holiday or Public Holiday in England which falls upon or proclaimed or declared upon a date or dates not referred to in sub-paragraph (c) to (i) (inclusive) of condition 8(1) then the number of aircraft movements permissible on that date shall not exceed 330 unless the local planning authority agrees in writing but in any event the limit for any particular dates shall not exceed 396 per day.
- (3) For the purposes of conditions 8(1), 8(2), and 8(4) the expression 'aircraft movements' shall mean the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing.
- (4) The number of factored movements shall not exceed:
  - a) In any one week the number of permitted aircraft movements for that week by more than 25%
  - b) 120,000 per calendar year.
- (5) For the purpose of condition 8(4) the number of factored movements shall be calculated by multiplying the number of take-offs and landings by each aircraft by the relevant noise factor for an aircraft of this type under condition 7 and adding together the totals for each aircraft type using the Airport.
- (6) If agreed expressly by the local planning authority in writing, the references to factored movements in this condition will be superseded by any relevant new methodology, noise categories, noise reference levels, noise factors and procedures for categorisation agreed with the local planning authority, following completion of the Aircraft Categorisation Review as required by the Section 106 Agreement that accompanies this permission.
- (9) Between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times) the number of aircraft movements shall not exceed 6 on any day.

**Reason**

In the interests of protecting environmental amenity from noise impacts at a sensitive part of the day, in accordance with Policies 4A.20 (Reducing Noise an enhancing Soundscape) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).

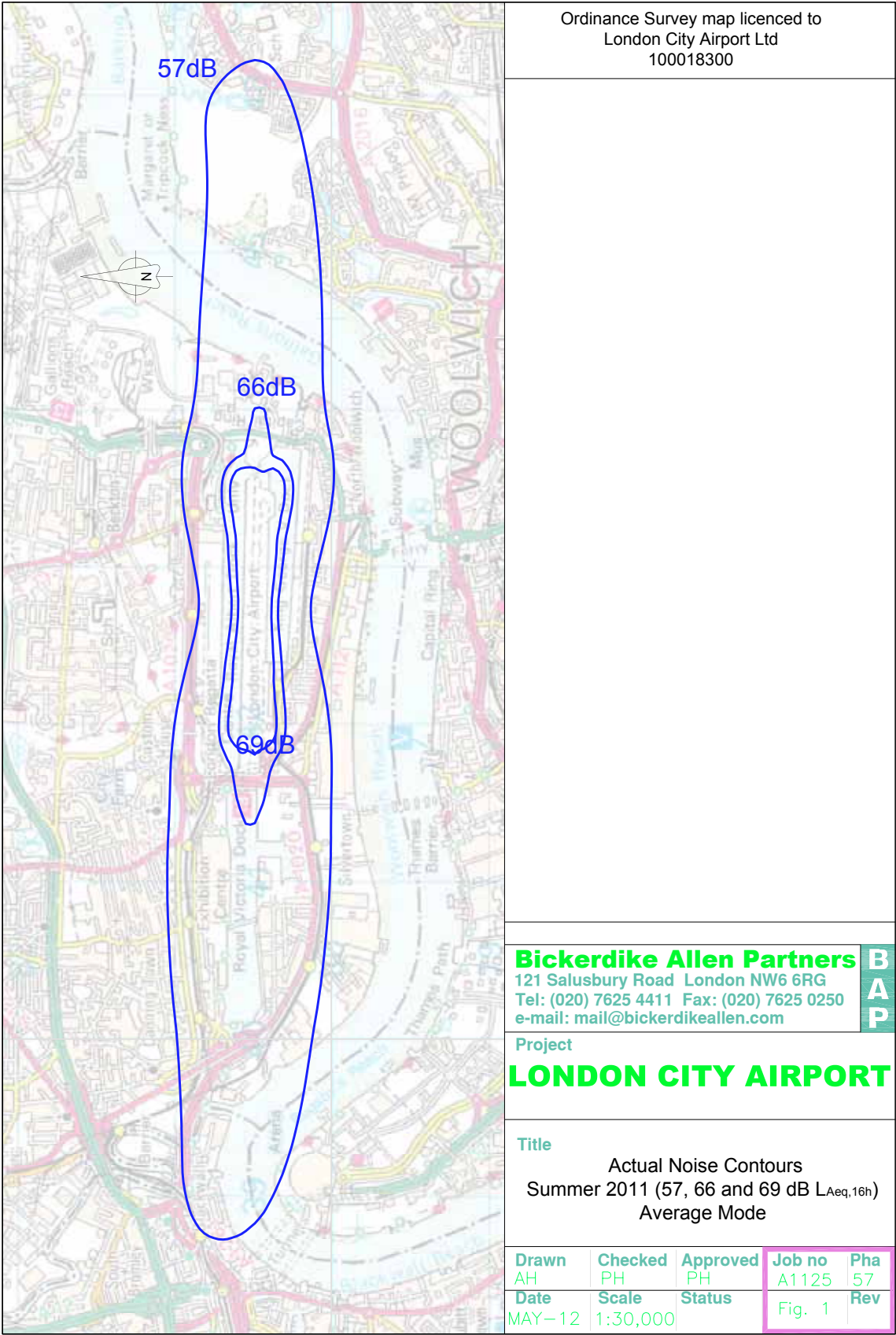
- (10) Notwithstanding the restriction on aircraft movements between 0630 and 0959 hours, as set out by Condition 9, the total movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times), shall not exceed 2 on any day.

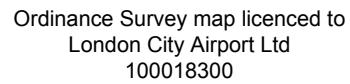
**Reason**

In the interests of protecting environmental amenity from noise impacts at a sensitive part of the day, in accordance with Policies 4A.20 (Reducing Noise an enhancing Soundscape) of the London Plan (Consolidated February 2008) and EQ45 (Pollution) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).



Appendix 4: Noise Contours





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B  
A  
P

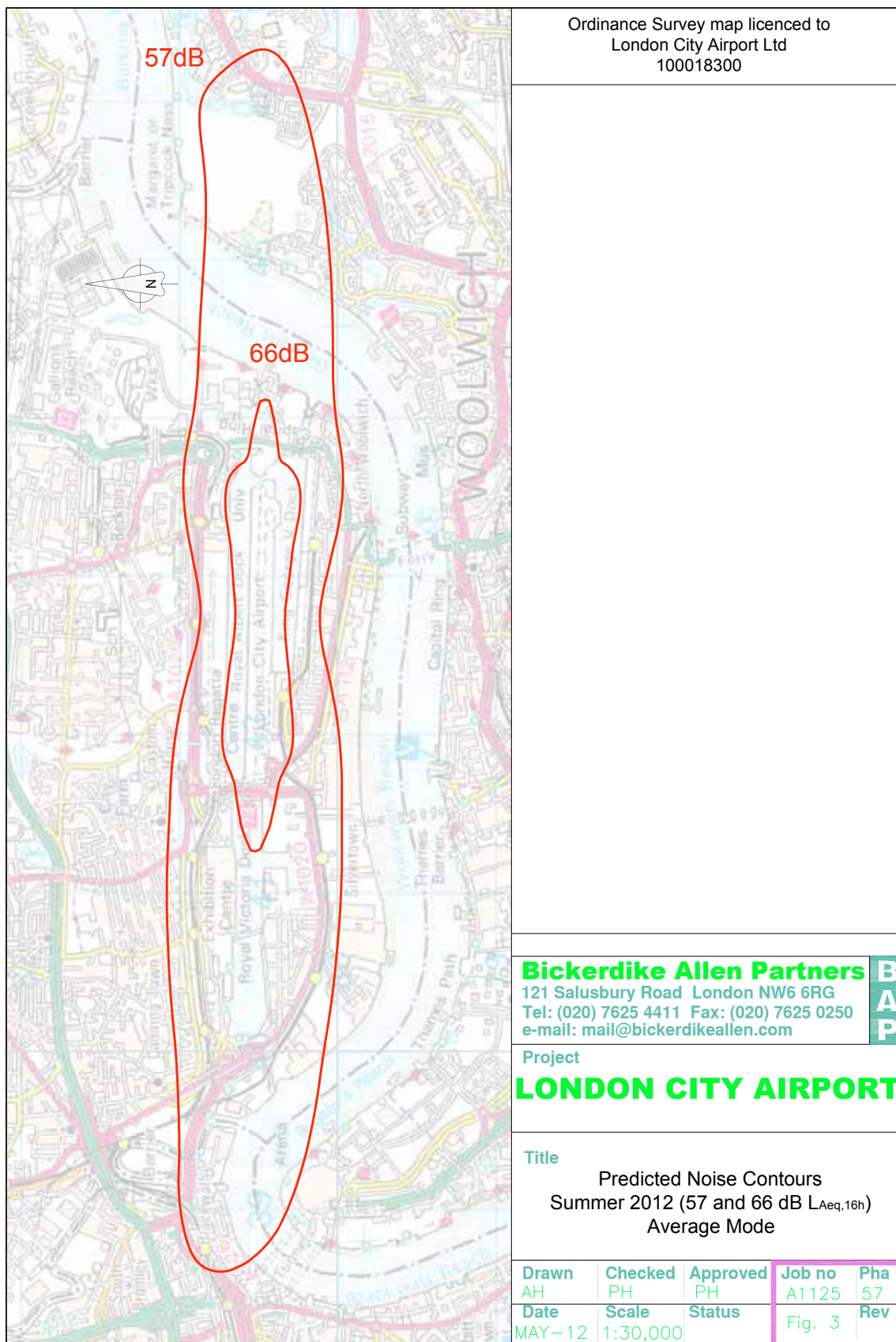
Project

## LONDON CITY AIRPORT

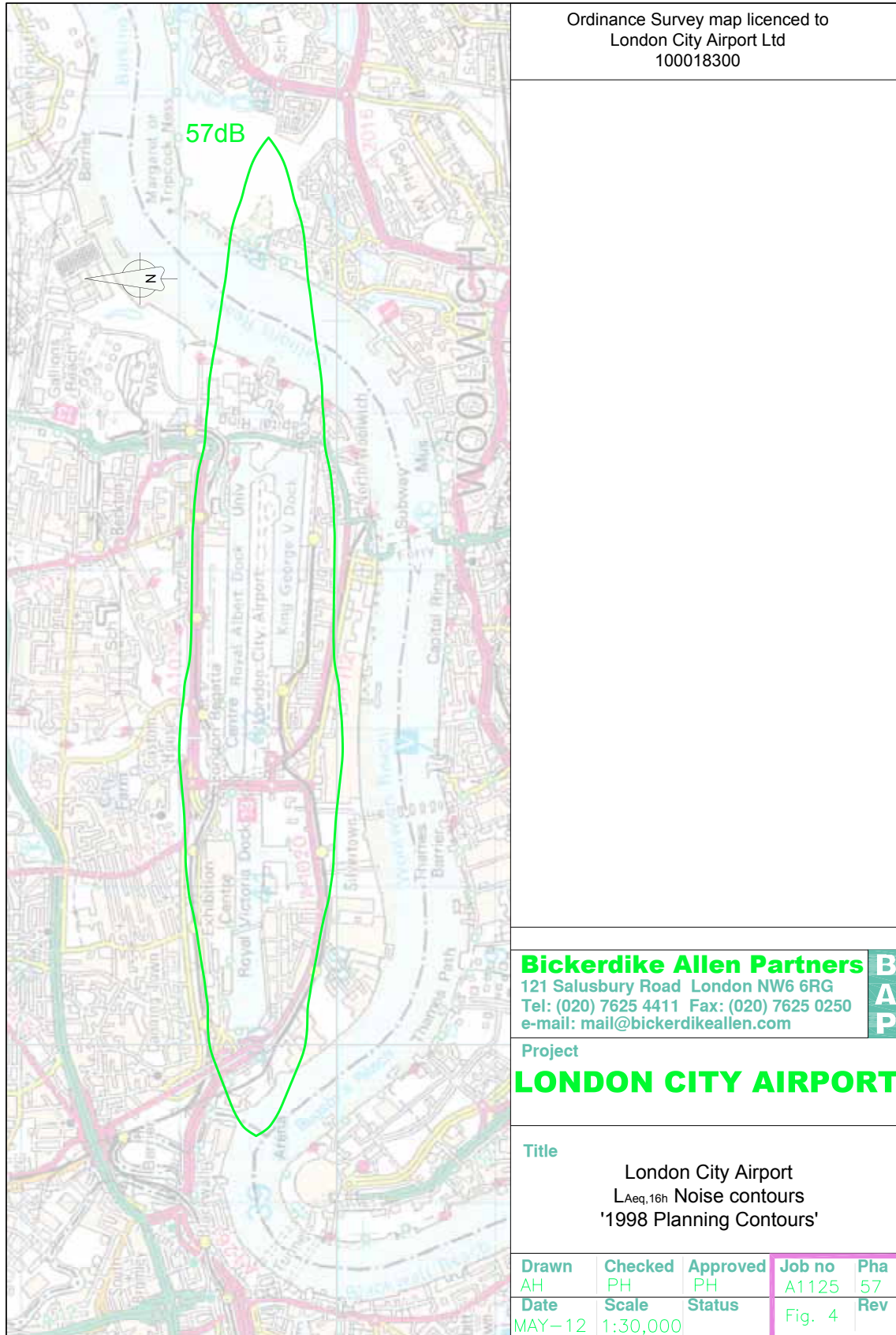
Title

Predicted Reduced Noise Contours  
Summer 2012 (57 and 66 dB LAeq,16h)  
Average Mode

<b>Drawn</b> AH	<b>Checked</b> PH	<b>Approved</b> PH	<b>Job no</b> A1125	<b>Pha</b> 57
<b>Date</b> MAY-12	<b>Scale</b> 1:30,000	<b>Status</b>	<b>Fig.</b> 2	<b>Rev</b>







## Appendix 5: List of Treated Premises

This appendix provides a list of residential premises and Public Buildings that have been treated under the airport's sound insulation scheme on or before 1 July 2002. There are two properties which became eligible for re-inspection during 2011, in addition to the 153 properties which were listed in the 2010 APR. Each property on this list will receive a letter inviting them to allow an inspection to be undertaken of the relevant glazing elements, mechanical ventilation and any modifications to external doors that formed part of the original sound insulation scheme works.

The purpose of the inspection is to ensure that the works undertaken, provided they have not been altered, continue to be of a standard sufficient to satisfy the acoustic standard for which they were designed to achieve. Where this is found not to be the case, the airport will arrange to undertake further works (subject to the permission of the building owner or other relevant person) as may be necessary to ensure the acoustic standard is achieved.

S106 requirement, Fourth Schedule, Part 1, Para 1 states that,

"On 1 July in each year following the date of this Deed the Airport Companies shall include as part of the Annual Performance Report a list of all residential premises and Public Buildings where a period of 10 years or more has expired since the date on which the glazing elements, mechanical ventilation and modification to external doors which form part of either the First Tier Works or the Public Building First Tier Works or the Second Tier Works or the Public Buildings Second Tier Works were carried out and completed by, on behalf, or at the direction of the Airport Companies (or their respective predecessors in title) pursuant to the obligations in this Deed (and the 1998 Agreement) and on the first occasion on which such list is included in the Annual Performance Report, subject to paragraphs 3 and 4 of this part the following shall apply in relation to each relevant residential premises and Public Building:..."

There are no Public Buildings identified as requiring an inspection for inclusion in the 2011 APR.

### Bickerdike Allen Partners

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	90		NEWLAND STREET	E16 2HN	1000002190660847	DWELLING
	17		SAVILLE ROAD	E16 2DS	1000002190661120	DWELLING

## Appendix 6: First Tier Works Eligibility

This appendix provides a list of residential premises that are eligible for First Tier Works as described under Part 5 of the Ninth Schedule of the Section 106 Agreement dated 9th July 2009.

Subject to the provisions of the Section 106 Agreement, the general scope of works will comprise:-

- for single glazed properties – secondary glazing and sound attenuating vents
- for double glazed properties – sound attenuating vents only

The works will relate to habitable rooms that have windows on elevations most affected by aircraft noise as described in the Section 106 Agreement. The method of determining eligibility for First Tier Works is described below.

S106 requirement, Fourth Schedule, Part 2, Para 1 states that,

"In the preparation of each Annual Performance Report the Airport Companies shall determine First Tier Works Eligibility and Public Buildings First Tier Works Eligibility by applying the Eligibility Methodology and shall publish in each Annual Performance Report the boundary within which premises having First Tier Works Eligibility and Public Buildings First Tier Works Eligibility are situated together with the 1998 57 dB Contour, the Actual 57 dB Contour, the Predicted 57 dB Contour and the Predicted Reduced 57 dB Contour."

This schedule of premises has been created using the following noise contours:

- Actual 2011 57 dB contour;
- Predicted 2012 57 dB contour;
- Predicted reduced 2012 57 dB contour

The full "Eligibility Methodology" is defined in the Ninth Schedule, Part 4, Para 2.

## 2011 Tier 1 - Additional Properties

Building Name	No.	Sub Building Name	Thoroughfare	PostCode	TOID	BaseFunction
	54		BARRIER POINT ROAD	E16 2SB	1000002148623647	DWELLING
	55		BARRIER POINT ROAD	E16 2SB	1000002148623648	DWELLING
	56		BARRIER POINT ROAD	E16 2SB	1000002148623649	DWELLING
	57		BARRIER POINT ROAD	E16 2SB	1000002148623650	DWELLING
	59		BARRIER POINT ROAD	E16 2SB	1000002148623651	DWELLING
	52		BARRIER POINT ROAD	E16 2SB	1000002148623652	DWELLING
	53		BARRIER POINT ROAD	E16 2SB	1000002148623653	DWELLING
	50		BARRIER POINT ROAD	E16 2SB	1000002148623654	DWELLING
	49		BARRIER POINT ROAD	E16 2SB	1000002148623655	DWELLING
	47		BARRIER POINT ROAD	E16 2SB	1000002148623656	DWELLING
	45		BARRIER POINT ROAD	E16 2SB	1000002148623657	DWELLING
	60		BARRIER POINT ROAD	E16 2SB	1000002148623658	DWELLING
	51		BARRIER POINT ROAD	E16 2SB	1000002148623659	DWELLING
	46		BARRIER POINT ROAD	E16 2SB	1000002148623660	DWELLING
	58		BARRIER POINT ROAD	E16 2SB	1000002148623661	DWELLING
	40		BARRIER POINT ROAD	E16 2SB	1000002148623662	DWELLING
	32		BARRIER POINT ROAD	E16 2SB	1000002148623663	DWELLING
	61		BARRIER POINT ROAD	E16 2SB	1000002148623664	DWELLING
	48		BARRIER POINT ROAD	E16 2SB	1000002148623665	DWELLING
	44		BARRIER POINT ROAD	E16 2SB	1000002148623666	DWELLING
	43		BARRIER POINT ROAD	E16 2SB	1000002148623667	DWELLING
	42		BARRIER POINT ROAD	E16 2SB	1000002148623668	DWELLING
	41		BARRIER POINT ROAD	E16 2SB	1000002148623669	DWELLING
	35		BARRIER POINT ROAD	E16 2SB	1000002148623670	DWELLING
	36		BARRIER POINT ROAD	E16 2SB	1000002148623671	DWELLING
	37		BARRIER POINT ROAD	E16 2SB	1000002148623672	DWELLING
	38		BARRIER POINT ROAD	E16 2SB	1000002148623673	DWELLING
	39		BARRIER POINT ROAD	E16 2SB	1000002148623674	DWELLING
	62		BARRIER POINT ROAD	E16 2SB	1000002148623675	DWELLING
	33		BARRIER POINT ROAD	E16 2SB	1000002148623676	DWELLING
	34		BARRIER POINT ROAD	E16 2SB	1000002148623677	DWELLING
TRIDENT HOUSE		FLAT 11	MERBURY ROAD	SE28 0NB	1000002148841361	DWELLING
TRIDENT HOUSE		FLAT 12	MERBURY ROAD	SE28 0NB	1000002148841362	DWELLING
TRIDENT HOUSE		FLAT 13	MERBURY ROAD	SE28 0NB	1000002148841363	DWELLING
TRIDENT HOUSE		FLAT 15	MERBURY ROAD	SE28 0NB	1000002148841364	DWELLING
TRIDENT HOUSE		FLAT 17	MERBURY ROAD	SE28 0NB	1000002148841365	DWELLING
TRIDENT HOUSE		FLAT 19	MERBURY ROAD	SE28 0NB	1000002148841366	DWELLING
TRIDENT HOUSE		FLAT 2	MERBURY ROAD	SE28 0NB	1000002148841367	DWELLING
TRIDENT HOUSE		FLAT 20	MERBURY ROAD	SE28 0NB	1000002148841368	DWELLING
TRIDENT HOUSE		FLAT 23	MERBURY ROAD	SE28 0NB	1000002148841369	DWELLING
TRIDENT HOUSE		FLAT 24	MERBURY ROAD	SE28 0NB	1000002148841370	DWELLING
TRIDENT HOUSE		FLAT 25	MERBURY ROAD	SE28 0NB	1000002148841371	DWELLING
TRIDENT HOUSE		FLAT 26	MERBURY ROAD	SE28 0NB	1000002148841372	DWELLING
TRIDENT HOUSE		FLAT 29	MERBURY ROAD	SE28 0NB	1000002148841373	DWELLING
TRIDENT HOUSE		FLAT 3	MERBURY ROAD	SE28 0NB	1000002148841374	DWELLING
TRIDENT HOUSE		FLAT 30	MERBURY ROAD	SE28 0NB	1000002148841375	DWELLING
TRIDENT HOUSE		FLAT 4	MERBURY ROAD	SE28 0NB	1000002148841376	DWELLING
TRIDENT HOUSE		FLAT 6	MERBURY ROAD	SE28 0NB	1000002148841377	DWELLING
TRIDENT HOUSE		FLAT 7	MERBURY ROAD	SE28 0NB	1000002148841378	DWELLING
TRIDENT HOUSE		FLAT 9	MERBURY ROAD	SE28 0NB	1000002148841379	DWELLING
TRIDENT HOUSE		FLAT 10	MERBURY ROAD	SE28 0NB	1000002148841734	DWELLING
TRIDENT HOUSE		FLAT 16	MERBURY ROAD	SE28 0NB	1000002148841735	DWELLING
TRIDENT HOUSE		FLAT 21	MERBURY ROAD	SE28 0NB	1000002148841736	DWELLING
TRIDENT HOUSE		FLAT 27	MERBURY ROAD	SE28 0NB	1000002148841737	DWELLING
TRIDENT HOUSE		FLAT 5	MERBURY ROAD	SE28 0NB	1000002148841738	DWELLING
TRIDENT HOUSE		FLAT 1	MERBURY ROAD	SE28 0NB	1000002148841742	DWELLING
TRIDENT HOUSE		FLAT 8	MERBURY ROAD	SE28 0NB	1000002148841743	DWELLING
TRIDENT HOUSE		FLAT 14	MERBURY ROAD	SE28 0NB	1000002148841744	DWELLING
TRIDENT HOUSE		FLAT 22	MERBURY ROAD	SE28 0NB	1000002148841745	DWELLING
TRIDENT HOUSE		FLAT 28	MERBURY ROAD	SE28 0NB	1000002148841746	DWELLING

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TRIDENT HOUSE		FLAT 18	MERBURY ROAD	SE28 0NB	1000002148841838	DWELLING
UNIT A	44		ORCHARD PLACE	E14 0JU	1000002190001935	DWELLING
UNIT B	44		ORCHARD PLACE	E14 0JU	1000002190001936	DWELLING
	18		TARLING ROAD	E16 1HP	1000002190552130	DWELLING
	11		TARLING ROAD	E16 1HN	1000002190552152	DWELLING
	3		BRAY DRIVE	E16 1LD	1000002190552163	DWELLING
	4		BRAY DRIVE	E16 1LD	1000002190552164	DWELLING
	5		BRAY DRIVE	E16 1LD	1000002190552165	DWELLING
	6		BRAY DRIVE	E16 1LD	1000002190552166	DWELLING
	33		BRAY DRIVE	E16 1LD	1000002190552169	DWELLING
	32		BRAY DRIVE	E16 1LD	1000002190552170	DWELLING
	31		BRAY DRIVE	E16 1LD	1000002190552171	DWELLING
	30		BRAY DRIVE	E16 1LD	1000002190552172	DWELLING
NORMANDY TERRACE	1		FREEMASONS ROAD	E16 3AS	1000002190587551	DWELLING
NORMANDY TERRACE	2		FREEMASONS ROAD	E16 3AS	1000002190587552	DWELLING
NORMANDY TERRACE	3		FREEMASONS ROAD	E16 3AS	1000002190587554	DWELLING
MAY WYNNE HOUSE		FLAT 11	MURRAY SQUARE	E16 3AN	1000002190587557	DWELLING
MAY WYNNE HOUSE		FLAT 3	MURRAY SQUARE	E16 3AN	1000002190587558	DWELLING
MAY WYNNE HOUSE		FLAT 4	MURRAY SQUARE	E16 3AN	1000002190587559	DWELLING
MAY WYNNE HOUSE		FLAT 2	MURRAY SQUARE	E16 3AN	1000002190587560	DWELLING
MAY WYNNE HOUSE		FLAT 12	MURRAY SQUARE	E16 3AN	1000002190587561	DWELLING
MAY WYNNE HOUSE		FLAT 1	MURRAY SQUARE	E16 3AN	1000002190587562	DWELLING
MAY WYNNE HOUSE		FLAT 10	MURRAY SQUARE	E16 3AN	1000002190587563	DWELLING
MAY WYNNE HOUSE		FLAT 9	MURRAY SQUARE	E16 3AN	1000002190587564	DWELLING
MAY WYNNE HOUSE		FLAT 5	MURRAY SQUARE	E16 3AN	1000002190587565	DWELLING
MAY WYNNE HOUSE		FLAT 6	MURRAY SQUARE	E16 3AN	1000002190587566	DWELLING
MAY WYNNE HOUSE		FLAT 7	MURRAY SQUARE	E16 3AN	1000002190587567	DWELLING
MAY WYNNE HOUSE		FLAT 8	MURRAY SQUARE	E16 3AN	1000002190587568	DWELLING
	17		MONK DRIVE	E16 1LE	1000002190587653	DWELLING
	19		MONK DRIVE	E16 1LE	1000002190587654	DWELLING
	21		MONK DRIVE	E16 1LE	1000002190587655	DWELLING
	23		MONK DRIVE	E16 1LE	1000002190587656	DWELLING
	16		MONK DRIVE	E16 1LE	1000002190587671	DWELLING
	18		MONK DRIVE	E16 1LE	1000002190587672	DWELLING
	20		MONK DRIVE	E16 1LE	1000002190587673	DWELLING
	22		MONK DRIVE	E16 1LE	1000002190587674	DWELLING
	24		MONK DRIVE	E16 1LE	1000002190587675	DWELLING
	12		POLLARD CLOSE	E16 1LG	1000002190587689	DWELLING
	13		POLLARD CLOSE	E16 1LG	1000002190587690	DWELLING
	14		POLLARD CLOSE	E16 1LG	1000002190587691	DWELLING
	15		POLLARD CLOSE	E16 1LG	1000002190587692	DWELLING
	16		POLLARD CLOSE	E16 1LG	1000002190587693	DWELLING
	17		POLLARD CLOSE	E16 1LG	1000002190587694	DWELLING
	18		POLLARD CLOSE	E16 1LG	1000002190587695	DWELLING
	19		POLLARD CLOSE	E16 1LG	1000002190587696	DWELLING
	20		POLLARD CLOSE	E16 1LG	1000002190587697	DWELLING
	1		MUNDAY ROAD	E16 3QA	1000002190587698	DWELLING
	32		CLEMENTS AVENUE	E16 3AA	1000002190587751	DWELLING
	34		CLEMENTS AVENUE	E16 3AA	1000002190587752	DWELLING
	36		CLEMENTS AVENUE	E16 3AA	1000002190587753	DWELLING
	26		CLEMENTS AVENUE	E16 3AA	1000002190587754	DWELLING
	28		CLEMENTS AVENUE	E16 3AA	1000002190587755	DWELLING
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	40		CLEMENTS AVENUE	E16 3AA	1000002190587762	DWELLING
	42		CLEMENTS AVENUE	E16 3AA	1000002190587763	DWELLING
	92		MARTINDALE AVENUE	E16 3AB	1000002190587764	DWELLING
	94		MARTINDALE AVENUE	E16 3AB	1000002190587765	DWELLING
	96		MARTINDALE AVENUE	E16 3AB	1000002190587766	DWELLING
	86		MARTINDALE AVENUE	E16 3AB	1000002190587767	DWELLING



88	MARTINDALE AVENUE	E16 3AB	1000002190587768	DWELLING
90	MARTINDALE AVENUE	E16 3AB	1000002190587769	DWELLING
56	MARTINDALE AVENUE	E16 3AB	1000002190587779	DWELLING
58	MARTINDALE AVENUE	E16 3AB	1000002190587780	DWELLING
60	MARTINDALE AVENUE	E16 3AB	1000002190587781	DWELLING
50	MARTINDALE AVENUE	E16 3AB	1000002190587782	DWELLING
52	MARTINDALE AVENUE	E16 3AB	1000002190587783	DWELLING
54	MARTINDALE AVENUE	E16 3AB	1000002190587784	DWELLING
104	MARTINDALE AVENUE	E16 3AB	1000002190587823	DWELLING
106	MARTINDALE AVENUE	E16 3AB	1000002190587824	DWELLING
108	MARTINDALE AVENUE	E16 3AB	1000002190587825	DWELLING
98	MARTINDALE AVENUE	E16 3AB	1000002190587826	DWELLING
100	MARTINDALE AVENUE	E16 3AB	1000002190587827	DWELLING
102	MARTINDALE AVENUE	E16 3AB	1000002190587828	DWELLING
32	BRIDGELAND ROAD	E16 3AD	1000002190587830	DWELLING
34	BRIDGELAND ROAD	E16 3AD	1000002190587831	DWELLING
36	BRIDGELAND ROAD	E16 3AD	1000002190587832	DWELLING
26	BRIDGELAND ROAD	E16 3AD	1000002190587833	DWELLING
28	BRIDGELAND ROAD	E16 3AD	1000002190587834	DWELLING
30	BRIDGELAND ROAD	E16 3AD	1000002190587835	DWELLING
22	MURRAY SQUARE	E16 3AL	1000002190587860	DWELLING
24	MURRAY SQUARE	E16 3AL	1000002190587861	DWELLING
17	FREEMASONS ROAD	E16 3AS	1000002190591525	DWELLING
16	FREEMASONS ROAD	E16 3AS	1000002190592525	DWELLING
19	MUNDAY ROAD	E16 3QA	1000002190593646	DWELLING
12	BARRIER POINT ROAD	E16 2SB	1000002190627682	DWELLING
7	BARRIER POINT ROAD	E16 2SB	1000002190627683	DWELLING
2	BARRIER POINT ROAD	E16 2SB	1000002190627684	DWELLING
11	BARRIER POINT ROAD	E16 2SB	1000002190627685	DWELLING
8	BARRIER POINT ROAD	E16 2SB	1000002190627686	DWELLING
9	BARRIER POINT ROAD	E16 2SB	1000002190627687	DWELLING
10	BARRIER POINT ROAD	E16 2SB	1000002190627688	DWELLING
14	BARRIER POINT ROAD	E16 2SB	1000002190627689	DWELLING
3	BARRIER POINT ROAD	E16 2SB	1000002190627690	DWELLING
13	BARRIER POINT ROAD	E16 2SB	1000002190627691	DWELLING
17	BARRIER POINT ROAD	E16 2SB	1000002190627692	DWELLING
6	BARRIER POINT ROAD	E16 2SB	1000002190627693	DWELLING
5	BARRIER POINT ROAD	E16 2SB	1000002190627694	DWELLING
4	BARRIER POINT ROAD	E16 2SB	1000002190627695	DWELLING
1	BARRIER POINT ROAD	E16 2SB	1000002190627696	DWELLING
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21	BARRIER POINT ROAD	E16 2SB	1000002190627698	DWELLING
22	BARRIER POINT ROAD	E16 2SB	1000002190627699	DWELLING
24	BARRIER POINT ROAD	E16 2SB	1000002190627700	DWELLING
15	BARRIER POINT ROAD	E16 2SB	1000002190627701	DWELLING
16	BARRIER POINT ROAD	E16 2SB	1000002190627702	DWELLING
18	BARRIER POINT ROAD	E16 2SB	1000002190627703	DWELLING
19	BARRIER POINT ROAD	E16 2SB	1000002190627704	DWELLING
31	BARRIER POINT ROAD	E16 2SB	1000002190627705	DWELLING
25	BARRIER POINT ROAD	E16 2SB	1000002190627706	DWELLING
23	BARRIER POINT ROAD	E16 2SB	1000002190627707	DWELLING
30	BARRIER POINT ROAD	E16 2SB	1000002190627708	DWELLING
26	BARRIER POINT ROAD	E16 2SB	1000002190627709	DWELLING
27	BARRIER POINT ROAD	E16 2SB	1000002190627710	DWELLING
28	BARRIER POINT ROAD	E16 2SB	1000002190627711	DWELLING
29	BARRIER POINT ROAD	E16 2SB	1000002190627712	DWELLING
185	FISHGUARD WAY	E16 2RX	1000002190696180	DWELLING
187	FISHGUARD WAY	E16 2RX	1000002190696181	DWELLING
189	FISHGUARD WAY	E16 2RX	1000002190696182	DWELLING
191	FISHGUARD WAY	E16 2RX	1000002190696183	DWELLING
179	FISHGUARD WAY	E16 2RX	1000002190696184	DWELLING
181	FISHGUARD WAY	E16 2RX	1000002190696185	DWELLING
183	FISHGUARD WAY	E16 2RX	1000002190696186	DWELLING

201	FISHGUARD WAY	E16 2RX	1000002190696187	DWELLING
203	FISHGUARD WAY	E16 2RX	1000002190696188	DWELLING
205	FISHGUARD WAY	E16 2RX	1000002190696189	DWELLING
207	FISHGUARD WAY	E16 2RX	1000002190696190	DWELLING
193	FISHGUARD WAY	E16 2RX	1000002190696191	DWELLING
195	FISHGUARD WAY	E16 2RX	1000002190696192	DWELLING
197	FISHGUARD WAY	E16 2RX	1000002190696193	DWELLING
199	FISHGUARD WAY	E16 2RX	1000002190696194	DWELLING
217	FISHGUARD WAY	E16 2RX	1000002190696195	DWELLING
219	FISHGUARD WAY	E16 2RX	1000002190696196	DWELLING
221	FISHGUARD WAY	E16 2RX	1000002190696197	DWELLING
223	FISHGUARD WAY	E16 2RX	1000002190696198	DWELLING
209	FISHGUARD WAY	E16 2RX	1000002190696199	DWELLING
211	FISHGUARD WAY	E16 2RX	1000002190696200	DWELLING
213	FISHGUARD WAY	E16 2RX	1000002190696201	DWELLING
215	FISHGUARD WAY	E16 2RX	1000002190696202	DWELLING
233	FISHGUARD WAY	E16 2RX	1000002190696203	DWELLING
235	FISHGUARD WAY	E16 2RX	1000002190696204	DWELLING
237	FISHGUARD WAY	E16 2RX	1000002190696205	DWELLING
239	FISHGUARD WAY	E16 2RX	1000002190696206	DWELLING
225	FISHGUARD WAY	E16 2RX	1000002190696207	DWELLING
227	FISHGUARD WAY	E16 2RX	1000002190696208	DWELLING
229	FISHGUARD WAY	E16 2RX	1000002190696209	DWELLING
231	FISHGUARD WAY	E16 2RX	1000002190696210	DWELLING
249	FISHGUARD WAY	E16 2RX	1000002190696211	DWELLING
251	FISHGUARD WAY	E16 2RX	1000002190696212	DWELLING
253	FISHGUARD WAY	E16 2RX	1000002190696213	DWELLING
255	FISHGUARD WAY	E16 2RX	1000002190696214	DWELLING
241	FISHGUARD WAY	E16 2RX	1000002190696215	DWELLING
243	FISHGUARD WAY	E16 2RX	1000002190696216	DWELLING
245	FISHGUARD WAY	E16 2RX	1000002190696217	DWELLING
247	FISHGUARD WAY	E16 2RX	1000002190696218	DWELLING
257	FISHGUARD WAY	E16 2RX	1000002190696219	DWELLING
3	MILK STREET	E16 2NG	1000002190696725	DWELLING
44	GRIMSBY GROVE	E16 2RJ	1000002190696747	DWELLING
46	GRIMSBY GROVE	E16 2RJ	1000002190696748	DWELLING
48	GRIMSBY GROVE	E16 2RJ	1000002190696749	DWELLING
38	GRIMSBY GROVE	E16 2RJ	1000002190696750	DWELLING
40	GRIMSBY GROVE	E16 2RJ	1000002190696751	DWELLING
42	GRIMSBY GROVE	E16 2RJ	1000002190696752	DWELLING
56	GRIMSBY GROVE	E16 2RJ	1000002190696753	DWELLING
58	GRIMSBY GROVE	E16 2RJ	1000002190696754	DWELLING
60	GRIMSBY GROVE	E16 2RJ	1000002190696755	DWELLING
50	GRIMSBY GROVE	E16 2RJ	1000002190696756	DWELLING
52	GRIMSBY GROVE	E16 2RJ	1000002190696757	DWELLING
54	GRIMSBY GROVE	E16 2RJ	1000002190696758	DWELLING
68	GRIMSBY GROVE	E16 2RJ	1000002190696759	DWELLING
70	GRIMSBY GROVE	E16 2RJ	1000002190696760	DWELLING
72	GRIMSBY GROVE	E16 2RJ	1000002190696761	DWELLING
62	GRIMSBY GROVE	E16 2RJ	1000002190696762	DWELLING
64	GRIMSBY GROVE	E16 2RJ	1000002190696763	DWELLING
66	GRIMSBY GROVE	E16 2RJ	1000002190696764	DWELLING
36	GRIMSBY GROVE	E16 2RJ	1000002190696765	DWELLING
30	GRIMSBY GROVE	E16 2RJ	1000002190696766	DWELLING
32	GRIMSBY GROVE	E16 2RJ	1000002190696767	DWELLING
34	GRIMSBY GROVE	E16 2RJ	1000002190696768	DWELLING
28	GRIMSBY GROVE	E16 2RJ	1000002190696769	DWELLING
26	GRIMSBY GROVE	E16 2RJ	1000002190696770	DWELLING
5	HARTLEPOOL COURT	E16 2RL	1000002190696771	DWELLING
6	HARTLEPOOL COURT	E16 2RL	1000002190696772	DWELLING
7	HARTLEPOOL COURT	E16 2RL	1000002190696773	DWELLING
8	HARTLEPOOL COURT	E16 2RL	1000002190696774	DWELLING
9	HARTLEPOOL COURT	E16 2RL	1000002190696775	DWELLING

10	HARTLEPOOL COURT	E16 2RL	1000002190696776	DWELLING
38	SWANSEA COURT	E16 2RT	1000002190696777	DWELLING
40	SWANSEA COURT	E16 2RT	1000002190696778	DWELLING
42	SWANSEA COURT	E16 2RT	1000002190696779	DWELLING
32	SWANSEA COURT	E16 2RT	1000002190696780	DWELLING
34	SWANSEA COURT	E16 2RT	1000002190696781	DWELLING
36	SWANSEA COURT	E16 2RT	1000002190696782	DWELLING
6	GRIMSBY GROVE	E16 2RJ	1000002190696783	DWELLING
8	GRIMSBY GROVE	E16 2RJ	1000002190696784	DWELLING
10	GRIMSBY GROVE	E16 2RJ	1000002190696785	DWELLING
12	GRIMSBY GROVE	E16 2RJ	1000002190696786	DWELLING
2	GRIMSBY GROVE	E16 2RJ	1000002190696787	DWELLING
4	GRIMSBY GROVE	E16 2RJ	1000002190696788	DWELLING
22	GRIMSBY GROVE	E16 2RJ	1000002190696789	DWELLING
24	GRIMSBY GROVE	E16 2RJ	1000002190696790	DWELLING
14	GRIMSBY GROVE	E16 2RJ	1000002190696791	DWELLING
16	GRIMSBY GROVE	E16 2RJ	1000002190696792	DWELLING
18	GRIMSBY GROVE	E16 2RJ	1000002190696793	DWELLING
20	GRIMSBY GROVE	E16 2RJ	1000002190696794	DWELLING
2	HARTLEPOOL COURT	E16 2RL	1000002190696895	DWELLING
3	HARTLEPOOL COURT	E16 2RL	1000002190696896	DWELLING
4	HARTLEPOOL COURT	E16 2RL	1000002190696897	DWELLING
1	HARTLEPOOL COURT	E16 2RL	1000002190696949	DWELLING
1	MILK STREET	E16 2NG	1000002190696988	DWELLING
2	STATION STREET	E16 2NE	1000002190696989	DWELLING
4	STATION STREET	E16 2NE	1000002190696990	DWELLING
12	STATION STREET	E16 2NE	1000002190696991	DWELLING
14	STATION STREET	E16 2NE	1000002190696992	DWELLING
16	STATION STREET	E16 2NE	1000002190696993	DWELLING
6	STATION STREET	E16 2NE	1000002190696994	DWELLING
8	STATION STREET	E16 2NE	1000002190696995	DWELLING
10	STATION STREET	E16 2NE	1000002190696996	DWELLING
17	SWANSEA COURT	E16 2RT	1000002190697028	DWELLING
15	SWANSEA COURT	E16 2RT	1000002190697030	DWELLING
11	HARTLEPOOL COURT	E16 2RL	1000002190697033	DWELLING
12	HARTLEPOOL COURT	E16 2RL	1000002190697034	DWELLING
20	SWANSEA COURT	E16 2RT	1000002190697041	DWELLING
22	SWANSEA COURT	E16 2RT	1000002190697042	DWELLING
24	SWANSEA COURT	E16 2RT	1000002190697043	DWELLING
26	SWANSEA COURT	E16 2RT	1000002190697044	DWELLING
14	SWANSEA COURT	E16 2RT	1000002190697045	DWELLING
16	SWANSEA COURT	E16 2RT	1000002190697046	DWELLING
18	SWANSEA COURT	E16 2RT	1000002190697047	DWELLING
28	SWANSEA COURT	E16 2RT	1000002190697048	DWELLING
30	SWANSEA COURT	E16 2RT	1000002190697049	DWELLING
5	HULL PLACE	E16 2SW	1000002190697050	DWELLING
6	HULL PLACE	E16 2SW	1000002190697051	DWELLING
7	HULL PLACE	E16 2SW	1000002190697052	DWELLING
8	HULL PLACE	E16 2SW	1000002190697053	DWELLING
2	HULL PLACE	E16 2SW	1000002190697054	DWELLING
3	HULL PLACE	E16 2SW	1000002190697055	DWELLING
4	HULL PLACE	E16 2SW	1000002190697056	DWELLING
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11	HULL PLACE	E16 2SW	1000002190697063	DWELLING
12	HULL PLACE	E16 2SW	1000002190697064	DWELLING
17	HULL PLACE	E16 2SW	1000002190697065	DWELLING
18	HULL PLACE	E16 2SW	1000002190697066	DWELLING
19	HULL PLACE	E16 2SW	1000002190697067	DWELLING

113	FISHGUARD WAY	E16 2RU	1000002190697068	DWELLING
115	FISHGUARD WAY	E16 2RU	1000002190697069	DWELLING
117	FISHGUARD WAY	E16 2RU	1000002190697070	DWELLING
119	FISHGUARD WAY	E16 2RU	1000002190697071	DWELLING
107	FISHGUARD WAY	E16 2RU	1000002190697072	DWELLING
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131	FISHGUARD WAY	E16 2RU	1000002190697076	DWELLING
133	FISHGUARD WAY	E16 2RU	1000002190697077	DWELLING
135	FISHGUARD WAY	E16 2RU	1000002190697078	DWELLING
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123	FISHGUARD WAY	E16 2RU	1000002190697080	DWELLING
125	FISHGUARD WAY	E16 2RU	1000002190697081	DWELLING
127	FISHGUARD WAY	E16 2RU	1000002190697082	DWELLING
145	FISHGUARD WAY	E16 2RU	1000002190697083	DWELLING
147	FISHGUARD WAY	E16 2RU	1000002190697084	DWELLING
149	FISHGUARD WAY	E16 2RU	1000002190697085	DWELLING
151	FISHGUARD WAY	E16 2RU	1000002190697086	DWELLING
137	FISHGUARD WAY	E16 2RU	1000002190697087	DWELLING
139	FISHGUARD WAY	E16 2RU	1000002190697088	DWELLING
141	FISHGUARD WAY	E16 2RU	1000002190697089	DWELLING
143	FISHGUARD WAY	E16 2RU	1000002190697090	DWELLING
161	FISHGUARD WAY	E16 2RU	1000002190697091	DWELLING
163	FISHGUARD WAY	E16 2RU	1000002190697092	DWELLING
165	FISHGUARD WAY	E16 2RU	1000002190697093	DWELLING
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155	FISHGUARD WAY	E16 2RU	1000002190697096	DWELLING
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159	FISHGUARD WAY	E16 2RU	1000002190697098	DWELLING
177	FISHGUARD WAY	E16 2RU	1000002190697099	DWELLING
169	FISHGUARD WAY	E16 2RU	1000002190697100	DWELLING
171	FISHGUARD WAY	E16 2RU	1000002190697101	DWELLING
173	FISHGUARD WAY	E16 2RU	1000002190697102	DWELLING
175	FISHGUARD WAY	E16 2RU	1000002190697103	DWELLING
7	INVERNESS MEWS	E16 2SP	1000002190697104	DWELLING
9	INVERNESS MEWS	E16 2SP	1000002190697105	DWELLING
11	INVERNESS MEWS	E16 2SP	1000002190697106	DWELLING
13	INVERNESS MEWS	E16 2SP	1000002190697107	DWELLING
1	INVERNESS MEWS	E16 2SP	1000002190697108	DWELLING
3	INVERNESS MEWS	E16 2SP	1000002190697109	DWELLING
5	INVERNESS MEWS	E16 2SP	1000002190697110	DWELLING
23	INVERNESS MEWS	E16 2SP	1000002190697111	DWELLING
25	INVERNESS MEWS	E16 2SP	1000002190697112	DWELLING
27	INVERNESS MEWS	E16 2SP	1000002190697113	DWELLING
29	INVERNESS MEWS	E16 2SP	1000002190697114	DWELLING
15	INVERNESS MEWS	E16 2SP	1000002190697115	DWELLING
17	INVERNESS MEWS	E16 2SP	1000002190697116	DWELLING
19	INVERNESS MEWS	E16 2SP	1000002190697117	DWELLING
21	INVERNESS MEWS	E16 2SP	1000002190697118	DWELLING
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41	INVERNESS MEWS	E16 2SP	1000002190697120	DWELLING
43	INVERNESS MEWS	E16 2SP	1000002190697121	DWELLING
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35	INVERNESS MEWS	E16 2SP	1000002190697125	DWELLING
37	INVERNESS MEWS	E16 2SP	1000002190697126	DWELLING
55	INVERNESS MEWS	E16 2SP	1000002190697127	DWELLING
57	INVERNESS MEWS	E16 2SP	1000002190697128	DWELLING
59	INVERNESS MEWS	E16 2SP	1000002190697129	DWELLING
61	INVERNESS MEWS	E16 2SP	1000002190697130	DWELLING





	47		INVERNESS MEWS	E16 2SP	1000002190697131	DWELLING
	49		INVERNESS MEWS	E16 2SP	1000002190697132	DWELLING
	51		INVERNESS MEWS	E16 2SP	1000002190697133	DWELLING
	53		INVERNESS MEWS	E16 2SP	1000002190697134	DWELLING
	63		INVERNESS MEWS	E16 2SP	1000002190697135	DWELLING
	65		INVERNESS MEWS	E16 2SP	1000002190697136	DWELLING
	32		PIER ROAD	E16 2LH	1000002190697624	DWELLING
	38		PIER ROAD	E16 2LH	1000002190697625	DWELLING
	40		PIER ROAD	E16 2LH	1000002190697626	DWELLING
	42		PIER ROAD	E16 2LH	1000002190697627	DWELLING
	34		PIER ROAD	E16 2LH	1000002190697628	DWELLING
	36		PIER ROAD	E16 2LH	1000002190697629	DWELLING
	44		PIER ROAD	E16 2LH	1000002190697630	DWELLING
	9		WOODMAN STREET	E16 2LN	1000002190697631	DWELLING
	11		WOODMAN STREET	E16 2LN	1000002190697632	DWELLING
	13		WOODMAN STREET	E16 2LN	1000002190697633	DWELLING
	15		WOODMAN STREET	E16 2LN	1000002190697634	DWELLING
	3		WOODMAN STREET	E16 2LN	1000002190697635	DWELLING
	5		WOODMAN STREET	E16 2LN	1000002190697636	DWELLING
	7		WOODMAN STREET	E16 2LN	1000002190697637	DWELLING
SHAW HOUSE		FLAT 30	CLAREMONT STREET	E16 2LP	1000002190697639	DWELLING
SHAW HOUSE		FLAT 31	CLAREMONT STREET	E16 2LP	1000002190697640	DWELLING
SHAW HOUSE		FLAT 32	CLAREMONT STREET	E16 2LP	1000002190697641	DWELLING
SHAW HOUSE		FLAT 4	CLAREMONT STREET	E16 2LP	1000002190697642	DWELLING
SHAW HOUSE		FLAT 5	CLAREMONT STREET	E16 2LP	1000002190697643	DWELLING
SHAW HOUSE		FLAT 6	CLAREMONT STREET	E16 2LP	1000002190697644	DWELLING
SHAW HOUSE		FLAT 7	CLAREMONT STREET	E16 2LP	1000002190697645	DWELLING
SHAW HOUSE		FLAT 1	CLAREMONT STREET	E16 2LP	1000002190697646	DWELLING
SHAW HOUSE		FLAT 2	CLAREMONT STREET	E16 2LP	1000002190697647	DWELLING
SHAW HOUSE		FLAT 3	CLAREMONT STREET	E16 2LP	1000002190697648	DWELLING
SHAW HOUSE		FLAT 12	CLAREMONT STREET	E16 2LP	1000002190697649	DWELLING
SHAW HOUSE		FLAT 13	CLAREMONT STREET	E16 2LP	1000002190697650	DWELLING
SHAW HOUSE		FLAT 14	CLAREMONT STREET	E16 2LP	1000002190697651	DWELLING
SHAW HOUSE		FLAT 15	CLAREMONT STREET	E16 2LP	1000002190697652	DWELLING
SHAW HOUSE		FLAT 8	CLAREMONT STREET	E16 2LP	1000002190697653	DWELLING
SHAW HOUSE		FLAT 9	CLAREMONT STREET	E16 2LP	1000002190697654	DWELLING
SHAW HOUSE		FLAT 10	CLAREMONT STREET	E16 2LP	1000002190697655	DWELLING
SHAW HOUSE		FLAT 11	CLAREMONT STREET	E16 2LP	1000002190697656	DWELLING
SHAW HOUSE		FLAT 20	CLAREMONT STREET	E16 2LP	1000002190697657	DWELLING
SHAW HOUSE		FLAT 21	CLAREMONT STREET	E16 2LP	1000002190697658	DWELLING
SHAW HOUSE		FLAT 22	CLAREMONT STREET	E16 2LP	1000002190697659	DWELLING
SHAW HOUSE		FLAT 23	CLAREMONT STREET	E16 2LP	1000002190697660	DWELLING
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SHAW HOUSE		FLAT 17	CLAREMONT STREET	E16 2LP	1000002190697662	DWELLING
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SHAW HOUSE		FLAT 19	CLAREMONT STREET	E16 2LP	1000002190697664	DWELLING
SHAW HOUSE		FLAT 28	CLAREMONT STREET	E16 2LP	1000002190697665	DWELLING
SHAW HOUSE		FLAT 29	CLAREMONT STREET	E16 2LP	1000002190697666	DWELLING
SHAW HOUSE		FLAT 24	CLAREMONT STREET	E16 2LP	1000002190697667	DWELLING
SHAW HOUSE		FLAT 25	CLAREMONT STREET	E16 2LP	1000002190697668	DWELLING
SHAW HOUSE		FLAT 26	CLAREMONT STREET	E16 2LP	1000002190697669	DWELLING
SHAW HOUSE		FLAT 27	CLAREMONT STREET	E16 2LP	1000002190697670	DWELLING
	2A		HARTLEPOOL COURT	E16 2RL	1000002190887308	DWELLING
	3A		HARTLEPOOL COURT	E16 2RL	1000002190887309	DWELLING
	4A		HARTLEPOOL COURT	E16 2RL	1000002190887310	DWELLING
	5A		HARTLEPOOL COURT	E16 2RL	1000002190887311	DWELLING
	7A		HARTLEPOOL COURT	E16 2RL	1000002190887312	DWELLING
	8A		HARTLEPOOL COURT	E16 2RL	1000002190887313	DWELLING
	9A		HARTLEPOOL COURT	E16 2RL	1000002190887314	DWELLING
	11A		HARTLEPOOL COURT	E16 2RL	1000002190887315	DWELLING
	10A		HARTLEPOOL COURT	E16 2RL	1000002190888211	DWELLING
	1A		HARTLEPOOL COURT	E16 2RL	1000002190888858	DWELLING
	6A		HARTLEPOOL COURT	E16 2RL	1000002190888859	DWELLING

ROUNDHOUSE HOTEL CRESCENT WHARF	12A		HARTLEPOOL COURT	E16 2RL	1000002190888860	DWELLING
	19		WOOLWICH MANOR WAY	E16 2NJ	1000002190897701	DWELLING
			NORTH WOOLWICH ROAD	E16 2BG	1000002190983783	DWELLING
	36		TOR GROVE	SE28 0LF	1000002191007843	DWELLING
	6A		JAMESTOWN WAY	E14 2DE	1000002191012247	DWELLING
	6B		JAMESTOWN WAY	E14 2DE	1000002191012248	DWELLING
	9	FLAT 3	PRIME MERIDIAN WALK	E14 2AB	1000002191012250	DWELLING
	9	FLAT 1	PRIME MERIDIAN WALK	E14 2AB	1000002191012251	DWELLING
	1A		PILGRIMS MEWS	E14 2DJ	1000002191022024	DWELLING





## Appendix 8: Sound Insulation Scheme 2011 Advertisements and Publications

Sound Insulation Scheme Advertisements December 2011		
	Publication	Date
 <p>The Wharf newspaper article titled "Developer gets fresh green light" discusses the approval of a new development. Below the article is a flyer for the "Sound Insulation Scheme" from London City Airport, which includes information about the scheme and a QR code.</p>	The Wharf	15/12/2011
 <p>Newham Recorder newspaper article titled "Trusted bank clerk faces jail for phantom transfers". The article reports on a case where a bank clerk is facing charges for making phantom transfers. Other smaller articles are visible on the page, including one about a fire evacuation and another about a talent contest.</p>	Newham Recorder	14/12/2011



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	Greenwich Time	20/12/2011
	Docklands and East London Advertiser	15/12/2011

## Sound Insulation Scheme Road Show Timetable

	Date of Permission Letters	Date of Mobile Unit (Week Commencing)	Location of Mobile Unit
Phase 1	19th January 2012	30th January 2012	Wesley Avenue
Phase 2	2nd February 2012	13th February 2012	Murray Square
Phase 3	1st March 2012	12th March 2012	Miles Drive
Phase 4A	5th April 2012	16th April 2012	Blackwall Way
Phase 4B	3rd May 2012	14th May 2012	Newport Avenue
Phase 5	17th May 2012	28th May 2012	Barrier Point Road
Phase 6	25th May 2012	4th June 2012	Fishguard Way

The mobile display unit will be manned for the whole week commencing dates as above:-

- Monday to Friday 10am to 4pm
- Saturday 10am to 1pm

Your local airport update

LondonCityAirport



# RUNWAY NEWS

Winter 2012 • Edition 20



**WIN**  
VIP tickets to see  
**X Factor Live 2012**  
at the  
**O2 Arena!**

**Sound Insulation  
Roadshow coming to a  
place near you!**

See page 4

**Airport Staff Volunteer at  
Ascension Church Elders'  
Christmas Party**

See page 3 for full article



## ***Inside this issue:***

Reader Competition **p2**  
Airport Update **p4**

Airline News **p5**  
Community Corner **p6**

This newsletter is printed on recycled paper



# Welcome

To the first 2012 edition of Runway News, still packed with airport and airline news and information on our community engagement programme for you to enjoy.

We had an exciting 2011, with plenty taking place from reconfiguration works in the security area to introducing new facilities and outlets to the departure lounge, not to mention the new leisure routes that commenced in the summer. The Airport welcomed over 3 million passengers during 2011 on 68,100 flights.

Looking ahead we have another exciting year to look forward to with lots of activity taking place surrounding the Olympics, a new Chief Executive, and our on-going commitments to deliver an engaging Community Programme.

Stay updated by visiting [www.londoncityairport.com/community](http://www.londoncityairport.com/community) and sign up for community e-blasts or follow us on Twitter @LondonCityAir or Facebook.

## CompetitionTime

### WIN VIP tickets to see X Factor Live 2012 at the O2 Arena!

"Last edition's competition winner was Cynthia Addia from Beckton, who won return flight tickets to Jersey. Well Done!"

Complete your details and post this form to Emma Worby, Community Relations, London City Airport, City Aviation House, Royal Docks, London E16 2PB.

To enter, all you need to do is answer this question:

**Q: How many passengers travelled through London City Airport in 2011?**

**A:** **a.** over 4 million      **b.** over 6 million      **c.** over 3 million

**Name:**..... **Contact number:**.....

**Address:**.....

**Email Address:**.....

(Please include email address if you wish to be added to our mailing list, to receive the latest news and also to enter our regular competition).

**Terms & Conditions:** Competition is not open to employees at London City Airport. Competition closes Friday 16 March 2012. All applicants must be over 18 years of age.

# AirportUpdate

## Farewell Richard

London City Airport (LCY) has announced that its Chief Executive, Richard Gooding OBE is to step down from his position after 15 years and join the Board for the Airport as a non-executive director.

Richard joined LCY in 1996 from Luton Airport where he was CEO. Since then annual passenger throughput at LCY has more than quadrupled to over 3 million, now travelling to 37 destinations in the UK, Europe and the USA.

LCY's new Chief Executive will be Declan Collier, currently CEO of the Dublin Airport Authority (DAA).

Under his stewardship, DAA delivered a €1.2 billion capital investment programme at Dublin Airport including the flagship new Terminal 2, which opened successfully in 2010 and which moved Dublin airport into the top five airports within its peer group.

Richard will be missed a great deal but we wish him all the best.



## Honorary Award for Marketing Director

Tricia Handley-Hughes, Marketing Director for LCY, has been recognised by the Association of Women Travel Executives (AWTE) Chairman's Awards. Tricia received the Association's annual 'Honorary Award', which is given to an AWTE member who has contributed significantly to the association or the travel industry.



## Airport Stand Replacement Project

During November and December we consulted our neighbours and other organisations on a proposal to replace the airport's aircraft parking stands. Feedback from the consultation is being considered and responded to and it is likely that LCY will submit its plans in the spring. Local residents and organisations will be consulted again at this point.

For more information, or to view proposals, visit [www.londoncityairport.com/asrp](http://www.londoncityairport.com/asrp) or call 0207 6460530. We will continue to keep you updated via this newsletter.

# AirportUpdate

## Sound **Insulation** Scheme

London City Airport has launched a new, enhanced Sound Insulation Scheme. The Airport is offering sound insulation treatment to eligible properties within the 57 dB LAeq,16h summer noise contour and enhanced sound insulation to properties within the 66 dB LAeq,16 contour. To be eligible, your property needs to be within one of the contours, and meet criteria with regard to date of receipt of planning permission for construction of your property from your Local Planning Authority.

For those already treated under the previous Sound Insulation Scheme 10 year checkups have been introduced for properties which have had either secondary glazing and/or mechanical acoustic ventilators.

No application to the Scheme is necessary; every year an annual report is produced listing the properties eligible. You can view the list and latest noise contours on the London City Airport Consultative Committee (LCACC) website at [www.lcacc.org/noise](http://www.lcacc.org/noise). If you are on the list you will be contacted directly by post by the airport's Sound Insulation Administrator. If you have any queries, you can contact the Sound Insulation Administrator on 01277 262870 or [environment@londoncityairport.com](mailto:environment@londoncityairport.com)

**A Sound Insulation Road Show is being held in areas where properties are eligible - come and speak to the specialists in the field and find out more about the scheme Monday to Friday 1000-1600 and Saturdays 1000-1300.**

**30 Jan – 4 Feb**

Already visited

**13 Feb – 18 Feb**

Murray Square, Custom House, London, E16

**12 Mar – 17 Mar**

Miles Drive, Thamesmead West, London, SE28

**16 Apr – 21 Apr**

Blackwall Way, Poplar, London, E14

**14 May – 19 May**

Newport Avenue, Poplar, London, E14

**28 May – 2 Jun**

Barrier Point Road, London, E16 (near Pontoon Dock station)

**4 Jun – 9 Jun**

Fishguard Way, North Woolwich, London, E16

## Terminal Information Pods for 2012 Olympic Visitors!

LCY is preparing for a busy year in 2012 as London continues to move east with the 2012 Olympic and Paralympic Games bringing new passengers.

In order to facilitate the needs and demands of these passengers, LCY will be hosting a 2012 information pod in the terminal throughout the duration of the Olympic and Paralympic Games period.

Manned by 'London Ambassadors', passengers will receive real time travel advice plus information on the many sights and sounds that London has to offer. Supported by the Greater London Authority (GLA), the Ambassadors will encourage short-haul visitors to enjoy all attractions in the capital including museums, parks, sights and shows, as well as the sporting events.

## AirlineNews

### Chambery Flights Resume from LCY

British Airways has resumed flights to the popular winter ski destination of Chambery from London City Airport.

The seasonal service to Chambery, the gateway to the French Alps, operates four times a week until the end of March 2012, on an Embraer 190 aircraft. Skiers can also fly to Geneva six times a day with British Airways from London City Airport.

Fares starting from £65 one way (including taxes, fees and charges) can be booked on [ba.com](http://ba.com).



### Even More Great Ski News

LCY is pleased to mark the launch of its new ski microsite, [ski.londoncityairport.com](http://ski.londoncityairport.com).

The ski microsite provides all the information customers require to book ski or snowboarding trips from LCY, including expert resort guides, up-to-date snow conditions and weather reports. The site also gives users the opportunity to view the latest ski techniques with short videos on carving, moguls and free riding techniques from industry guru, Warren Smith.

Passengers can now book every aspect of a ski or snowboarding holiday on the site, including flights and accommodation.



# CommunityCorner

## Corporate Christmas Card Competition

LCY ran its regular Christmas Card Competition for local Primary Schools in Newham and Tower Hamlets during November and December last year with Old



LCY 2011 winners

Palace School in Tower Hamlets, Drew School in Newham and Linton Mead School in Greenwich taking part.

Pupils were set the challenge to design a Christmas Card themed around the airport. The entries were judged by senior Airport staff and the three winning designs integrated into LCY's 2011 Corporate Christmas card sent to business and political leaders.

The winners were presented with a framed card featuring their design and gift vouchers at an awards ceremony with LCY Directors.

## New Faces Join LCY Community Team

The Community Team is proud to introduce two new additions to the team; Anthony Angol as Community Relations Executive and Emma Worby joins as the Community Relations Co-ordinator.

Emma will be involved in implementing and overseeing all Primary School related programmes and other community engagement initiatives. Anthony will be looking after all Secondary, Further & Higher Education and Employment related programmes, as well as the airport Travel Plan and Work Experience.



Anthony Angol



Emma Worby

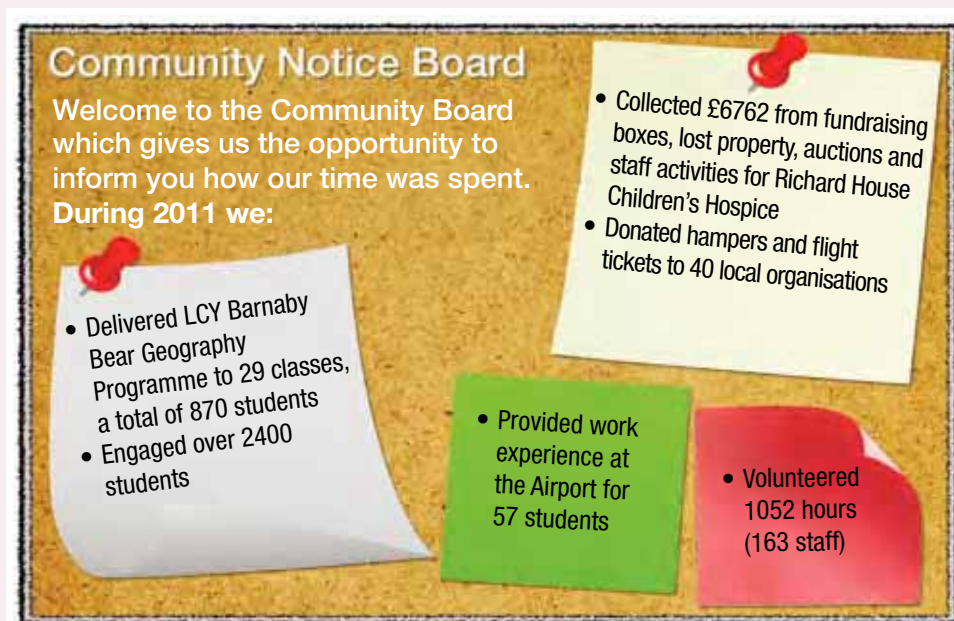
## Christmas Team Spirit at Ascension Church

A team of volunteers from the Airport descended on Ascension Church Hall, Custom House in December 2011, spreading Christmas cheer by decorating the Hall, preparing tables and wrapping hundreds of presents in time for the Church's Annual Elders' Christmas Party.

Airport volunteers also helped serve Christmas dinner before the Hall was prepared ready for the afternoon's raffle and entertainment.



Airport Volunteers hard at work



## Careers Take Off in Tower Hamlets

Five Tower Hamlets residents have come one step closer to landing a high flying career following work placements at LCY.

Take Off into Work is an employment programme that combines employability training with the experience of working in a live airport environment. Abdul Hye and Charles Rawlinson completed a two week work placement within the Ramp Services Team, while Mohammed Samad Baksh, Alison Bowman and Fojorul Islam all worked within Customer Services.

To find out more about training and employment opportunities available to Tower Hamlets residents visit [www.towerhamlets.gov.uk/skillsmatch](http://www.towerhamlets.gov.uk/skillsmatch).



## Richard Collects Lifetime Supporter Award

Richard Gooding recently collected a Lifetime Supporter Award at East London Business Alliance's 12th Employee Volunteer Awards (EVA's). The EVA's were created to honour business volunteers from ELBA's 123 member companies, who have delivered outstanding work in supporting community organisations in east London.



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**RUNWAY NEWS** Winter 2012 **7**



## London City Consultative Committee 10 January 2012



Attended by appointed community representatives, airport users and local Councillors, the Committee is a Forum to discuss the operation of the airport and its impact on passengers and local residents.

The quarterly meeting includes an Airport Directors' Report on developments at LCY, including changes to the route network, the number of flights and passenger numbers.

There is a regular standing item on the environmental issues including environmental complaints and other requirements of the Section 106 Agreement.

Rachel Jackson of the Emirates Air Line delivered a presentation on the Cable Car project and provided an update of its current status.

Other updates and matters discussed included:

- Noise Action Plan
- Sound Insulation Scheme
- Committee Membership
- Passenger Issues

**For further information about the Consultative Committee and to view minutes or contact your representative please visit, [www.lcacc.org](http://www.lcacc.org) or alternatively email the Committee Secretary, Stuart Innes at [secretary@lcacc.org](mailto:secretary@lcacc.org)**

### Contact us:

#### London City Airport

Royal Docks,  
London E16 2PX

#### Community Relations:

Rupal Patel  
020 7646 0041  
[rupal.patel@lcy.co.uk](mailto:rupal.patel@lcy.co.uk)

#### Environment:

Valerie Collingwood  
020 7646 0200  
[Valerie.Collingwood@lcy.co.uk](mailto:Valerie.Collingwood@lcy.co.uk)

#### Consultative Committee Secretary

Stuart Innes  
[secretary@lcacc.org](mailto:secretary@lcacc.org)

#### Recruitment

Reed Specialist, 020 7517 3594



#### Airport Operating Hours

<b>Monday to Friday</b>	<b>0630 to 2200</b>	<b>Sunday</b>	<b>1230 to 2200</b>
<b>Saturday</b>	<b>0630 to 1230</b>	<b>Bank Holidays</b>	<b>0900 to 2200</b>

The airport is closed on Christmas Day. The airfield may operate for up to 30 minutes past the closure times above in the event of unavoidable operational delay.

This newsletter is available electronically at [www.londoncityairport.com](http://www.londoncityairport.com)

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LondonCityAirport 

# RUNWAY NEWS

## New Chief Executive For London City Airport

see pg 2

## Airport Funds Local Children's Sensory Room

see pg 7

## Planning on attending University this year?

see pg 8

## Swans Update

see pg 3



### Inside this issue

**Reader Competition**  
**Airport Update**

pg 1 : **Airline News**  
pg 2 : **Community Corner**

pg 6  
pg 7

Image courtesy of John Healy, London City Airport Airfield Operations



## Welcome

To the spring edition of Runway News, full of airport and airline news and information about our community engagement programme.

We have had an exciting 2012 already with a new Chief Executive for London City Airport (LCY) who joined us in March, and the launch of the new look LCY website – see page 4 for more details.

The 2012 LCY University Prize Scheme, open to local students, is now accepting applications. See page 8 for details on how to apply for £6,000 funding towards your studies.

Keep updated by visiting [www.londoncityairport.com](http://www.londoncityairport.com) or follow us on Twitter: @LondonCityAir or Facebook: [www.facebook.com/LondonCityAir](http://www.facebook.com/LondonCityAir).

## Competition Time

### WIN a Luxury Hamper...

To enter, all you need to do is answer the following question, then fill in your details, and send the form to:  
Emma Worby, London City Airport, City Aviation House,  
Royal Docks, London, E16 2PB.

#### What is the name of the airport's new Chief Executive?

- a.** Richard Gooding      **b.** Andrew Trelawney      **c.** Declan Collier

Name \_\_\_\_\_

Address \_\_\_\_\_

Contact number \_\_\_\_\_

Email Address \_\_\_\_\_

(Please include if you wish to be added to our mailing list, receive the latest news and enter our regular competitions)

Terms & Conditions: Competition is not open to employees of London City Airport. Competition closes Wednesday 27 June 2012. All applicants must be over 18 years of age. The prize is as stated and no alternative will be offered. London City Airport's decision is final. Winner's name will be featured in the next issue of Runway News.

**Our last competition winner was Tina Berry from North Woolwich, who won VIP tickets to see the X-Factor Live Tour 2012. Well Done!**

## Airport Update

### Declan Collier joins LCY



We are delighted to welcome new CEO Declan Collier to LCY. Declan brings with him a deep understanding of the aviation industry gained at the Dublin

Airport Authority, where he has been CEO since 2005. Under Declan's leadership LCY will continue to go from strength to strength as it grows passenger numbers, attracts new airline customers and new routes and expands its operations to the 120,000 movements a year for which it already has permission.

### London City Airport Celebrates Top UK Airport Award

London City Airport received the prestigious 'Top UK Airport' award at the 11th Annual Wanderlust Magazine Travel Awards earlier this year, held at the Destinations Show, Earls Court. This is the sixth time LCY has received this honour.



### Airport Stand Replacement Project

During November and December 2011 we consulted our neighbours and other organisations on a proposal to replace the airport's aircraft parking stands. Overall we received an excellent response with a majority of respondents in support of proposals to accommodate future, next-generation, modern aircraft at the airport.

At this stage we have decided not to proceed to a planning application on either proposal displayed at the consultation. We are instead undertaking further research and analysis to help us to refine our plans, understand the operating characteristics of the next generation of aircraft, and make best use of our existing infrastructure. We will continue to keep you updated via this newsletter and would like to thank those who participated in the consultation.

# Airport Update

## Sound **Insulation** Scheme

The airport is offering sound insulation for properties inside the 57dB and 66dB noise contours (lines that represent the level of noise, measured in decibels, for a particular area). To benefit from LCY-funded sound insulation, your property needs to be inside one of the contour lines, and needs to meet conditions regarding the date when your property received its planning permission.



You can see a list of properties and the latest noise contour lines on the London City Airport Consultative Committee website at [www.lcacc.org/noise](http://www.lcacc.org/noise).

If you are on the list you will be contacted directly, by post, by the airport's Sound Insulation Administrator. The Scheme is phased so it may be that you have already received a letter from us and are awaiting our follow up. Please be assured that we will be in contact with you in due course.

If you have any queries, you can contact the Sound Insulation Administrator on 01277 262870 or [environment@londoncityairport.com](mailto:environment@londoncityairport.com)

**Sound Insulation Road Shows have already been taking place in areas where properties are eligible – come and speak to the specialists in the field and find out more about the scheme Monday to Friday 1000-1600 and Saturdays 1000-1300.**

**28 May – 2 Jun**

Barrier Point Road, London, E16 (near Pontoon Dock station)

**4 Jun – 9 Jun**

Fishguard Way, North Woolwich, London, E16

## Swans Update

You may recall from previous editions we informed you about London City Airport's programme to relocate a large number of swans from the Royal Docks, to maintain a safe environment for all living, working and operating in this area.

Swans are a protected species and are owned by Her Majesty the Queen. The swans were being fed by the local community and this had encouraged large numbers of birds to congregate in the Royal Victoria Docks area (RVD).

Unfortunately swans, due to their size and flying patterns – between Royal Victoria Dock and the Marina located at King George V lock – pose a significant risk of bird-strike at London City Airport. An incident of this nature is a serious threat to aircraft, passengers and the local community. *(Article continues on opposite page)*

## Airport Update

In an effort to reduce the risk and protect the wellbeing of the swans, the airport obtained the relevant licenses from Natural England to move them to a new location at Windsor.

London City Airport, as required by the Civil Aviation Authority (CAA), has to maintain flight safety, and continues to work with it and other organisations, including Newham Council, Natural England and the Queen's representatives to ensure that the swans are protected while minimising the risk of a bird strike.

As part of the programme the airport asked local children in Britannia Village from the Play Scheme to create signage to assist in reminding residents and visitors not to feed the swans, and to illuminate one of the village entrances.

Please **DO NOT** feed the birds or waterfowl



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## New LCY Website and Mobile Site Launched



LCY has launched its new website (and mobile site), designed to serve our customer and passenger needs and to allow visitors to access the airport's car parking services, book flights and access general airline and airport information.

New features include:

- Access to features such as Parking, Arrivals, Departures, Booking and Drop Off / Pick up, from any page on the site.
- A travel calculator which illustrates the total travel cost and money savings when travelling from LCY in comparison to other airports.
- A destination map displaying the airport's route network along with key destination guides.
- A price-competitive booking engine where customers can book flights, hotels, cars and parking.
- A press centre with a wide range of airport related news and announcements. This works alongside an in-depth image library, and a social engagement section, keeping readers up-to-date in real-time.

# Airport Update

## Olympics and LCY

We thought it would be useful to provide you with an update on the airport's planned operations during the London Olympic and Paralympic Games, which run from July 27 to August 12 and August 29 to September 9 respectively.

During the Games, NATS (National Air Traffic Services - which manages UK airspace) will be making some changes to the way that airspace in and around London operates. This will have little impact on the operation of London City Airport as we are not expecting lots of additional flights during the Games. It will, however, affect other airports which are expecting extra air traffic such as Biggin Hill and Southend.

Although we have no large increases in number of flights currently booked, we expect that the most common type of traveller using London City Airport will change from business to leisure. This means that travellers may have more luggage and may take longer to get through the airport.

To support the airport's operation, London Ambassadors (Olympic volunteers recruited by the Greater London Authority) will be stationed in the terminal building to provide live Games and London general information to passengers.

We will keep you updated as we get closer to the Games.

**COME ON  
TEAM GB!**



## Sports Enthusiasts Enjoy Olympic Gymnastics

Three lucky youth sports groups were treated to a VIP night at the O2 Arena in January to watch the International Gymnastics, part of the London Prepares Series, courtesy of London City Airport.

The local groups were Ascension Eagle Cheerleaders (AEC) Newham, Tower Hamlets Youth Sport Foundation and Thamesmead School of Dance in Greenwich. The groups were hosted by the airport's Community Relations Team and were shown performances by some of the top gymnasts from around the world, many of whom will be taking part in the upcoming 2012 Olympics.



## Noise Action Plan Update

Since consultation on the draft LCY Noise Action Plan in 2010 we are pleased to inform you that the Secretary of State for Environment has adopted our plan.

The final document will be available at [www.londoncityairport.com](http://www.londoncityairport.com) shortly.





## Airline News

### Holiday from LCY

LCY has begun its summer services with the addition of new routes from partner airlines, offering even more choice to travellers.

**New summer routes include:**

Route	Location	Airline	Start Date
Brest	France	CityJet	April 2012
Quimper	Brittany, France	British Airways	May 2012
Angers	Loire Valley, France	British Airways	May 2012
Brive	South of France	Cityjet	Increased frequency July & August 2012
Mahon, Menorca	Balearic Islands	British Airways	May 2012
Basel	Switzerland	Swiss International	May 2012



Flights to Scotland have also received a boost with CityJet increasing its daily number of flights to and from Edinburgh as well as launching a late night Sunday flight from London City to facilitate domestic travel from the capital.

British Airways will operate six return flights a day to Glasgow from May and will begin three return flights a day to Aberdeen in September.

For more information visit

[www.londoncityairport.com/travelandbooking/destinations](http://www.londoncityairport.com/travelandbooking/destinations)

### Self Bag Tagging at London City Airport

British Airways has chosen LCY as the second airport worldwide to offer its customers revolutionary self-help technology with a new bag tagging system.

The airline first launched self bag tagging at Gatwick Airport in October when it opened its new check-in hall in the North Terminal. Now British Airways customers travelling from the airport to destinations in the UK and Europe can print and attach tags to their own bags at a self-service kiosk and deposit them at a bag drop desk.

# Community Corner

## Community Notice Board

Between January and May 2012 we:

Delivered LCY Barnaby Bear Geography Programme to 330 students

Engaged with over 1652 students in various workshops throughout East London

Collected £3,000 from fundraising boxes in the terminal for Richard House Children's Hospice

Donated hampers, O2 Arena tickets and a variety of other goods to 14 different organisations

Provided work experience at the airport for 14 students

Volunteered 252 hours in the local community

## LCY Sensory Room opens at Drew Primary School



Parents, pupils and special guests were all in attendance for the grand opening

of Drew Primary School's new Sensory Room, developed with an £8000 donation from London City Airport and voluntary construction work by the airport's main building contractor AA Lovegrove.

The London City Airport Sensory Room enables children with learning difficulties to explore and develop their senses and skills. Special guests at the opening event included the school's parent group, members of the airport's Consultative Committee (LCACC), airport employees and local councillors. All were given the opportunity to see the newly developed sensory room and learn about how the equipment benefits both the school and the local community.





## Are you planning to go to university this September ?

Then we would like to hear from you!

**London City Airport is looking for local people to apply to its University Prize Scheme.**

You are invited to apply if you:

- have submitted a UCAS application
- are looking to study a subject related to transport, business, geography or foreign languages
- expect to achieve 240 UCAS points or more
- live in the London Boroughs of Newham, Tower Hamlets or Greenwich

**London City Airport will provide the recipients of the University Prize Scheme with financial assistance, business mentors, work placements and additional training throughout their degrees.**

To request an application pack or for any queries, please contact Anthony Angol, Community Relations Executive on 020 7646 0200 or email [anthony.angol@londoncityairport.com](mailto:anthony.angol@londoncityairport.com)

**The closing date for all applications is Friday 29 June 2012.**

The London City Airport University Prize Scheme is part of the Airport's Education Excellence Programme.

For more information, please visit [www.londoncityairport.com](http://www.londoncityairport.com).



## Community Corner

### Airport Helps Bring Shakespeare's Hamlet to Life



Pupils at St Luke's School in Canning Town, Newham recently discovered the excitement of the famous Shakespeare play 'Hamlet' in a hands-on workshop delivered by the excellent Young Shakespeare Company, with funding from London City Airport.

Over 120 pupils attended the workshops as The Young Shakespeare Company performed the play which includes the immortal line "to be or not to be, that is the question".

The children at St Luke's also got a chance to be involved in the play and perform some of the roles as well exploring the story, language and characters whilst interacting with the actors through a question and answer and discussion session.

### 200 Employed through Take off Into Work Programme

LCY's Take off Into Work (TOIW) Programme has reached a huge milestone, with 200 previously unemployed Newham residents now in work as a result of the programme. TOIW is in its 15th round and has been running since March 2009 alongside the East London Business Alliance (ELBA) and Newham Workplace.

People from the programme have been employed in various roles across the airport including retail, customer services, ramp services and car hire as well as in other local businesses such as hotels. The LCY Community Team's very own Anthony Angol was part of one of the early TOIW rounds, securing a job in Customer Services and then progressing to Community Relations, where he now runs the programme himself!



### Our Very Own Volunteer Champion!

LCY's annual employee volunteer award was awarded to Kirsty Mclean from the Airport Fire Station for 2011. Kirsty was invited to a special event held at The Crowne Plaza Hotel and presented with a trophy and prize.

Kirsty was nominated for being involved in the delivery of the airport's Take off Into Work Programme and support for the West Silvertown Foundation.



## LCY Consultative Committee April 2012 Meeting

Attended by appointed community representatives, airport users and local councillors, the Committee is a forum to discuss the operation of the airport and its impact on passengers and local residents.

The quarterly meeting includes an Airport Directors' Report on developments at LCY, including changes to the route network, the number of flights and passenger numbers.

There is a regular standing item on the environmental issues including environmental complaints and other requirements of the Section 106 Agreement.

Gary Dixon (NATS) briefed and delivered a presentation to the committee on air traffic operations during the Olympic Games. His presentation can be found on the committee website [www.lcacc.org](http://www.lcacc.org).

Other updates and matters discussed included:

- Noise Action Plan
- Sound Insulation Scheme
- Committee Membership Renewal

## Airport Information

### Airport Operating Hours

<b>Monday to Friday</b>	0630 to 2200	The airfield may operate for 30 minutes past the closure times above in the event of unavoidable operational delay.
<b>Saturday</b>	0630 to 1230	
<b>Sunday</b>	1230 to 2200	
<b>Bank Holidays</b>	0900 to 2200	The airport is closed on Christmas Day.

### Airport Contacts

London City Airport, Royal Docks, London, E16 2PX

#### Community Relations



Rupal Patel  
020 7646 0041  
[rupal.patel@lcy.co.uk](mailto:rupal.patel@lcy.co.uk)

#### Consultative Committee Secretary



Stuart Innes  
[secretary@lcacc.org](mailto:secretary@lcacc.org)

#### Environment

Valerie Collingwood  
020 7646 0200  
[Valerie.Collingwood@lcy.co.uk](mailto:Valerie.Collingwood@lcy.co.uk)

#### Recruitment

Reed Specialist  
020 7517 3594

This newsletter is available electronically at [www.londoncityairport.com](http://www.londoncityairport.com)





## Would you like to represent local residents from your area on matters relating to London City Airport?

The London City Airport Consultative Committee is seeking nominations from the following areas for the role of community representative:

North Woolwich

Silvertown

West Silvertown

Custom House and Canning Town

South Beckton

Thamesmead

East India and Poplar

### Representatives must:

- Live in the area they wish to represent (from the list above)
- Be willing to provide their name and contact details on the LCACC website and to local media
- Attend quarterly meetings, held at London City Airport from 1630 on weekdays
- Keep up to date with consultation papers, notices and information from the LCACC Secretary
- Have a mechanism for feeding back and obtaining information from/to the LCACC to residents of the area they represent

The LCACC is a consultative body with a membership representing local communities, local and public authorities, the airport and airport users. The Committee is not a decision making body but an organised forum to inform the diverse range of stakeholders of current issues relating to London City Airport and the aviation industry and to seek feedback.

**Representatives are sought for a three year term and will be selected according to the criteria listed above.**

Should you wish to apply, please contact the Secretary Stuart Innes by email: [secretary@lcacc.org](mailto:secretary@lcacc.org) or call 020 3203 2523.

**All applications must be received by 22 June 2012.**

**For further information about the Consultative Committee and to view minutes or contact your representative, visit [www.lcacc.org](http://www.lcacc.org)**

## Appendix 9: Report on Operation of Noise Management Scheme

### **Bickerdike Allen Partners**

#### **LONDON CITY AIRPORT Noise Management Scheme Report**

To: London City Airport Ltd  
City Aviation House  
Royal Docks  
London  
E16 2PB

Ref: A1125/PH/VC/03

Date: 30<sup>th</sup> May 2012

## Bickerdike Allen Partners

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### **Appendix A -- Auxiliary Power Unit Usage**

Table 1: APU aircraft list

### **Appendix B -- Ground Running of Engines**

Table 1: Ground running – official record

Table 2: Summary of high power running

Table 3: Prediction of engine ground running noise

### **Appendix C -- Penalties and Incentives**

2011 monthly penalties & credits summary

### **Appendix D -- Meetings with Airport Consultative Committee**

LCACC minutes: noise management scheme

### **Appendix E -- Numbers of Aircraft Operating at LCY**

2011 daily movement numbers

### **Appendix F -- NTK Status Reports**

Table 1: Daily noise monitor status

Table 2: Monthly correlation rates

Table 3: Quarterly operational summary

## Bickerdike Allen Partners

### 1.0 INTRODUCTION

In Part 7(1) of the Fourth Schedule of the Section 106 Agreement dated 9<sup>th</sup> 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;
- to 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;
- to operate a system of incentives and/or penalties for airlines as part of the Noise Management Scheme at their own expense;
- to 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;
- to 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

## Bickerdike Allen Partners

- (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, OSIN 09/04 is contained in Airside Safety Code March 2011.

The other needs arise when there is an incompatibility between aircrafts' systems and the fixed electrical power supply. The need to maintain the same source of supply to avoid interference with aircrafts' onboard 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 currently offers fixed electrical ground power (FEGP) at stands 1-10, and will continue to work towards installing fixed electrical ground power at new stands 21-24.<sup>1</sup> It currently has sixteen mobile diesel ground power units (GPU) in operation which service stands 11-14 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*<sup>2</sup>.

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.

<sup>1</sup> LCY has a total of 18 stands numbered 1-14 and 21-24.

<sup>2</sup> 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.



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### 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 EFPS<sup>3</sup> system has been 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 will also be monitored. Any excessive or unnecessary operation of aircraft engines will be investigated by the airport. Information will be required from both ATC<sup>4</sup> and the airline responsible in order that a report can be generated.

#### 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<sub>Aeq,12h</sub><sup>5</sup>.

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 Limit<sup>6</sup>.

Appendix B of this report sets out the official record of ground running of engines for test and maintenance for the year 2011 (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

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<sup>3</sup> EFPS – Electronic Flight Process Strips

<sup>4</sup> ATC – Air Traffic Control

<sup>5</sup> Section 106 Agreement dated 9 July 2009 Fifth Schedule/Part 1/1

<sup>6</sup> Section 106 Agreement dated 9 July 2009 Fifth Schedule/Part 2/2

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Running Noise Limit (Table 3). In 2011 LCY's ground running noise level was 54.1  $L_{Aeq,12h}$  dB which is more than 5 dB below the Ground Running Noise Limit of 60dB

### 4.0 PENALTIES AND INCENTIVES

The airport operates a system of incentives and/or penalties 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.

The system works as follows:

The Mean Individual Departure Noise Level (MIDNL)<sup>7</sup> for each event is compared with the Mean Standard Annual Departure Noise Level (MSADNL)<sup>8</sup> 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 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 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.

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 2011.

<sup>7</sup> 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 also 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.

<sup>8</sup> 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.

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### 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 to the press and public, and the committee's agendas and minutes are widely circulated and available on the committee's website ([www.lcacc.org](http://www.lcacc.org)). 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 2011 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 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 BAP report ref: A1125.57-R01.11-PHVC Annual Categorisation Report 2011 (also included in the 2011 Annual Performance Report).

Under the Section 106 Agreement, the airport is also required to record the numbers and types of aircraft daily that use the airport 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 2011 are presented in Appendix E, where they are compared with the relevant daily, weekly and annual limits.

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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 2011, 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 was one occasion during the year on which there was one additional flight for the day during the period 06:30 to 06:44. This flight was an arrival at 06:44 and exceeded the capacity limitation period by less than one minute. This rare occurrence arose as a result of the fact that Air Traffic Control will give a landing clearance when the aircraft is 7/8 miles from the airport. On this occasion, a combination of the weather conditions and the variable approach of the aircraft meant that the actual landing time was a few seconds earlier than expected.

### 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 1<sup>st</sup> January 2011 and the 31<sup>st</sup> December 2011. 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.

Over the twelve month period between the 1<sup>st</sup> January 2011 and 31<sup>st</sup> December 2011, the noise monitoring system remained in continuous operation throughout with the exception of two days of data lost at NMT 1 and three days of data lost at NMT 2. An average correlation rate of noise events to aircraft departures of over 95% was achieved over this period.

**Valerie Collingwood**  
for Bickerdike Allen Partners

**Peter Henson**  
Partner

**Bickerdike Allen Partners**

**APPENDIX A**  
**Auxiliary Power Unit Usage**



## Bickerdike Allen Partners

### 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	✓ (some)
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)	
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)	

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**APPENDIX B**  
**Ground Running of Engines**

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**TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE  
FOR THE YEAR 2011**

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JANUARY	03/01/2011	STAND 9	NORTH WEST	GROUND IDLE	F50	OOVLO	10:29	10:32	00:03
JANUARY	05/01/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJD	12:09	12:14	00:05
JANUARY	06/01/2011	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJS	11:13	11:14	00:01
JANUARY	06/01/2011	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJS	11:36	11:43	00:07
JANUARY	09/01/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYE	12:34	12:37	00:03
JANUARY	09/01/2011	STAND 24	WEST	HIGH POWER	E190	GLCYJ	13:03	13:16	00:13
JANUARY	09/01/2011	STAND 24	WEST	HIGH POWER	E190	GLCYJ	13:29	13:49	00:20
JANUARY	09/01/2011	STAND 24	WEST	HIGH POWER	E190	GLCYJ	14:30	14:46	00:16
JANUARY	12/01/2011	STAND 12	NORTH WEST	GROUND IDLE	RJ85	EIRJT	14:31	14:37	00:06
JANUARY	17/01/2011	JET CENTRE	SOUTH	GROUND IDLE	BE40	CSDMP	08:48	08:55	00:07
JANUARY	18/01/2011	STAND 24	WEST	HIGH POWER	C56X	CSDXL	20:21	20:29	00:08
JANUARY	19/01/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYE	13:11	13:16	00:05
JANUARY	20/01/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJS	11:23	11:33	00:10
JANUARY	25/01/2011	STAND 22	NORTH WEST	GROUND IDLE	E190	GLCYM	06:37	06:40	00:03
JANUARY	25/01/2011	STAND 22	NORTH WEST	GROUND IDLE	E190	GLCYM	11:20	11:27	00:07
JANUARY	25/01/2011	JET CENTRE	SOUTH EAST	GROUND IDLE	C56X	CSDQB	15:50	15:55	00:05
JANUARY	27/01/2011	JET CENTRE	SOUTH EAST	GROUND IDLE	C56X	CSDQB	13:40	13:46	00:06
JANUARY	28/01/2011	JET CENTRE	SOUTH EAST	GROUND IDLE	C25A	OMOPE	13:38	13:42	00:04
JANUARY	28/01/2011	JET CENTRE	SOUTH EAST	GROUND IDLE	C25A	OMOPE	15:46	15:48	00:02
JANUARY	29/01/2011	JET CENTRE	SOUTH	GROUND IDLE	C56X	CSDQB	09:12	09:23	00:11
JANUARY	30/01/2011	STAND 8	NORTH WEST	GROUND IDLE	E170	GLCYI	12:41	12:48	00:07
FEBRUARY	02/02/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJT	13:36	13:48	00:10
FEBRUARY	04/02/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJU	12:49	12:54	00:05
FEBRUARY	04/02/2011	STAND 22	NORTH WEST	GROUND IDLE	RJ85	EIRJU	19:19	19:23	00:04
FEBRUARY	04/02/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJU	20:27	20:40	00:13
FEBRUARY	07/02/2011	STAND 13	NORTH WEST	GROUND IDLE	RJ85	EIRJA	14:05	14:11	00:06
FEBRUARY	08/02/2011	STAND 13	NORTH WEST	GROUND IDLE	RJ1H	HBIXR	15:12	15:25	00:13
FEBRUARY	09/02/2011	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJC	12:46	12:50	00:04
FEBRUARY	09/02/2011	JET CENTRE	EAST	GROUND IDLE	H25B	CSDRK	12:52	13:01	00:09
FEBRUARY	10/02/2011	JET CENTRE	EAST	GROUND IDLE	C550	PHDYN	17:42	17:49	00:07
FEBRUARY	14/02/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJF	13:09	13:15	00:06
FEBRUARY	16/02/2011	STAND 2	NORTH WEST	GROUND IDLE	RJ85	EIRJF	06:31	06:33	00:02
FEBRUARY	20/02/2011	STAND 24	WEST	HIGH POWER	C550	CSDHM	13:39	13:44	00:05
FEBRUARY	21/02/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJN	10:43	10:53	00:10
FEBRUARY	21/02/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJN	11:06	11:16	00:10
FEBRUARY	21/02/2011	STAND 10	NORTH WEST	GROUND IDLE	RJ85	EIRJF	14:48	14:53	00:05
FEBRUARY	21/02/2011	JET CENTRE	EAST	GROUND IDLE	C56X	CSDFV	16:46	16:52	00:06
FEBRUARY	23/02/2011	STAND 24	WEST	HIGH POWER	E170	GLCYE	10:54	11:04	00:10
FEBRUARY	24/02/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ85	EIWXA	12:22	12:27	00:05
FEBRUARY	25/02/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ85	EIWXA	14:12	14:17	00:05
FEBRUARY	25/02/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ85	EIWXA	15:23	15:30	00:07
FEBRUARY	26/02/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ85	EIRJT	09:04	09:06	00:02
MARCH	04/03/2011	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJN	14:53	14:54	00:01
MARCH	04/03/2011	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJN	14:55	14:58	00:03
MARCH	04/03/2011	STAND 13	NORTH WEST	GROUND IDLE	RJ1H	HBIXT	19:43	19:54	00:11
MARCH	05/03/2011	STAND 13	NORTH WEST	GROUND IDLE	RJ1H	HBIXT	09:33	09:38	00:05
MARCH	09/03/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJD	13:41	13:46	00:05
MARCH	13/03/2011	STAND 6	NORTH WEST	GROUND IDLE	E170	GLCYF	12:51	13:00	00:09
MARCH	14/03/2011	STAND 24	WEST	HIGH POWER	H25B	CSDUD	15:06	15:21	00:15
MARCH	14/03/2011	STAND 24	WEST	HIGH POWER	H25B	CSDUD	16:56	17:06	00:10
MARCH	17/03/2011	JET CENTRE	SOUTH	GROUND IDLE	C56X	CSDXU	14:38	14:48	00:10
MARCH	20/03/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	13:22	13:52	00:30
MARCH	20/03/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	16:05	16:32	00:27
MARCH	27/03/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYH	18:28	18:34	00:06
MARCH	28/03/2011	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJA	10:41	10:48	00:07
MARCH	30/03/2011	STAND 1	NORTH WEST	GROUND IDLE	DH8D	LXLGE	16:12	16:15	00:03
MARCH	30/03/2011	STAND 7	NORTH WEST	GROUND IDLE	E170	GLCYH	16:38	16:42	00:04
APRIL	03/04/2011	JET CENTRE	SOUTH	GROUND IDLE	C56X	CSDXK	16:50	16:57	00:07
APRIL	10/04/2011	STAND 10	NORTH WEST	GROUND IDLE	E190	GLCYL	12:35	12:40	00:05
APRIL	13/04/2011	STAND 21	NORTH WEST	GROUND IDLE	RJ85	EIRJD	12:46	12:49	00:03
APRIL	14/04/2011	STAND 22	NORTH WEST	GROUND IDLE	RJ85	EIRJT	12:35	12:39	00:04
APRIL	17/04/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYG	12:47	12:52	00:05
APRIL	18/04/2011	STAND 1	NORTH WEST	GROUND IDLE	RJ85	EIRJU	13:31	13:38	00:07
APRIL	19/04/2011	STAND 24	WEST	HIGH POWER	E170	GLCYE	20:02	20:24	00:22
APRIL	19/04/2011	STAND 24	WEST	HIGH POWER	E170	GLCYE	20:27	20:47	00:20
APRIL	20/04/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYE	10:33	10:38	00:05
APRIL	20/04/2011	STAND 24	WEST	HIGH POWER	E170	GLCYE	10:38	10:42	00:04
APRIL	20/04/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYE	10:42	10:43	00:01
APRIL	20/04/2011	STAND 24	WEST	HIGH POWER	E170	GLCYE	10:43	10:48	00:05
APRIL	20/04/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYE	10:48	10:50	00:02
APRIL	20/04/2011	STAND 24	WEST	HIGH POWER	E170	GLCYE	10:50	10:57	00:07
APRIL	20/04/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYE	10:57	11:02	00:05
APRIL	20/04/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIRJC	12:22	12:28	00:06
APRIL	20/04/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJC	12:28	12:38	00:10
APRIL	20/04/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIRJC	12:38	12:42	00:04
APRIL	25/04/2011	STAND 3	NORTH WEST	GROUND IDLE	RJ85	EIRJY	13:29	13:37	00:08
APRIL	25/04/2011	JET CENTRE	?	GROUND IDLE	C56X	CSDFP	15:15	15:17	00:02

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TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE  
FOR THE YEAR 2011

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
MAY	03/04/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJC	13:24	13:37	00:13
MAY	04/05/2011	STAND 10	NORTH WEST	GROUND IDLE	RJ85	EIRJU	14:02	14:06	00:04
MAY	06/05/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ85	EIRJU	11:52	11:59	00:07
MAY	06/05/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ85	EIRJU	12:26	12:34	00:08
MAY	09/05/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYI	10:13	10:18	00:05
MAY	10/05/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ85	EIRJC	11:10	11:12	00:02
MAY	10/05/2011	STAND 3	NORTH WEST	GROUND IDLE	RJ85	EIRJF	12:54	12:59	00:05
MAY	11/05/2011	JET CENTRE	SOUTH EAST	GROUND IDLE	C56X	CSDXL	13:35	13:41	00:06
MAY	11/05/2011	JET CENTRE	SOUTH EAST	GROUND IDLE	C56X	CSDXL	18:14	18:20	00:06
MAY	12/05/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ1H	HBIXU	11:05	11:11	00:06
MAY	12/05/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ1H	HBIXU	13:34	13:37	00:03
MAY	12/05/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ1H	HBIXU	14:20	14:26	00:06
MAY	12/05/2011	STAND 21	NORTH WEST	GROUND IDLE	RJ85	EIRJC	19:45	19:52	00:07
MAY	17/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	10:16	10:27	00:11
MAY	17/05/2011	JET CENTRE	SOUTH	GROUND IDLE	C56X	GLDFM	10:55	10:58	00:03
MAY	17/05/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJF	11:03	11:07	00:04
MAY	17/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	15:51	15:58	00:07
MAY	18/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	10:05	10:12	00:07
MAY	18/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	10:27	10:37	00:10
MAY	18/05/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	11:45	12:09	00:24
MAY	18/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	14:36	14:42	00:06
MAY	18/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	15:28	15:34	00:06
MAY	18/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	15:50	15:56	00:06
MAY	19/05/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	MCELT	09:37	09:43	00:06
MAY	19/05/2011	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYH	12:11	12:14	00:03
MAY	23/05/2011	STAND 22	NORTH WEST	GROUND IDLE	E190	GLCYJ	09:19	09:27	00:08
MAY	25/05/2011	JET CENTRE	SOUTH	GROUND IDLE	H25B	CSDRJ	15:09	15:13	00:04
MAY	27/05/2011	JET CENTRE	SOUTH	GROUND IDLE	C56X	CSDFR	16:11	16:16	00:05
MAY	29/05/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYI	12:40	12:45	00:05
MAY	30/05/2011	JET CENTRE	SOUTH	GROUND IDLE	BE40	CSDMA	19:02	19:10	00:08
MAY	31/05/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJT	13:25	13:29	00:04
JUNE	01/06/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYD	12:17	12:27	00:10
JUNE	01/06/2011	STAND 24	WEST	HIGH POWER	E170	GLCYD	12:27	12:32	00:05
JUNE	01/06/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYD	12:32	12:34	00:02
JUNE	07/06/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIWXA	09:43	09:49	00:06
JUNE	07/06/2011	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYD	16:13	16:21	00:08
JUNE	13/06/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYH	12:42	12:50	00:08
JUNE	15/06/2011	STAND 12	NORTH WEST	GROUND IDLE	F50	OOVLV	07:47	07:50	00:03
JUNE	15/06/2011	STAND 12	NORTH WEST	GROUND IDLE	F50	OOVLV	12:15	12:21	00:06
JUNE	16/06/2011	STAND 5	NORTH WEST	GROUND IDLE	RJ1H	HBIXW	21:07	21:11	00:04
JUNE	17/06/2011	STAND 13	NORTH WEST	GROUND IDLE	RJ85	EIRJA	12:52	12:55	00:03
JUNE	20/06/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIWXA	11:04	11:09	00:05
JUNE	20/06/2011	STAND 24	WEST	HIGH POWER	RJ85	EIWXA	11:09	11:17	00:08
JUNE	21/06/2011	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJA	14:39	14:45	00:06
JUNE	23/06/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ85	EIRJN	14:29	14:36	00:07
JUNE	26/06/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYI	13:12	13:16	00:04
JUNE	26/06/2011	STAND 24	WEST	HIGH POWER	E170	GLCYI	13:16	13:19	00:03
JUNE	26/06/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYI	13:19	13:22	00:03
JUNE	29/06/2011	STAND 10	NORTH WEST	GROUND IDLE	RJ85	EIRJU	10:31	10:37	00:06
JULY	03/07/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYF	12:41	12:50	00:09
JULY	04/07/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJN	11:54	11:57	00:03
JULY	05/07/2011	STAND 24	WEST	GROUND IDLE	C56X	CSDFU	12:15	12:20	00:05
JULY	05/07/2011	STAND 24	WEST	HIGH POWER	C56X	CSDFU	12:20	12:26	00:06
JULY	06/07/2011	STAND 24	WEST	GROUND IDLE	H25B	CSDRW	14:12	14:17	00:05
JULY	06/07/2011	STAND 24	WEST	HIGH POWER	H25B	CSDRW	14:17	14:18	00:01
JULY	06/07/2011	STAND 24	WEST	HIGH POWER	H25B	CSDRW	14:20	14:23	00:03
JULY	06/07/2011	STAND 24	WEST	GROUND IDLE	H25B	CSDRW	14:23	14:26	00:03
JULY	06/07/2011	STAND 24	WEST	HIGH POWER	H25B	CSDRW	14:26	14:31	00:05
JULY	06/07/2011	STAND 24	WEST	GROUND IDLE	H25B	CSDRW	14:31	14:39	00:08
JULY	06/07/2011	STAND 24	WEST	HIGH POWER	H25B	CSDRW	14:39	14:42	00:03
JULY	07/07/2011	STAND 1	NORTH WEST	GROUND IDLE	RJ85	EIRJA	13:05	13:14	00:09
JULY	07/07/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ85	EIRJC	13:32	13:36	00:04
JULY	11/07/2011	STAND 22	NORTH WEST	GROUND IDLE	RJ85	EIRJF	13:09	13:15	00:06
JULY	11/07/2011	JET CENTRE	?	GROUND IDLE	C56X	CSDXI	14:03	14:09	00:06
JULY	12/07/2011	JET CENTRE	?	GROUND IDLE	C56X	CSDXI	12:08	12:13	00:05
JULY	12/07/2011	STAND 24	WEST	HIGH POWER	C56X	CSDXI	12:36	12:43	00:07
JULY	14/07/2011	JET CENTRE	?	GROUND IDLE	C56X	CSDFV	08:30	08:33	00:03
JULY	14/07/2011	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJS	11:59	12:07	00:08
JULY	17/07/2011	STAND 10	NORTH WEST	GROUND IDLE	E190	GLCYL	12:30	12:35	00:05
JULY	19/07/2011	STAND 21	NORTH WEST	GROUND IDLE	RJ85	EIRJD	12:57	13:04	00:07
JULY	19/07/2011	JET CENTRE	SOUTH	GROUND IDLE	H25B	CSDRW	16:24	16:31	00:07
JULY	24/07/2011	STAND 6	NORTH WEST	GROUND IDLE	E170	GLCYI	12:38	12:49	00:11
JULY	24/07/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYH	13:01	13:09	00:08
JULY	26/07/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIWXA	11:45	11:55	00:10
JULY	27/07/2011	STAND 12	NORTH WEST	GROUND IDLE	RJ85	EIRJF	12:29	12:37	00:08
JULY	27/07/2011	STAND 13	NORTH WEST	GROUND IDLE	ATR42	GDRFC	12:49	12:58	00:09
JULY	31/07/2011	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYG	12:34	12:39	00:05

**Bickerdike Allen Partners**

**TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE  
FOR THE YEAR 2011**

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
AUGUST	02/08/2011	STAND 11	NORTH WEST	GROUND IDLE	D328	GBWIR	12:14	12:16	00:02
AUGUST	03/08/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJF	11:00	11:05	00:05
AUGUST	03/08/2011	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJF	15:33	15:38	00:05
AUGUST	04/08/2011	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJC	13:32	13:37	00:05
AUGUST	07/08/2011	STAND 8	NORTH WEST	GROUND IDLE	E170	GLCYE	13:05	13:12	00:07
AUGUST	12/08/2011	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJV	14:49	14:55	00:06
AUGUST	16/08/2011	STAND 7	NORTH WEST	GROUND IDLE	E170	GLCYF	10:42	10:45	00:03
AUGUST	16/08/2011	STAND 24	WEST	HIGH POWER	E170	GLCYI	11:39	11:51	00:12
AUGUST	17/08/2011	STAND 13	NORTH WEST	GROUND IDLE	RJ85	EIRJT	10:59	11:05	00:06
AUGUST	20/08/2011	STAND 5	NORTH WEST	GROUND IDLE	F50	OOVLO	09:34	09:38	00:04
AUGUST	21/08/2011	STAND 9	NORTH WEST	GROUND IDLE	E190	GLCYN	12:32	12:39	00:07
AUGUST	22/08/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJS	11:41	11:51	00:10
AUGUST	23/08/2011	JET CENTRE	SOUTH	GROUND IDLE	F900	GJMMX	11:40	11:48	00:08
AUGUST	23/08/2011	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYG	18:35	18:40	00:05
AUGUST	24/08/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJC	11:10	11:20	00:10
AUGUST	27/08/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ1H	HBIXO	06:33	06:37	00:04
AUGUST	28/08/2011	STAND 24	WEST	HIGH POWER	E190	GLCYK	10:18	10:41	00:23
AUGUST	30/08/2011	STAND 3	NORTH WEST	GROUND IDLE	F50	OOVLR	12:30	12:32	00:02
AUGUST	30/08/2011	STAND 3	NORTH WEST	GROUND IDLE	F50	OOVLR	15:38	15:41	00:03
AUGUST	30/08/2011	STAND 3	NORTH WEST	GROUND IDLE	F50	OOVLR	16:13	16:15	00:02
AUGUST	30/08/2011	STAND 3	NORTH WEST	GROUND IDLE	F50	OOVLR	19:55	19:59	00:04
AUGUST	31/08/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ85	EIRJT	10:53	11:00	00:07
AUGUST	31/08/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ85	EIRJT	12:50	12:57	00:07
SEPTEMBER	01/09/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIRJS	11:54	11:59	00:05
SEPTEMBER	01/09/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJS	11:59	12:09	00:10
SEPTEMBER	02/09/2011	STAND 10	NORTH WEST	GROUND IDLE	F50	OOVLF	14:49	14:56	00:07
SEPTEMBER	07/09/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJS	12:08	12:17	00:09
SEPTEMBER	08/09/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYI	13:38	13:51	00:13
SEPTEMBER	09/09/2011	STAND 13	NORTH WEST	GROUND IDLE	RJ85	EWXA	12:23	12:33	00:10
SEPTEMBER	09/09/2011	JET CENTRE	EAST	GROUND IDLE	H25B	CSDFX	15:10	15:22	00:12
SEPTEMBER	11/09/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYI	13:11	13:16	00:05
SEPTEMBER	12/09/2011	STAND 9	NORTH WEST	GROUND IDLE	RJ85	EIRJT	19:27	19:29	00:02
SEPTEMBER	13/09/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIRJT	10:34	10:44	00:10
SEPTEMBER	13/09/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJT	10:44	10:59	00:15
SEPTEMBER	15/09/2011	STAND 12	NORTH WEST	GROUND IDLE	F50	OOVLL	19:14	19:22	00:08
SEPTEMBER	17/09/2011	STAND 6	NORTH WEST	GROUND IDLE	RJ85	EIRJA	12:06	12:08	00:02
SEPTEMBER	21/09/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ1H	HBIXS	08:52	08:57	00:05
SEPTEMBER	22/09/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJZ	10:47	10:52	00:05
SEPTEMBER	25/09/2011	STAND 10	NORTH WEST	GROUND IDLE	E190	GLCYM	12:51	12:58	00:07
SEPTEMBER	29/09/2011	STAND 6	NORTH	GROUND IDLE	RJ1H	HBIVW	11:34	11:44	00:10
OCTOBER	01/10/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ85	EIRJU	12:04	12:08	00:04
OCTOBER	02/10/2011	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYF	13:22	13:27	00:05
OCTOBER	03/10/2011	STAND 12	NORTH WEST	GROUND IDLE	F50	OOVLO	10:00	10:04	00:04
OCTOBER	04/10/2011	STAND 8	NORTH WEST	GROUND IDLE	E170	GLCYE	12:13	12:31	00:18
OCTOBER	19/10/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJN	11:08	11:13	00:05
OCTOBER	24/10/2011	JET CENTRE	SOUTH	GROUND IDLE	FA7X	VQBSP	14:03	14:09	00:06
OCTOBER	25/10/2011	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNA	14:05	14:12	00:07
OCTOBER	26/10/2011	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYI	12:02	12:05	00:03
OCTOBER	26/10/2011	JET CENTRE	SOUTH EAST	GROUND IDLE	C550	CSDHB	15:55	15:59	00:04
OCTOBER	27/10/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	20:23	20:28	00:05
OCTOBER	27/10/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYH	20:28	20:30	00:02
OCTOBER	27/10/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	20:30	20:32	00:02
OCTOBER	27/10/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYH	20:32	20:34	00:02
OCTOBER	27/10/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	20:34	20:35	00:01
OCTOBER	27/10/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYH	20:35	20:38	00:03
OCTOBER	27/10/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	20:38	20:48	00:10
OCTOBER	27/10/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	21:14	21:24	00:10
OCTOBER	30/10/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	14:39	14:46	00:07
OCTOBER	30/10/2011	STAND 24	WEST	GROUND IDLE	E170	GLCYH	14:46	14:50	00:04
OCTOBER	30/10/2011	STAND 24	WEST	HIGH POWER	E170	GLCYH	14:50	15:04	00:14
NOVEMBER	03/11/2011	STAND 7	NORTH WEST	GROUND IDLE	RJ1H	HBIXN	11:08	11:12	00:04
NOVEMBER	06/11/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYE	13:46	13:54	00:08
NOVEMBER	06/11/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYE	14:17	14:22	00:05
NOVEMBER	06/11/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYE	17:08	17:13	00:05
NOVEMBER	13/11/2011	STAND 24	WEST	HIGH POWER	E170	GLCYD	15:04	15:17	00:13
NOVEMBER	16/11/2011	STAND 13	NORTH	GROUND IDLE	RJ85	EIRJZ	14:58	15:02	00:04
NOVEMBER	17/11/2011	STAND 11	NORTH WEST	GROUND IDLE	ATR42	EICBK	16:39	16:44	00:05
NOVEMBER	17/11/2011	STAND 11	NORTH WEST	GROUND IDLE	ATR42	EICBK	17:18	17:27	00:09
NOVEMBER	18/11/2011	STAND 13	NORTH	GROUND IDLE	RJ85	EIRJC	12:24	12:28	00:04
NOVEMBER	20/11/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYD	13:36	13:41	00:05
NOVEMBER	28/11/2011	STAND 24	WEST	HIGH POWER	C56X	CSDXL	15:57	16:09	00:12
NOVEMBER	28/11/2011	JET CENTRE	?	GROUND IDLE	C56X	CSDXL	17:16	17:19	00:03
NOVEMBER	30/11/2011	JET CENTRE	?	GROUND IDLE	C550	GYPRS	18:15	18:22	00:07

**Bickerdike Allen Partners**

**TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE  
FOR THE YEAR 2011**

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
DECEMBER	01/12/2011	JET CENTRE	SOUTH	GROUND IDLE	C550	GYPRS	09:14	09:18	00:04
DECEMBER	01/12/2011	STAND 8	NORTH WEST	GROUND IDLE	DH8D	LXLGA	15:49	15:52	00:03
DECEMBER	02/12/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJC	15:45	16:00	00:15
DECEMBER	02/12/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIRJC	20:22	20:30	00:08
DECEMBER	02/12/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJC	20:30	20:37	00:07
DECEMBER	02/12/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIRJC	20:38	20:42	00:04
DECEMBER	02/12/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJC	20:42	20:48	00:06
DECEMBER	04/12/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJC	12:57	13:02	00:05
DECEMBER	04/12/2011	STAND 24	WEST	GROUND IDLE	RJ85	EIRJC	13:48	13:54	00:06
DECEMBER	04/12/2011	STAND 24	WEST	HIGH POWER	RJ85	EIRJC	13:54	14:05	00:11
DECEMBER	06/12/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJS	12:45	12:50	00:05
DECEMBER	13/12/2011	STAND 3	NORTH WEST	GROUND IDLE	E190	GLCYN	13:08	13:13	00:05
DECEMBER	13/12/2011	STAND 3	NORTH WEST	GROUND IDLE	E190	GLCYN	16:22	16:27	00:05
DECEMBER	13/12/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJU	17:24	17:28	00:04
DECEMBER	13/12/2011	STAND 3	NORTH WEST	GROUND IDLE	E190	GLCYN	20:00	20:10	00:10
DECEMBER	14/12/2011	STAND 24	WEST	HIGH POWER	RJ1H	HBIXQ	13:32	14:38	01:06
DECEMBER	16/12/2011	STAND 14	NORTH WEST	GROUND IDLE	RJ85	EIRJY	13:11	13:18	00:07
DECEMBER	20/12/2011	STAND 13	NORTH	GROUND IDLE	RJ85	EIRJU	10:57	11:02	00:05
DECEMBER	22/12/2011	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYH	15:57	16:01	00:04
DECEMBER	28/12/2011	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJU	10:56	11:02	00:06



**LONDON CITY AIRPORT**

**TABLE 2:  
SUMMARY OF HIGH POWER GROUND RUNNING  
JANUARY 2011 - DECEMBER 2011**

	MINUTES/MONTH	AIRCRAFT TYPE
JANUARY	67	C56X / E190 / RJ85
FEBRUARY	58	C550 / E170 / RJ85
MARCH	87	E170 / H25B / RJ85
APRIL	68	E170 / RJ85
MAY	37	E170 / RJ85
JUNE	16	E170 / RJ85
JULY	25	C56X / H25B
AUGUST	35	E170 / E190
SEPTEMBER	34	RJ85
OCTOBER	49	E170
NOVEMBER	25	C56X / E170
DECEMBER	90	RJ85 / RJ1H
<b>TOTAL</b>	<b>591</b>	-

**LONDON CITY AIRPORT**

**ENGINE GROUND RUN NOISE 2011**  
**(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 2011, specifically -

24 minutes RJ85  
66 minutes RJ1H  
*90 minutes total Ground Running*

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

90 minutes in a month of 31 days  
2.9 minutes Average Daily Duration

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

Resultant Noise Level at 152m

$$\begin{aligned} &= \text{Reference Noise Level} + 10 \text{ Log (duration)} - 10 \text{ Log (12x60)} \\ &= 84 + 10 \text{ Log (2.9)} - 10 \text{ Log (12x60)} \\ &= 84 + 4.6 - 28.6 \\ &= 60.1 \text{ dB } L_{Aeq,12h} \end{aligned}$$

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

Aircraft abeam Stand 24.

Noise Level at Newland Street

$$\begin{aligned} &= \text{Resultant Noise Level} - 26.7 \text{ Log (255/152)} \\ &= 60.1 - 6.0 \\ &= 54.1 \text{ dB } L_{Aeq,12h} \end{aligned}$$

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

**CONCLUSION**

In 2011 LCY's Ground Running was over 5 dB below  
the Ground Running Noise Limit.

## **Bickerdike Allen Partners**

### **APPENDIX C**

#### **Penalties and Incentives**

## Bickerdike Allen Partners

JANUARY 2011

Aircraft Type	Noisy Event	Quiet Event
C25A	1	0
C56X	0	1
E190	0	3
F900	3	0
H25B	0	3

FEBRUARY 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	1
C25A	1	0
C56X	2	3
D328	1	0
E170	0	2
E190	0	3
F900	2	0
H25B	3	5

MARCH 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	5
C56X	0	5
D328	1	0
E170	0	2
E190	0	1
F900	2	3
FA7X	1	0
H25B	0	11

APRIL 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	8
C25A	1	0
C25B	0	1
F900	2	1
FA50	0	1
FA7X	0	1
H25B	4	15

MAY 2011

Aircraft Type	Noisy Event	Quiet Event
AT42	0	1
BE40	0	9
C550	0	2
C56X	0	5
CL60	0	1
E170	0	12
E190	0	9
F900	1	1
FA10	0	1
FA50	1	0
FA7X	1	0
H25B	3	14
RJ1H	0	2
RJ85	0	3

JUNE 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	8
C525	0	1
C56X	0	1
F900	1	1
FA50	4	1
FA7X	1	0
H25B	3	11
RJ85	1	0

JULY 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	13
C25A	1	0
C25B	0	1
C56X	1	1
E170	2	0
E190	3	0
F900	1	0
FA50	1	0
H25B	10	6
RJ85	1	0

AUGUST 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	10
C56X	1	3
F900	0	1
H25B	7	6

SEPTEMBER 2011

Aircraft Type	Noisy Event	Quiet Event
B350	0	1
BE40	0	14
C25A	1	0
C550	0	1
C56X	3	0
E190	0	1
F900	1	2
FA50	1	0
FA7X	2	0
H25B	5	9

OCTOBER 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	7
C25B	0	1
C56X	1	5
C680	0	1
H25B	3	12
LJ45	0	1

NOVEMBER 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	2
C56X	0	1
DH8D	1	0
E190	0	1
FA50	1	0
H25B	2	7

DECEMBER 2011

Aircraft Type	Noisy Event	Quiet Event
BE40	0	1
C550	0	1
C56X	1	0
DH8D	1	0
E170	0	3
E190	1	3
F900	1	1
FA7X	3	0
H25B	0	7
RJ85	1	1

Appendix C  
Penalties & Credits by month

## **Bickerdike Allen Partners**

### **APPENDIX D**

#### **Meetings with Airport Consultative Committee**

**MINUTE 11**  
**Environment Report – January/March 2011**

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During this period the Noise and Track Keeping System was fully operational and data was received from all Noise Monitoring Terminals.

**MINUTE 10**  
**Environment Report – April/June 2011**

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During this period the Noise and Track Keeping System was fully operational and data was received from all Noise Monitoring Terminals.

**MINUTE 10**  
**Environment Report – July/September 2011**

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During this period the Noise and Track Keeping System was fully operational and data was received from all Noise Monitoring Terminals.

**MINUTE 11**  
**Environmental Report - October/December 2011**

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All Noise Monitoring Terminals (NMTs) were fully operations during this period, with the exception of NMT 1. This suffered a failure of the terminal's hard drive, which resulted in no data being obtained from this monitor for the 9<sup>th</sup> and 10<sup>th</sup> October 2011.

Communications were lost with NMT 2 on the evening of the 21<sup>st</sup> November 2011 as a result of actions taken by the GSM data service provider. A temporary noise monitor was deployed during this incident, and communication with NMT 2 was re-established on the 25<sup>th</sup> November 2011. A small quantity of data was lost from NMT 2 during this period whilst investigating and fixing the problem. The airport have since changed service provider, and appointed a specialist communications company to ensure changes made by the service provider do not prevent data collection in future.



## **Bickerdike Allen Partners**

### **APPENDIX E**

#### **Numbers of Aircraft Operating at LCY**

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend		Week	06:30-06:44	06:30-06:59	06:30-06:44		
01/01/2011	16	104	132	280	16	1,077	3,723	116	176	2,645	-	-	-	-	-	0
02/01/2011	88		200		93			112			-	-	-	0	-	
03/01/2011	155	-	330	-	163			175	-		-	-	-	0	-	
04/01/2011	176	-	592	-	184			416	-		1	3	1	3	0	-
05/01/2011	169	-	592	-	176			423	-		1	4	1	2	0	-
06/01/2011	172	-	592	-	181			420	-		1	4	1	2	0	-
07/01/2011	185	-	592	-	198			407	-		1	2	1	4	0	-
08/01/2011	49	165	100	280	50			51	115		1	4	1	2	-	0
09/01/2011	116		200		125			84			-	-	-	0	-	
10/01/2011	227	-	592	-	238			365	-		0	4	2	2	0	-
11/01/2011	215	-	592	-	227	377	-	1	4	1	2	0	-			
12/01/2011	224	-	592	-	236	368	-	2	4	0	2	0	-			
13/01/2011	239	-	592	-	257	353	-	1	4	1	2	0	-			
14/01/2011	232	-	592	-	247	360	-	1	6	1	0	0	-			
15/01/2011	54	162	100	280	58	46	118	1	3	1	3	-	2			
16/01/2011	108		200		115	-		-	-	0	-					
17/01/2011	220	-	592	-	234	372	-	0	2	2	4	0	-			
18/01/2011	232	-	592	-	252	360	-	2	6	0	0	1	-			
19/01/2011	236	-	592	-	253	356	-	0	4	2	2	0	-			
20/01/2011	224	-	592	-	237	368	-	2	4	0	2	0	-			
21/01/2011	223	-	592	-	236	369	-	1	3	1	3	0	-			
22/01/2011	53	168	100	280	55	47	112	1	2	1	4	-	0			
23/01/2011	115		200		123	-		-	-	0	-					
24/01/2011	236	-	592	-	249	356	-	2	6	0	0	0	-			
25/01/2011	254	-	592	-	276	338	-	1	5	1	1	0	-			
26/01/2011	247	-	592	-	263	345	-	1	6	1	0	0	-			
27/01/2011	230	-	592	-	244	362	-	2	5	0	1	0	-			
28/01/2011	223	-	592	-	235	369	-	2	6	0	0	0	-			
29/01/2011	52	166	100	280	55	48	114	1	4	1	2	-	0			
30/01/2011	114		200		122	-		-	-	0	-					

2011 Daily Movement Data  
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<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number

<sup>(2)</sup> Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend		Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30
31/01/2011	228	-	592	-	238	1,372	4,050	364	-	2,678	2	5	0	1	0	-
01/02/2011	228	-	592	-	244			364	-		1	6	1	0	0	-
02/02/2011	216	-	592	-	226			376	-		0	1	2	5	0	-
03/02/2011	237	-	592	-	251			355	-		2	4	0	2	0	-
04/02/2011	231	-	592	-	245			361	-		2	4	0	2	0	-
05/02/2011	50	156	100	280	54			50	124		2	4	0	2	-	0
06/02/2011	106		200		113			94			-	-	-	-	0	-
07/02/2011	227	-	592	-	240	1,427	4,050	365	-	2,623	1	6	1	0	0	-
08/02/2011	224	-	592	-	237			368	-		1	4	1	2	0	-
09/02/2011	237	-	592	-	249			355	-		2	4	0	2	0	-
10/02/2011	243	-	592	-	261			349	-		0	5	2	1	0	-
11/02/2011	237	-	592	-	252			355	-		1	6	1	0	0	-
12/02/2011	54	173	100	280	59			46	107		2	4	0	2	-	1
13/02/2011	119		200		129			81			-	-	-	-	0	-
14/02/2011	229	-	592	-	242	1,452	4,050	363	-	2,598	1	6	1	0	0	-
15/02/2011	229	-	592	-	244			363	-		1	4	1	2	0	-
16/02/2011	244	-	592	-	262			348	-		1	5	1	1	0	-
17/02/2011	235	-	592	-	253			357	-		1	1	1	5	0	-
18/02/2011	242	-	592	-	257			350	-		0	5	2	1	1	-
19/02/2011	57	179	100	280	62			43	101		0	3	2	3	-	1
20/02/2011	122		200		131			78			-	-	-	-	0	-
21/02/2011	237	-	592	-	250	1,423	4,050	355	-	2,627	1	5	1	1	0	-
22/02/2011	221	-	592	-	232			371	-		0	5	2	1	0	-
23/02/2011	240	-	592	-	255			352	-		1	5	1	1	0	-
24/02/2011	226	-	592	-	242			366	-		1	4	1	2	0	-
25/02/2011	237	-	592	-	252			355	-		1	5	1	1	0	-
26/02/2011	57	177	100	280	62			43	103		1	3	1	3	-	2
27/02/2011	120		200		130			80			-	-	-	-	0	-
28/02/2011	235	-	592	-	248	1,428	4,050	357	-	2,622	2	6	0	0	0	-
01/03/2011	237	-	592	-	253			355	-		1	5	1	1	0	-
02/03/2011	241	-	592	-	257			351	-		2	6	0	0	0	-
03/03/2011	233	-	592	-	249			359	-		1	5	1	1	1	-
04/03/2011	236	-	592	-	251			356	-		1	5	1	1	0	-
05/03/2011	52	161	100	280	54			48	119		1	5	1	1	-	1
06/03/2011	109		200		116			91			-	-	-	-	0	-

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<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number <sup>(2)</sup> Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements						
	Day	Weekend	Day	Weekend	Day	Week		Week	Day	Weekend	Week	Early Morning		Early Morning		Late Evening
	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
07/03/2011	237	-	592	-	249	1,424	4,050	355	-	2,626	1	3	1	3	0	-
08/03/2011	221	-	592	-	234			371	-		1	4	1	2	2	-
09/03/2011	248	-	592	-	265			344	-		1	4	1	2	0	-
10/03/2011	239	-	592	-	257			353	-		1	3	1	3	0	-
11/03/2011	229	-	592	-	243			363	-		1	4	1	2	0	-
12/03/2011	52	166	100	280	55			48	114		1	6	1	0	-	2
13/03/2011	114		200		121			86			-	-	-	0	-	
14/03/2011	244	-	592	-	257	1,399	4,050	348	-	2,651	1	4	1	2	0	-
15/03/2011	223	-	592	-	238			369	-		0	1	2	5	0	-
16/03/2011	199	-	592	-	210			393	-		1	2	1	4	0	-
17/03/2011	228	-	592	-	243			364	-		1	2	1	4	0	-
18/03/2011	244	-	592	-	262			348	-		1	6	1	0	0	-
19/03/2011	59	175	100	280	64			41	105		1	3	1	3	-	2
20/03/2011	116		200		123			84			-	-	-	1	-	
21/03/2011	249	-	592	-	260	1,354	4,050	343	-	2,696	3	6	-1	0	0	-
22/03/2011	231	-	592	-	246			361	-		2	6	0	0	0	-
23/03/2011	234	-	592	-	248			358	-		1	5	1	1	0	-
24/03/2011	195	-	592	-	207			397	-		0	2	2	4	0	-
25/03/2011	223	-	592	-	234			369	-		0	0	2	6	0	-
26/03/2011	50	152	100	280	53			50	128		1	4	1	2	-	0
27/03/2011	102		200		106			98			-	-	-	0	-	
28/03/2011	232	-	592	-	243	1,406	4,050	360	-	2,644	1	4	1	2	0	-
29/03/2011	240	-	592	-	253			352	-		0	4	2	2	0	-
30/03/2011	232	-	592	-	243			360	-		1	5	1	1	0	-
31/03/2011	244	-	592	-	261			348	-		2	3	0	3	0	-
01/04/2011	234	-	592	-	247			358	-		1	3	1	3	0	-
02/04/2011	52	154	100	280	53			48	126		0	2	2	4	-	3
03/04/2011	102		200		106			98			-	-	-	0	-	
04/04/2011	229	-	592	-	239	1,373	4,050	363	-	2,677	1	4	1	2	0	-
05/04/2011	232	-	592	-	246			360	-		2	3	0	3	0	-
06/04/2011	235	-	592	-	248			357	-		1	4	1	2	0	-
07/04/2011	235	-	592	-	249			357	-		2	5	0	1	0	-
08/04/2011	220	-	592	-	231			372	-		1	6	1	0	0	-
09/04/2011	51	153	100	280	53			49	127		1	2	1	4	-	2
10/04/2011	102		200		107			98			-	-	-	0	-	

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Bickerdike Allen Partners

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend		Week	06:30-06:44	06:30-06:59	06:30-06:44		
11/04/2011	238	-	592	-	251	1,373	4,050	354	-	2,677	1	3	1	3	0	-
12/04/2011	238	-	592	-	255			354	-		0	2	2	4	0	-
13/04/2011	225	-	592	-	236			367	-		1	3	1	3	0	-
14/04/2011	220	-	592	-	231			372	-		1	4	1	2	0	-
15/04/2011	220	-	592	-	229			372	-		1	6	1	0	0	-
16/04/2011	55	163	100	280	58			45	117		0	2	2	4	-	1
17/04/2011	108		200		114			-			-	-	1	-		
18/04/2011	233	-	592	-	244	1,238	3,515	359	-	2,277	1	4	1	2	0	-
19/04/2011	226	-	592	-	237			366	-		2	4	0	2	0	-
20/04/2011	228	-	592	-	239			364	-		1	6	1	0	0	-
21/04/2011	235	-	592	-	248			357	-		0	4	2	2	0	-
22/04/2011	139	-	164	-	140			25	-		-	-	-	-	0	-
23/04/2011	48	125	100	280	49			52	155		1	1	1	5	-	1
24/04/2011	77		200		80			123			-	-	-	-	0	-
25/04/2011	149	-	198	-	156	1,105	3,230	49	-	2,125	-	-	-	-	0	-
26/04/2011	202	-	592	-	205			390	-		1	3	1	3	0	-
27/04/2011	205	-	592	-	209			387	-		1	4	1	2	0	-
28/04/2011	226	-	592	-	237			366	-		1	5	1	1	0	-
29/04/2011	153	-	330	-	158			177	-		-	-	-	-	0	-
30/04/2011	48	137	100	280	49			52	143		1	2	1	4	-	0
01/05/2011	89		200		91			111			-	-	-	-	0	-
02/05/2011	168	-	248	-	178	1,380	3,620	80	-	2,240	0	0	2	6	0	-
03/05/2011	245	-	592	-	258			347	-		1	5	1	1	0	-
04/05/2011	244	-	592	-	255			348	-		2	4	0	2	0	-
05/05/2011	258	-	592	-	273			334	-		1	4	1	2	0	-
06/05/2011	236	-	592	-	248			356	-		1	5	1	1	0	-
07/05/2011	50	161	100	280	52			50	119		2	3	0	3	-	1
08/05/2011	111		200		116			89			-	-	-	-	0	-
09/05/2011	257	-	592	-	270	1,509	4,050	335	-	2,541	1	2	1	4	0	-
10/05/2011	252	-	592	-	266			340	-		1	4	1	2	0	-
11/05/2011	249	-	592	-	262			343	-		1	4	1	2	0	-
12/05/2011	257	-	592	-	275			335	-		1	4	1	2	1	-
13/05/2011	244	-	592	-	256			348	-		1	5	1	1	0	-
14/05/2011	54	173	100	280	57			46	107		2	5	0	1	-	0
15/05/2011	119		200		125			81			-	-	-	-	0	-

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<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	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
16/05/2011	261	-	592	-	276	1,520	4,050	331	-	2,530	1	2	1	4	0	-
17/05/2011	267	-	592	-	286			325	-		1	3	1	3	0	-
18/05/2011	249	-	592	-	261			343	-		1	6	1	0	0	-
19/05/2011	250	-	592	-	264			342	-		1	4	1	2	0	-
20/05/2011	237	-	592	-	251			355	-		0	3	2	3	0	-
21/05/2011	53	170	100	280	58			47	110		1	4	1	2	-	0
22/05/2011	117		200		124			83			-	-	0	-		
23/05/2011	241	-	592	-	253	1,431	4,050	351	-	2,619	1	3	1	3	0	-
24/05/2011	215	-	592	-	228			377	-		1	3	1	3	0	-
25/05/2011	227	-	592	-	239			365	-		1	3	1	3	0	-
26/05/2011	252	-	592	-	266			340	-		1	3	1	3	0	-
27/05/2011	260	-	592	-	276			332	-		1	4	1	2	0	-
28/05/2011	65	161	100	280	71			35	119		1	3	1	3	-	2
29/05/2011	96		200		97			104			-	-	0	-		
30/05/2011	174	-	230	-	185	1,349	3,598	56	-	2,248	0	0	2	6	0	-
31/05/2011	247	-	592	-	260			345	-		1	4	1	2	0	-
01/06/2011	233	-	592	-	244			359	-		0	6	2	0	0	-
02/06/2011	218	-	592	-	232			374	-		1	3	1	3	0	-
03/06/2011	214	-	592	-	227			378	-		1	4	1	2	0	-
04/06/2011	57	189	100	280	60			43	91		1	4	1	2	-	0
05/06/2011	132		200		141			68			-	-	0	-		
06/06/2011	245	-	592	-	256	1,458	4,050	347	-	2,592	0	4	2	2	0	-
07/06/2011	235	-	592	-	248			357	-		1	4	1	2	0	-
08/06/2011	237	-	592	-	249			355	-		1	4	1	2	0	-
09/06/2011	250	-	592	-	268			342	-		1	4	1	2	0	-
10/06/2011	244	-	592	-	258			348	-		1	6	1	0	0	-
11/06/2011	56	170	100	280	59			44	110		1	3	1	3	-	3
12/06/2011	114		200		120			86			-	-	2	-		
13/06/2011	250	-	592	-	267	1,515	4,050	342	-	2,535	1	3	1	3	1	-
14/06/2011	256	-	592	-	271			336	-		2	5	0	1	0	-
15/06/2011	254	-	592	-	270			338	-		1	3	1	3	0	-
16/06/2011	249	-	592	-	266			343	-		1	4	1	2	1	-
17/06/2011	242	-	592	-	255			350	-		1	4	1	2	1	-
18/06/2011	58	176	100	280	60			42	104		2	3	0	3	-	1
19/06/2011	118		200		126			82			-	-	2	-		

2011 Daily Movement Data  
23/05/2012

<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number

<sup>(2)</sup> Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period



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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend		Week	06:30-06:44	06:30-06:59	06:30-06:44		
20/06/2011	250	-	592	-	263	1,460	4,050	342	-	2,590	1	3	1	3	0	-
21/06/2011	236	-	592	-	247			356	-		1	4	1	2	0	-
22/06/2011	245	-	592	-	259			347	-		1	5	1	1	0	-
23/06/2011	240	-	592	-	254			352	-		2	5	0	1	0	-
24/06/2011	229	-	592	-	240			363	-		1	4	1	2	0	-
25/06/2011	61	185	100	280	65			39	95		0	1	2	5	-	0
26/06/2011	124		200		132			-			-	-	-	0	-	
27/06/2011	266	-	592	-	284	1,557	4,050	326	-	2,493	1	4	1	2	0	-
28/06/2011	256	-	592	-	272			336	-		2	5	0	1	1	-
29/06/2011	246	-	592	-	259			346	-		1	2	1	4	0	-
30/06/2011	274	-	592	-	295			318	-		2	5	0	1	0	-
01/07/2011	235	-	592	-	247			357	-		1	5	1	1	0	-
02/07/2011	68	187	100	280	74			32	93		1	4	1	2	-	3
03/07/2011	119		200		126			-			-	-	-	0	-	
04/07/2011	251	-	592	-	266	1,521	4,050	341	-	2,529	1	2	1	4	0	-
05/07/2011	251	-	592	-	268			341	-		1	3	1	3	0	-
06/07/2011	256	-	592	-	272			336	-		1	2	1	4	0	-
07/07/2011	245	-	592	-	260			347	-		1	3	1	3	1	-
08/07/2011	245	-	592	-	258			347	-		1	6	1	0	0	-
09/07/2011	58	184	100	280	62			42	96		1	2	1	4	-	3
10/07/2011	126		200		135			-			-	-	-	0	-	
11/07/2011	244	-	592	-	255	1,433	4,050	348	-	2,617	1	5	1	1	0	-
12/07/2011	229	-	592	-	241			363	-		2	4	0	2	0	-
13/07/2011	239	-	592	-	252			353	-		1	4	1	2	0	-
14/07/2011	242	-	592	-	260			350	-		1	4	1	2	0	-
15/07/2011	234	-	592	-	246			358	-		2	6	0	0	0	-
16/07/2011	58	169	100	280	62			42	111		0	3	2	3	-	4
17/07/2011	111		200		117			-			-	-	-	1	-	
18/07/2011	222	-	592	-	236	1,418	4,050	370	-	2,633	0	2	2	4	0	-
19/07/2011	224	-	592	-	241			368	-		0	4	2	2	0	-
20/07/2011	237	-	592	-	255			355	-		1	5	1	1	0	-
21/07/2011	230	-	592	-	247			362	-		0	4	2	2	0	-
22/07/2011	238	-	592	-	256			354	-		0	2	2	4	0	-
23/07/2011	57	171	100	280	62			43	109		0	2	2	4	-	2
24/07/2011	114		200		122			-			-	-	-	2	-	

2011 Daily Movement Data  
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<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number

<sup>(2)</sup> Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements						
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend	Week	Early Morning		Early Morning		Late Evening	Saturday Afternoon
25/07/2011	218	-	592	-	235	1,360	4,050	374	-	2,690	0	3	2	3	0	-
26/07/2011	212	-	592	-	228			380	-		0	3	2	3	0	-
27/07/2011	209	-	592	-	225			383	-		0	5	2	1	0	-
28/07/2011	233	-	592	-	253			359	-		2	4	0	2	0	-
29/07/2011	215	-	592	-	231			377	-		0	4	2	2	0	-
30/07/2011	60	176	100	280	64			40	104		0	2	2	4	-	1
31/07/2011	116		200		123			84			-	-	-	0	-	
01/08/2011	206	-	592	-	220	1,278	4,050	386	-	2,772	0	3	2	3	0	-
02/08/2011	205	-	592	-	221			387	-		0	3	2	3	0	-
03/08/2011	205	-	592	-	219			387	-		0	3	2	3	0	-
04/08/2011	204	-	592	-	221			388	-		0	2	2	4	0	-
05/08/2011	209	-	592	-	226			383	-		0	3	2	3	0	-
06/08/2011	54	164	100	280	57			46	116		0	3	2	3	-	1
07/08/2011	110		200		116			90			-	-	-	1	-	
08/08/2011	210	-	592	-	222	1,274	4,050	382	-	2,776	0	3	2	3	0	-
09/08/2011	209	-	592	-	226			383	-		0	2	2	4	0	-
10/08/2011	208	-	592	-	224			384	-		0	3	2	3	0	-
11/08/2011	206	-	592	-	224			386	-		0	2	2	4	0	-
12/08/2011	201	-	592	-	215			391	-		0	5	2	1	0	-
13/08/2011	55	155	100	280	58			45	125		1	4	1	2	-	1
14/08/2011	100		200		105			100			-	-	-	0	-	
15/08/2011	202	-	592	-	215	1,281	4,050	390	-	2,769	0	2	2	4	0	-
16/08/2011	212	-	592	-	229			380	-		0	1	2	5	0	-
17/08/2011	193	-	592	-	205			399	-		0	2	2	4	0	-
18/08/2011	209	-	592	-	226			383	-		0	2	2	4	0	-
19/08/2011	206	-	592	-	221			386	-		0	3	2	3	0	-
20/08/2011	61	176	100	280	63			39	104		1	4	1	2	-	3
21/08/2011	115		200		122			85			-	-	-	2	-	
22/08/2011	223	-	592	-	237	1,272	4,050	369	-	2,778	0	2	2	4	0	-
23/08/2011	207	-	592	-	221			385	-		1	3	1	3	0	-
24/08/2011	196	-	592	-	210			396	-		0	1	2	5	0	-
25/08/2011	212	-	592	-	228			380	-		1	3	1	3	0	-
26/08/2011	203	-	592	-	216			389	-		1	2	1	4	0	-
27/08/2011	57	152	100	280	62			43	128		0	2	2	4	-	3
28/08/2011	95		200		98			105			-	-	0	-		

2011 Daily Movement Data  
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<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number

<sup>(2)</sup> Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period

Bickerdike Allen Partners

### London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>	
								Actual Movements		Factored Movements						
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend	Week	Early Morning		Early Morning		Late Evening	Saturday Afternoon
29/08/2011	160	-	230	-	169	1,351	3,598	70	-	2,247	-	-	-	-	0	-
30/08/2011	233	-	592	-	244			359	-		1	4	1	2	0	-
31/08/2011	235	-	592	-	246			357	-		1	3	1	3	0	-
01/09/2011	240	-	592	-	253			352	-		2	5	0	1	0	-
02/09/2011	233	-	592	-	246			359	-		0	4	2	2	0	-
03/09/2011	60	181	100	280	64			40	99		1	3	1	3	-	1
04/09/2011	121		200		129			79			-	-	-	0	-	
05/09/2011	252	-	592	-	265	1,513	4,050	340	-	2,537	1	5	1	1	0	-
06/09/2011	240	-	592	-	251			352	-		1	3	1	3	1	-
07/09/2011	250	-	592	-	263			342	-		1	3	1	3	0	-
08/09/2011	260	-	592	-	277			332	-		1	2	1	4	0	-
09/09/2011	250	-	592	-	265			342	-		1	4	1	2	0	-
10/09/2011	61	182	100	280	63			39	98		2	4	0	2	-	0
11/09/2011	121		200		130			79			-	-	-	0	-	
12/09/2011	244	-	592	-	253	1,556	4,050	348	-	2,494	0	3	2	3	0	-
13/09/2011	268	-	592	-	285			324	-		2	5	0	1	0	-
14/09/2011	272	-	592	-	287			320	-		2	5	0	1	0	-
15/09/2011	267	-	592	-	282			325	-		2	4	0	2	0	-
16/09/2011	240	-	592	-	252			352	-		0	2	2	4	0	-
17/09/2011	59	184	100	280	62			41	96		1	3	1	3	-	1
18/09/2011	125		200		135			75			-	-	-	1	-	
19/09/2011	251	-	592	-	262	1,512	4,050	341	-	2,538	1	2	1	4	0	-
20/09/2011	255	-	592	-	268			337	-		2	4	0	2	0	-
21/09/2011	254	-	592	-	265			338	-		0	3	2	3	0	-
22/09/2011	255	-	592	-	268			337	-		1	4	1	2	0	-
23/09/2011	238	-	592	-	249			354	-		1	5	1	1	0	-
24/09/2011	59	186	100	280	62			41	94		1	3	1	3	-	1
25/09/2011	127		200		139			73			-	-	-	1	-	
26/09/2011	246	-	592	-	257	1,434	4,050	346	-	2,616	0	3	2	3	0	-
27/09/2011	219	-	592	-	229			373	-		1	1	1	5	0	-
28/09/2011	248	-	592	-	260			344	-		2	4	0	2	0	-
29/09/2011	239	-	592	-	250			353	-		0	4	2	2	0	-
30/09/2011	238	-	592	-	249			354	-		1	2	1	4	0	-
01/10/2011	58	177	100	280	60			42	103		0	2	2	4	-	3
02/10/2011	119		200		128			81			-	-	-	1	-	

2011 Daily Movement Data  
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<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number <sup>(2)</sup> Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period

Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements						
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend		Week	Early Morning		Early Morning		Late Evening
03/10/2011	234	-	592	-	241	1,494	4,050	358	-	2,556	0	2	2	4	0	-
04/10/2011	251	-	592	-	265			341	-		1	2	1	4	0	-
05/10/2011	248	-	592	-	258			344	-		2	5	0	1	0	-
06/10/2011	265	-	592	-	280			327	-		1	3	1	3	0	-
07/10/2011	252	-	592	-	265			340	-		1	6	1	0	0	-
08/10/2011	55	173	100	280	57			45	107		1	4	1	2	-	1
09/10/2011	118		200		127			-			-	-	0	-		
10/10/2011	253	-	592	-	266	1,502	4,050	339	-	2,548	1	4	1	2	0	-
11/10/2011	260	-	592	-	275			332	-		1	3	1	3	0	-
12/10/2011	250	-	592	-	260			342	-		1	4	1	2	0	-
13/10/2011	245	-	592	-	256			347	-		1	5	1	1	0	-
14/10/2011	248	-	592	-	262			344	-		2	4	0	2	0	-
15/10/2011	59	172	100	280	62			41	108		2	3	0	3	-	0
16/10/2011	113		200		121			-			-	-	-	0	-	
17/10/2011	237	-	592	-	245	1,429	4,050	355	-	2,621	1	2	1	4	0	-
18/10/2011	241	-	592	-	251			351	-		2	4	0	2	0	-
19/10/2011	239	-	592	-	249			353	-		0	4	2	2	0	-
20/10/2011	260	-	592	-	272			332	-		1	3	1	3	0	-
21/10/2011	232	-	592	-	242			360	-		1	5	1	1	0	-
22/10/2011	57	162	100	280	59			43	118		1	3	1	3	-	2
23/10/2011	105		200		111			-			-	-	-	-	-	
24/10/2011	247	-	592	-	258	1,458	4,050	345	-	2,592	1	5	1	1	1	-
25/10/2011	238	-	592	-	249			354	-		1	4	1	2	0	-
26/10/2011	240	-	592	-	251			352	-		1	4	1	2	0	-
27/10/2011	248	-	592	-	261			344	-		1	3	1	3	1	-
28/10/2011	246	-	592	-	256			346	-		0	5	2	1	0	-
29/10/2011	57	173	100	280	58			43	107		1	2	1	4	-	2
30/10/2011	116		200		125			-			-	-	-	0	-	
31/10/2011	240	-	592	-	253	1,415	4,050	352	-	2,635	0	3	2	3	0	-
01/11/2011	240	-	592	-	253			352	-		1	4	1	2	0	-
02/11/2011	235	-	592	-	243			357	-		1	3	1	3	0	-
03/11/2011	248	-	592	-	262			344	-		0	4	2	2	0	-
04/11/2011	232	-	592	-	244			360	-		1	4	1	2	0	-
05/11/2011	50	153	100	280	50			50	127		1	2	1	4	-	0
06/11/2011	103		200		108			-			-	-	-	0	-	

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23/05/2012

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Bickerdike Allen Partners

### London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements						
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend	Week	Early Morning		Early Morning		Late Evening	Saturday Afternoon
07/11/2011	261	-	592	-	276	1,425	4,050	331	-	2,625	1	2	1	4	0	-
08/11/2011	251	-	592	-	263			341	-		1	5	1	1	0	-
09/11/2011	252	-	592	-	266			340	-		0	2	2	4	0	-
10/11/2011	248	-	592	-	263			344	-		1	4	1	2	0	-
11/11/2011	180	-	592	-	192			412	-		1	3	1	3	0	-
12/11/2011	50	158	100	280	50			122	1		3	1	3	-	0	
13/11/2011	108		200		116	-	-		-	-	0	-				
14/11/2011	85	-	592	-	92	1,189	4,050	507	-	2,861	1	2	1	4	0	-
15/11/2011	237	-	592	-	248			355	-		0	1	2	5	0	-
16/11/2011	234	-	592	-	245			358	-		0	1	2	5	0	-
17/11/2011	248	-	592	-	261			344	-		0	4	2	2	0	-
18/11/2011	236	-	592	-	248			356	-		0	2	2	4	0	-
19/11/2011	53	86	100	280	54			47	194		2	4	0	2	-	0
20/11/2011	33		200		40	-	-	-		-	0	-				
21/11/2011	152	-	592	-	163	1,237	4,050	440	-	2,813	0	0	2	6	1	-
22/11/2011	216	-	592	-	224			376	-		0	0	2	6	1	-
23/11/2011	177	-	592	-	189			415	-		0	2	2	4	0	-
24/11/2011	247	-	592	-	258			345	-		1	4	1	2	0	-
25/11/2011	232	-	592	-	243			360	-		1	4	1	2	0	-
26/11/2011	49	154	100	280	49			51	126		1	2	1	4	-	1
27/11/2011	105		200		111	-	-	-		-	0	-				
28/11/2011	246	-	592	-	260	1,463	4,050	346	-	2,587	1	4	1	2	0	-
29/11/2011	254	-	592	-	268			338	-		1	4	1	2	0	-
30/11/2011	247	-	592	-	261			345	-		1	2	1	4	0	-
01/12/2011	248	-	592	-	261			344	-		1	3	1	3	1	-
02/12/2011	232	-	592	-	244			360	-		2	3	0	3	0	-
03/12/2011	55	165	100	280	55			45	115		2	3	0	3	-	1
04/12/2011	110		200		113	-	-	-		-	0	-				
05/12/2011	245	-	592	-	257	1,446	4,050	347	-	2,604	1	4	1	2	0	-
06/12/2011	253	-	592	-	268			339	-		1	4	1	2	0	-
07/12/2011	242	-	592	-	252			350	-		1	3	1	3	1	-
08/12/2011	233	-	592	-	244			359	-		1	2	1	4	0	-
09/12/2011	244	-	592	-	258			348	-		2	4	0	2	0	-
10/12/2011	49	160	100	280	49			51	120		1	2	1	4	-	1
11/12/2011	111		200		118	-	-	-		-	0	-				

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Bickerdike Allen Partners

London City Airport: Record of Daily Aircraft Movements 2011

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>(1)</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>(2)</sup>	
								Actual Movements		Factored Movements						
											Early Morning		Early Morning		Late Evening	
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend		Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30
12/12/2011	241	-	592	-	251	1,447	4,050	351	-	2,603	0	2	2	4	0	-
13/12/2011	246	-	592	-	256			346	-		1	2	1	4	0	-
14/12/2011	246	-	592	-	256			346	-		0	4	2	2	0	-
15/12/2011	250	-	592	-	264			342	-		1	2	1	4	0	-
16/12/2011	228	-	592	-	241			364	-		0	2	2	4	0	-
17/12/2011	60	170	100	280	62			40	110		0	0	2	6	-	5
18/12/2011	110		200		117			90			-	-	-	2	-	
19/12/2011	223	-	592	-	236	1,216	4,050	369	-	2,834	1	1	1	5	0	-
20/12/2011	218	-	592	-	228			374	-		1	2	1	4	0	-
21/12/2011	225	-	592	-	239			367	-		1	4	1	2	0	-
22/12/2011	222	-	592	-	236			370	-		0	2	2	4	0	-
23/12/2011	210	-	592	-	221			382	-		0	5	2	1	0	-
24/12/2011	54	54	100	280	57			46	226		1	3	1	3	-	2
25/12/2011	0		0		0			0			-	-	-	-	-	
26/12/2011	100	-	100	-	103	-	-	0	-	-	-	-	-	0	-	
27/12/2011	110	-	360	-	112			250	-		-	-	-	0	-	
28/12/2011	136	-	592	-	137			456	-		0	1	2	5	0	-
29/12/2011	142	-	592	-	146			450	-		1	2	1	4	0	-
30/12/2011	149	-	592	-	154			443	-		1	3	1	3	0	-
31/12/2011	36	-	100	-	38			64	-		1	2	1	4	-	1
Annual Total	68,100	-	120,000	-	71,967			-	120,000		51,900	-	48,033	273	1070	

2011 Daily Movement Data  
23/05/2012

<sup>(1)</sup> Factored Movements have been rounded to the nearest whole number

<sup>(2)</sup> Permitted Late Movements comprise 400 per year and not more than 150 in any consecutive 3 months for each time period



## **Bickerdike Allen Partners**

### **APPENDIX F**

#### **NTK Status Reports**

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/01/2011	Yes	Yes	Yes	Yes	Yes
02/01/2011	Yes	Yes	Yes	Yes	Yes
03/01/2011	Yes	Yes	Yes	Yes	Yes
04/01/2011	Yes	Yes	Yes	Yes	Yes
05/01/2011	Yes	Yes	Yes	Yes	Yes
06/01/2011	Yes	Yes	Yes	Yes	Yes
07/01/2011	Yes	Yes	Yes	Yes	Yes
08/01/2011	Yes	Yes	Yes	Yes	Yes
09/01/2011	Yes	Yes	Yes	Yes	Yes
10/01/2011	Yes	Yes	Yes	Yes	Yes
11/01/2011	Yes	Yes	Yes	Yes	Yes
12/01/2011	Yes	Yes	Yes	Yes	Yes
13/01/2011	Yes	Yes	Yes	Yes	Yes
14/01/2011	Yes	Yes	Yes	Yes	Yes
15/01/2011	Yes	Yes	Yes	Yes	Yes
16/01/2011	Yes	Yes	Yes	Yes	Yes
17/01/2011	Yes	Yes	Yes	Yes	Yes
18/01/2011	Yes	Yes	Yes	Yes	Yes
19/01/2011	Yes	Yes	Yes	Yes	Yes
20/01/2011	Yes	Yes	Yes	Yes	Yes
21/01/2011	Yes	Yes	Yes	Yes	Yes
22/01/2011	Yes	Yes	Yes	Yes	Yes
23/01/2011	Yes	Yes	Yes	Yes	Yes
24/01/2011	Yes	Yes	Yes	Yes	Yes
25/01/2011	Yes	Yes	Yes	Yes	Yes
26/01/2011	Yes	Yes	Yes	Yes	Yes
27/01/2011	Yes	Yes	Yes	Yes	Yes
28/01/2011	Yes	Yes	Yes	Yes	Yes
29/01/2011	Yes	Yes	Yes	Yes	Yes
30/01/2011	Yes	Yes	Yes	Yes	Yes
31/01/2011	Yes	Yes	Yes	Yes	Yes
01/02/2011	Yes	Yes	Yes	Yes	Yes
02/02/2011	Yes	Yes	Yes	Yes	Yes
03/02/2011	Yes	Yes	Yes	Yes	Yes
04/02/2011	Yes	Yes	Yes	Yes	Yes
05/02/2011	Yes	Yes	Yes	Yes	No
06/02/2011	Yes	Yes	Yes	Yes	Yes
07/02/2011	Yes	Yes	Yes	Yes	Yes
08/02/2011	Yes	Yes	Yes	Yes	Yes
09/02/2011	Yes	Yes	Yes	Yes	Yes
10/02/2011	Yes	Yes	Yes	Yes	Yes

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
11/02/2011	Yes	Yes	Yes	Yes	Yes
12/02/2011	Yes	Yes	Yes	Yes	Yes
13/02/2011	Yes	Yes	Yes	Yes	Yes
14/02/2011	Yes	Yes	Yes	Yes	Yes
15/02/2011	Yes	Yes	Yes	Yes	Yes
16/02/2011	Yes	Yes	Yes	Yes	Yes
17/02/2011	Yes	Yes	Yes	Yes	Yes
18/02/2011	Yes	Yes	Yes	Yes	Yes
19/02/2011	Yes	Yes	Yes	Yes	Yes
20/02/2011	Yes	Yes	Yes	Yes	Yes
21/02/2011	Yes	Yes	Yes	Yes	Yes
22/02/2011	Yes	Yes	Yes	Yes	Yes
23/02/2011	Yes	Yes	Yes	Yes	Yes
24/02/2011	Yes	Yes	Yes	Yes	Yes
25/02/2011	Yes	Yes	Yes	Yes	Yes
26/02/2011	Yes	Yes	Yes	Yes	Yes
27/02/2011	Yes	Yes	Yes	Yes	Yes
28/02/2011	Yes	Yes	Yes	Yes	Yes
01/03/2011	Yes	Yes	Yes	Yes	Yes
02/03/2011	Yes	Yes	Yes	Yes	Yes
03/03/2011	Yes	Yes	Yes	Yes	Yes
04/03/2011	Yes	Yes	Yes	Yes	No
05/03/2011	Yes	Yes	Yes	Yes	Yes
06/03/2011	Yes	Yes	Yes	Yes	Yes
07/03/2011	Yes	Yes	Yes	Yes	Yes
08/03/2011	Yes	Yes	Yes	Yes	Yes
09/03/2011	Yes	Yes	Yes	Yes	Yes
10/03/2011	Yes	Yes	Yes	Yes	No
11/03/2011	Yes	Yes	Yes	Yes	Yes
12/03/2011	Yes	Yes	Yes	Yes	Yes
13/03/2011	Yes	Yes	Yes	Yes	Yes
14/03/2011	Yes	Yes	Yes	Yes	Yes
15/03/2011	Yes	Yes	Yes	Yes	Yes
16/03/2011	Yes	Yes	Yes	Yes	Yes
17/03/2011	Yes	Yes	Yes	Yes	Yes
18/03/2011	Yes	Yes	Yes	Yes	Yes
19/03/2011	Yes	Yes	Yes	Yes	Yes
20/03/2011	Yes	Yes	Yes	Yes	Yes
21/03/2011	Yes	Yes	Yes	Yes	Yes
22/03/2011	Yes	Yes	Yes	Yes	Yes
23/03/2011	Yes	Yes	Yes	Yes	Yes

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
24/03/2011	Yes	Yes	Yes	Yes	Yes
25/03/2011	Yes	Yes	Yes	Yes	Yes
26/03/2011	Yes	Yes	Yes	Yes	Yes
27/03/2011	Yes	Yes	Yes	Yes	Yes
28/03/2011	Yes	Yes	Yes	Yes	Yes
29/03/2011	Yes	Yes	Yes	Yes	Yes
30/03/2011	Yes	Yes	Yes	Yes	Yes
31/03/2011	Yes	Yes	Yes	Yes	Yes
01/04/2011	Yes	Yes	Yes	Yes	Yes
02/04/2011	Yes	Yes	Yes	Yes	Yes
03/04/2011	Yes	Yes	Yes	Yes	Yes
04/04/2011	Yes	Yes	Yes	Yes	Yes
05/04/2011	Yes	Yes	Yes	Yes	Yes
06/04/2011	Yes	Yes	Yes	Yes	Yes
07/04/2011	Yes	Yes	Yes	Yes	Yes
08/04/2011	Yes	Yes	Yes	Yes	Yes
09/04/2011	Yes	Yes	Yes	Yes	Yes
10/04/2011	Yes	Yes	Yes	Yes	Yes
11/04/2011	Yes	Yes	Yes	Yes	Yes
12/04/2011	Yes	Yes	Yes	Yes	Yes
13/04/2011	Yes	Yes	Yes	Yes	Yes
14/04/2011	Yes	Yes	Yes	Yes	Yes
15/04/2011	Yes	Yes	Yes	Yes	Yes
16/04/2011	Yes	Yes	Yes	Yes	Yes
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18/04/2011	Yes	Yes	Yes	Yes	Yes
19/04/2011	Yes	Yes	Yes	Yes	Yes
20/04/2011	Yes	Yes	Yes	Yes	Yes
21/04/2011	Yes	Yes	Yes	Yes	Yes
22/04/2011	Yes	Yes	Yes	Yes	Yes
23/04/2011	Yes	Yes	Yes	Yes	Yes
24/04/2011	Yes	Yes	Yes	Yes	Yes
25/04/2011	Yes	Yes	Yes	Yes	Yes
26/04/2011	Yes	Yes	Yes	Yes	Yes
27/04/2011	Yes	Yes	Yes	Yes	Yes
28/04/2011	Yes	Yes	Yes	Yes	Yes
29/04/2011	Yes	Yes	Yes	Yes	Yes
30/04/2011	Yes	Yes	Yes	Yes	Yes
01/05/2011	Yes	Yes	Yes	Yes	Yes
02/05/2011	Yes	Yes	Yes	Yes	Yes
03/05/2011	Yes	Yes	Yes	Yes	Yes

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
04/05/2011	Yes	Yes	Yes	Yes	Yes
05/05/2011	Yes	Yes	Yes	Yes	Yes
06/05/2011	Yes	Yes	Yes	Yes	Yes
07/05/2011	Yes	Yes	Yes	Yes	Yes
08/05/2011	Yes	Yes	Yes	Yes	Yes
09/05/2011	Yes	Yes	Yes	Yes	Yes
10/05/2011	Yes	Yes	Yes	Yes	Yes
11/05/2011	Yes	Yes	Yes	Yes	Yes
12/05/2011	Yes	Yes	Yes	Yes	Yes
13/05/2011	Yes	Yes	Yes	Yes	Yes
14/05/2011	Yes	Yes	Yes	Yes	Yes
15/05/2011	Yes	Yes	Yes	Yes	Yes
16/05/2011	Yes	Yes	Yes	Yes	Yes
17/05/2011	Yes	Yes	Yes	Yes	Yes
18/05/2011	Yes	Yes	Yes	Yes	Yes
19/05/2011	Yes	Yes	Yes	Yes	Yes
20/05/2011	Yes	Yes	Yes	Yes	Yes
21/05/2011	Yes	Yes	Yes	Yes	Yes
22/05/2011	Yes	Yes	Yes	Yes	Yes
23/05/2011	Yes	Yes	Yes	Yes	Yes
24/05/2011	Yes	Yes	Yes	Yes	Yes
25/05/2011	Yes	Yes	Yes	Yes	Yes
26/05/2011	Yes	Yes	Yes	Yes	Yes
27/05/2011	Yes	Yes	Yes	Yes	Yes
28/05/2011	Yes	Yes	Yes	Yes	Yes
29/05/2011	Yes	Yes	Yes	Yes	Yes
30/05/2011	Yes	Yes	Yes	Yes	Yes
31/05/2011	Yes	Yes	Yes	Yes	Yes
01/06/2011	Yes	Yes	Yes	Yes	Yes
02/06/2011	Yes	Yes	Yes	Yes	Yes
03/06/2011	Yes	Yes	Yes	Yes	Yes
04/06/2011	Yes	Yes	Yes	Yes	Yes
05/06/2011	Yes	Yes	Yes	Yes	Yes
06/06/2011	Yes	Yes	Yes	Yes	Yes
07/06/2011	Yes	Yes	Yes	Yes	Yes
08/06/2011	Yes	Yes	Yes	Yes	Yes
09/06/2011	Yes	Yes	Yes	Yes	Yes
10/06/2011	Yes	Yes	Yes	Yes	Yes
11/06/2011	Yes	Yes	Yes	Yes	Yes
12/06/2011	Yes	Yes	Yes	Yes	Yes
13/06/2011	Yes	Yes	Yes	Yes	Yes

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
14/06/2011	Yes	Yes	Yes	Yes	Yes
15/06/2011	Yes	Yes	Yes	Yes	Yes
16/06/2011	Yes	Yes	Yes	Yes	Yes
17/06/2011	Yes	Yes	Yes	Yes	Yes
18/06/2011	Yes	Yes	Yes	Yes	Yes
19/06/2011	Yes	Yes	Yes	Yes	Yes
20/06/2011	Yes	Yes	Yes	Yes	Yes
21/06/2011	Yes	Yes	Yes	Yes	Yes
22/06/2011	Yes	Yes	Yes	Yes	Yes
23/06/2011	Yes	Yes	Yes	Yes	Yes
24/06/2011	Yes	Yes	Yes	Yes	Yes
25/06/2011	Yes	Yes	Yes	Yes	Yes
26/06/2011	Yes	Yes	Yes	Yes	Yes
27/06/2011	Yes	Yes	Yes	Yes	Yes
28/06/2011	Yes	Yes	Yes	Yes	Yes
29/06/2011	Yes	Yes	Yes	Yes	Yes
30/06/2011	Yes	Yes	Yes	Yes	Yes
01/07/2011	Yes	Yes	Yes	Yes	Yes
02/07/2011	Yes	Yes	Yes	Yes	Yes
03/07/2011	Yes	Yes	Yes	Yes	Yes
04/07/2011	Yes	Yes	Yes	Yes	Yes
05/07/2011	Yes	Yes	Yes	Yes	Yes
06/07/2011	Yes	Yes	Yes	Yes	Yes
07/07/2011	Yes	Yes	Yes	Yes	Yes
08/07/2011	Yes	Yes	Yes	Yes	Yes
09/07/2011	Yes	Yes	Yes	Yes	Yes
10/07/2011	Yes	Yes	Yes	Yes	Yes
11/07/2011	Yes	Yes	Yes	Yes	Yes
12/07/2011	Yes	Yes	Yes	Yes	Yes
13/07/2011	Yes	Yes	Yes	Yes	No
14/07/2011	Yes	Yes	Yes	Yes	No
15/07/2011	Yes	Yes	Yes	Yes	No
16/07/2011	Yes	Yes	Yes	Yes	Yes
17/07/2011	Yes	Yes	Yes	Yes	No
18/07/2011	Yes	Yes	Yes	Yes	Yes
19/07/2011	Yes	Yes	Yes	Yes	Yes
20/07/2011	Yes	Yes	Yes	Yes	Yes
21/07/2011	Yes	Yes	Yes	Yes	Yes
22/07/2011	Yes	Yes	Yes	Yes	Yes
23/07/2011	Yes	Yes	Yes	Yes	No
24/07/2011	Yes	Yes	Yes	Yes	Yes

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
25/07/2011	Yes	Yes	Yes	Yes	Yes
26/07/2011	Yes	Yes	Yes	Yes	No
27/07/2011	Yes	Yes	Yes	Yes	Yes
28/07/2011	Yes	Yes	Yes	Yes	Yes
29/07/2011	Yes	Yes	Yes	Yes	Yes
30/07/2011	Yes	Yes	Yes	Yes	Yes
31/07/2011	Yes	Yes	Yes	Yes	Yes
01/08/2011	Yes	Yes	Yes	Yes	Yes
02/08/2011	Yes	Yes	Yes	Yes	Yes
03/08/2011	Yes	Yes	Yes	Yes	Yes
04/08/2011	Yes	Yes	Yes	Yes	Yes
05/08/2011	Yes	Yes	Yes	Yes	Yes
06/08/2011	Yes	Yes	Yes	Yes	Yes
07/08/2011	Yes	Yes	Yes	Yes	Yes
08/08/2011	Yes	Yes	Yes	Yes	No
09/08/2011	Yes	Yes	Yes	Yes	No
10/08/2011	Yes	Yes	Yes	Yes	Yes
11/08/2011	Yes	Yes	Yes	Yes	Yes
12/08/2011	Yes	Yes	Yes	Yes	Yes
13/08/2011	Yes	Yes	Yes	Yes	Yes
14/08/2011	Yes	Yes	Yes	Yes	Yes
15/08/2011	Yes	Yes	Yes	Yes	Yes
16/08/2011	Yes	Yes	Yes	Yes	Yes
17/08/2011	Yes	Yes	Yes	Yes	Yes
18/08/2011	Yes	Yes	Yes	Yes	Yes
19/08/2011	Yes	Yes	Yes	Yes	Yes
20/08/2011	Yes	Yes	Yes	Yes	Yes
21/08/2011	Yes	Yes	Yes	Yes	Yes
22/08/2011	Yes	Yes	Yes	Yes	Yes
23/08/2011	Yes	Yes	Yes	Yes	Yes
24/08/2011	Yes	Yes	Yes	Yes	Yes
25/08/2011	Yes	Yes	Yes	Yes	Yes
26/08/2011	Yes	Yes	Yes	Yes	Yes
27/08/2011	Yes	Yes	Yes	Yes	Yes
28/08/2011	Yes	Yes	Yes	Yes	Yes
29/08/2011	Yes	Yes	Yes	Yes	Yes
30/08/2011	Yes	Yes	Yes	Yes	Yes
31/08/2011	Yes	Yes	Yes	Yes	No
01/09/2011	Yes	Yes	Yes	Yes	No
02/09/2011	Yes	Yes	Yes	Yes	Yes
03/09/2011	Yes	Yes	Yes	Yes	Yes



## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
04/09/2011	Yes	Yes	Yes	Yes	Yes
05/09/2011	Yes	Yes	Yes	Yes	Yes
06/09/2011	Yes	Yes	Yes	Yes	Yes
07/09/2011	Yes	Yes	Yes	Yes	No
08/09/2011	Yes	Yes	Yes	Yes	Yes
09/09/2011	Yes	Yes	Yes	Yes	Yes
10/09/2011	Yes	Yes	Yes	Yes	Yes
11/09/2011	Yes	Yes	Yes	Yes	Yes
12/09/2011	Yes	Yes	Yes	Yes	No
13/09/2011	Yes	Yes	Yes	Yes	Yes
14/09/2011	Yes	Yes	Yes	Yes	Yes
15/09/2011	Yes	Yes	Yes	Yes	No
16/09/2011	Yes	Yes	Yes	Yes	Yes
17/09/2011	Yes	Yes	Yes	Yes	Yes
18/09/2011	Yes	Yes	Yes	Yes	Yes
19/09/2011	Yes	Yes	Yes	Yes	Yes
20/09/2011	Yes	Yes	Yes	Yes	Yes
21/09/2011	Yes	Yes	Yes	Yes	No
22/09/2011	Yes	Yes	Yes	Yes	Yes
23/09/2011	Yes	Yes	Yes	Yes	No
24/09/2011	Yes	Yes	Yes	Yes	Yes
25/09/2011	Yes	Yes	Yes	Yes	Yes
26/09/2011	Yes	Yes	Yes	Yes	Yes
27/09/2011	Yes	Yes	Yes	Yes	Yes
28/09/2011	Yes	Yes	Yes	Yes	Yes
29/09/2011	Yes	Yes	Yes	Yes	Yes
30/09/2011	Yes	Yes	Yes	Yes	Yes
01/10/2011	Yes	Yes	Yes	Yes	Yes
02/10/2011	Yes	Yes	Yes	Yes	Yes
03/10/2011	Yes	Yes	Yes	Yes	Yes
04/10/2011	Yes	Yes	Yes	Yes	Yes
05/10/2011	Yes	Yes	Yes	Yes	Yes
06/10/2011	Yes	Yes	Yes	Yes	Yes
07/10/2011	Yes	Yes	Yes	Yes	Yes
08/10/2011	Yes	Yes	Yes	Yes	Yes
09/10/2011	No	Yes	Yes	Yes	Yes
10/10/2011	No	Yes	Yes	Yes	Yes
11/10/2011	Yes	Yes	Yes	Yes	Yes
12/10/2011	Yes	Yes	Yes	Yes	Yes
13/10/2011	Yes	Yes	Yes	Yes	Yes
14/10/2011	Yes	Yes	Yes	Yes	Yes

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
15/10/2011	Yes	Yes	Yes	Yes	Yes
16/10/2011	Yes	Yes	Yes	Yes	Yes
17/10/2011	Yes	Yes	Yes	Yes	Yes
18/10/2011	Yes	Yes	Yes	Yes	Yes
19/10/2011	Yes	Yes	Yes	Yes	Yes
20/10/2011	Yes	Yes	Yes	Yes	Yes
21/10/2011	Yes	Yes	Yes	Yes	Yes
22/10/2011	Yes	Yes	Yes	Yes	Yes
23/10/2011	Yes	Yes	Yes	Yes	Yes
24/10/2011	Yes	Yes	Yes	Yes	Yes
25/10/2011	Yes	Yes	Yes	Yes	Yes
26/10/2011	Yes	Yes	Yes	Yes	Yes
27/10/2011	Yes	Yes	Yes	Yes	Yes
28/10/2011	Yes	Yes	Yes	Yes	Yes
29/10/2011	Yes	Yes	Yes	Yes	Yes
30/10/2011	Yes	Yes	Yes	Yes	Yes
31/10/2011	Yes	Yes	Yes	Yes	Yes
01/11/2011	Yes	Yes	Yes	Yes	Yes
02/11/2011	Yes	Yes	Yes	Yes	Yes
03/11/2011	Yes	Yes	Yes	Yes	Yes
04/11/2011	Yes	Yes	Yes	Yes	Yes
05/11/2011	Yes	Yes	Yes	Yes	Yes
06/11/2011	Yes	Yes	Yes	Yes	Yes
07/11/2011	Yes	Yes	Yes	Yes	Yes
08/11/2011	Yes	Yes	Yes	Yes	Yes
09/11/2011	Yes	Yes	Yes	Yes	Yes
10/11/2011	Yes	Yes	Yes	Yes	Yes
11/11/2011	Yes	Yes	Yes	Yes	Yes
12/11/2011	Yes	Yes	Yes	Yes	Yes
13/11/2011	Yes	Yes	Yes	Yes	Yes
14/11/2011	Yes	Yes	Yes	Yes	Yes
15/11/2011	Yes	Yes	Yes	Yes	Yes
16/11/2011	Yes	Yes	Yes	Yes	Yes
17/11/2011	Yes	Yes	Yes	Yes	Yes
18/11/2011	Yes	Yes	Yes	Yes	Yes
19/11/2011	Yes	Yes	Yes	Yes	Yes
20/11/2011	Yes	Yes	Yes	Yes	Yes
21/11/2011	Yes	Yes	Yes	Yes	Yes
22/11/2011	Yes	No	Yes	Yes	Yes
23/11/2011	Yes	No	Yes	Yes	Yes
24/11/2011	Yes	No	Yes	Yes	Yes

## Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
25/11/2011	Yes	Yes	Yes	Yes	Yes
26/11/2011	Yes	Yes	Yes	Yes	Yes
27/11/2011	Yes	Yes	Yes	Yes	Yes
28/11/2011	Yes	Yes	Yes	Yes	Yes
29/11/2011	Yes	Yes	Yes	Yes	Yes
30/11/2011	Yes	Yes	Yes	Yes	Yes
01/12/2011	Yes	Yes	Yes	Yes	Yes
02/12/2011	Yes	Yes	Yes	Yes	Yes
03/12/2011	Yes	Yes	Yes	Yes	Yes
04/12/2011	Yes	Yes	Yes	Yes	Yes
05/12/2011	Yes	Yes	Yes	Yes	Yes
06/12/2011	Yes	Yes	Yes	Yes	Yes
07/12/2011	Yes	Yes	Yes	Yes	Yes
08/12/2011	Yes	Yes	Yes	Yes	Yes
09/12/2011	Yes	Yes	Yes	Yes	Yes
10/12/2011	Yes	Yes	Yes	Yes	Yes
11/12/2011	Yes	Yes	Yes	Yes	Yes
12/12/2011	Yes	Yes	Yes	Yes	Yes
13/12/2011	Yes	Yes	Yes	Yes	Yes
14/12/2011	Yes	Yes	Yes	Yes	Yes
15/12/2011	Yes	Yes	Yes	Yes	Yes
16/12/2011	Yes	Yes	Yes	Yes	Yes
17/12/2011	Yes	Yes	Yes	Yes	Yes
18/12/2011	Yes	Yes	Yes	Yes	Yes
19/12/2011	Yes	Yes	Yes	Yes	Yes
20/12/2011	Yes	Yes	Yes	Yes	Yes
21/12/2011	Yes	Yes	Yes	Yes	Yes
22/12/2011	Yes	Yes	Yes	Yes	Yes
23/12/2011	Yes	Yes	Yes	Yes	Yes
24/12/2011	Yes	Yes	Yes	Yes	Yes
25/12/2011	Yes	Yes	Yes	Yes	Yes
26/12/2011	Yes	Yes	Yes	Yes	Yes
27/12/2011	Yes	Yes	Yes	Yes	Yes
28/12/2011	Yes	Yes	Yes	Yes	Yes
29/12/2011	Yes	Yes	Yes	Yes	Yes
30/12/2011	Yes	Yes	Yes	Yes	Yes
31/12/2011	Yes	Yes	Yes	Yes	Yes

## Bickerdike Allen Partners

A summary of the correlation rate for each month from 1<sup>st</sup> January 2011 to 31<sup>st</sup> December 2011 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 approximately 50% of the total number of operations.

Month	No. Operations*	No. Correlated (dep)	Correlation Rate
January	5312	2536	95%
February	5340	2539	95%
March	5993	2758	92%
April	5165	2513	97%
May	6044	2966	98%
June	6089	2980	98%
July	5796	2849	98%
August	5401	2658	98%
September	6192	3067	99%
October	6031	2671	89%
November	5509	2505	91%
December	5228	2422	93%

Table 2 – 2011 Monthly summary of correlation rate

Appendix F – Table 2

Monthly summary of correlation rate

## Bickerdike Allen Partners

Quarter	Operational Summary
January – March	During the quarterly period from 1 <sup>st</sup> January 2011 to 31 <sup>st</sup> March 2011, there were no operational issues with any of the four monitors of the Noise and Track Keeping system belonging to London City Airport. Reliable noise event data was successfully recorded for a total of 7,833 departures and a monthly correlation rate of 92% or above achieved
April – June	During the quarterly period from 1 <sup>st</sup> April 2011 to 30 <sup>th</sup> June 2011, there were no operational issues with any of the four noise monitors of the Noise and Track Keeping system belonging to London City Airport. Reliable noise event data was successfully recorded for a total of 8,459 departures and a correlation rate of 97% or above achieved
July – September	During the quarterly period from 1 <sup>st</sup> July 2011 to 30 <sup>th</sup> September 2011, there were no significant operational issues with any of the four noise monitors of the Noise and Track Keeping system belonging to London City Airport. The NTK system's automatic FIDs collection did not receive data for a number of days during this period, however it was possible to obtain this information directly from the primary data source, and this did not interfere with the normal correlation process. Reliable noise event data was successfully recorded for a total of 8,574 departures and a correlation rate of 98% or above achieved
October – December	During the quarterly period from 1 <sup>st</sup> October 2011 to 31 <sup>st</sup> December 2011, FIDs was received for all days, and the NMTs were fully functional with the exception of brief incidents affecting two monitors of the Noise and Track Keeping system belonging to London City Airport. These incidents resulted in data not being available for correlation from the locations of NMTs 1 and 2 on two days in October 2011 and two days in November 2011 respectively. Reliable noise event data was however successfully recorded for a total of 7,598 departures and a correlation rate of 89% or above achieved, and reasonable steps have been taken to minimise the event of similar causes of data loss in the future

Table 3 – 2011 Quarterly operations summary

Appendix F – Table 3

Quarterly operations summary







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**July 2012**