

Appendix 9

Report On Operation Of Noise Management Scheme

Bickerdike Allen Partners

LONDON CITY AIRPORT

NOISE MANAGEMENT SCHEME REPORT 2012

Report to

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London City Airport
The Royal Docks
London E16 2PB**

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1.0 INTRODUCTION

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

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

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

- to ensure that fixed electrical ground power supplies are used at the airport for conditioning the aircraft prior to engine start-up and for the starting of aircraft engines and that auxiliary power units are not used at the Airport unless their use is demonstrated to the Council to be operationally necessary and unless the Council have given their prior approval in writing to such use;
- 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
 - (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.

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

2.0 AUXILIARY POWER UNIT USAGE

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

The obvious need is to condition the aircraft cabin when temperatures become uncomfortable as fixed electrical power cannot normally be used for that purpose. In this case, the airport policy is that the maximum running time for an APU should not exceed 10 minutes prior to departure. Permitted use of the APU is contained in operational and safety notice (OSIN) 04/12 in the airport's UK AIP.

The other need arises 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 normally offers fixed electrical ground power (FEGP) at Stands 1-10. Following the recent apron re-alignment project, seven FEGP locations are no longer correctly positioned and therefore not in use. Work is currently underway to assess the option of re-alignment of ground power in these instances. Work to install FEGP at Stands 21-24 is ongoing to find a functional and safe solution¹.

London City Airport currently has twenty mobile diesel ground power units (GPU) in operation which service stands 12-14 and 21-24 and other stands where necessary. Results from noise testing has shown that all units comply with the noise criteria set for mobile ground servicing equipment detailed within the IATA 910 – *Airport Handling Manual*².

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

3.0 GROUND RUNNING OF ENGINES

3.1 General

The Airport will seek to ensure as far as reasonably practicable that every aircraft operator adopts the operating practice which generates the least amount of noise from aircraft taxing, 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 EFPS³ 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 maintenance will also be monitored. Any excessive or unnecessary operation of aircraft engines will be investigated by the airport. Information will be required from both ATC⁴ 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 $L_{Aeq,12h}$ ⁵.

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 Limit⁶.

Appendix B of this report sets out the official record of ground running of engines for test and maintenance for the year 2012 (Table 1), the summary of high power running for the same period (Table 2), and the prediction of ground running noise for comparison with the Ground Running Noise Limit (Table 3). In 2012 LCY's ground running noise level was 55.3 $L_{Aeq,12h}$ dB which is more than 4 dB below the Ground Running Noise Limit of 60dB

³ EFPS – Electronic Flight Process Strips

⁴ ATC – Air Traffic Control

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

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

¹ LCY has a total of 17 stands numbered 1-10, 12-14 and 21-24. The recent realignment project saw the elimination of Stand 11.

² 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.

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)⁷ for each event is compared with the Mean Standard Annual Departure Noise Level (MSADNL)⁸ 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 2012.

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 air 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.lacc.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 2012 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 (excluding 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-R01.13-PH.VvdH Annual Categorisation Report 2012 (also included in the 2012 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 2012 are presented in Appendix E, where they are compared with the relevant daily, weekly and annual limits.

⁷ MIDNL – The average of the corrected measured noise levels obtained at a pair of microphones at the end of the runway over which a particular aircraft departs. Corrections are applied to account for the fact that three out of four microphones cannot be located at the required position of 300m sideline and 2000m from start of roll, and for local reflection effects.

⁸ 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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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 2012, 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 (Saturday 1 September) on which there was one additional flight during the early morning period 06.30 to 06.44 (i.e. 3 flights), although there was only a total of 4 flights during the overall early morning period (06.30 to 06.59) on that day. During the period 06.30 to 06.44 there were two arrivals and one departure. The airport is committed to ensuring that the early morning restrictions are adhered to at all times, unless unavoidable operational circumstances arise on a particular day. The additional early morning flight on 1 September was investigated by the airport and air traffic service provider (NATS) which confirmed that the aircraft were scheduled appropriately for that day and the breach of the restriction was a consequence of unavoidable circumstances. The departing aircraft was on the runway and was allowed to depart early in order to allow an early arriving flight to land at the airport, rather than requiring the latter to fly around locally for a short period, which was considered to be environmentally unacceptable due to noise and emissions. The arriving flight was early due to weather conditions on that day.

7.0 NTK STATUS REPORTS

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

Table 1 of Appendix F of this report details the daily operational status of each monitor between 1st January 2012 and the 31st December 2012. 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 1st January 2012 and the 31st December 2012, the noise monitoring system remained in continuous operation thought. Due to an intermittent fault at NMT 1 a small amount of data was considered unreliable and was discarded. A total of 34,125 of aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 97% was achieved over this period.

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for Bickerdike Allen Partners

Peter Henson
Partner

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APPENDIX A

Auxiliary Power Unit Usage

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

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)
Dornier 328 Jet	✓ (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 C1 (Citation Jet 1)	
C525 C12 (Citation Jet 2)	
C525 C13 (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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TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE
FOR THE YEAR 2012

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JANUARY	11/01/2012	JET CENTRE	EAST	GROUND IDLE	LJ40	GHPPY	11:18	11:21	00:03
JANUARY	11/01/2012	STAND 22	NORTH WEST	GROUND IDLE	E190	GLCYO	11:18	11:32	00:14
JANUARY	12/01/2012	STAND 6	NORTH WEST	GROUND IDLE	E170	GLCYD	20:59	21:06	00:07
JANUARY	13/01/2012	STAND 10	NORTH WEST	GROUND IDLE	R185	EIRIB	15:02	15:14	00:12
JANUARY	13/01/2012	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYH	12:35	12:38	00:03
JANUARY	15/01/2012	STAND 9	NORTH WEST	HIGH POWER	E170	GLCYI	19:12	19:21	00:09
JANUARY	15/01/2012	STAND 24	WEST	HIGH POWER	E170	GLCYI	19:23	19:35	00:12
JANUARY	15/01/2012	STAND 24	WEST	GROUND IDLE	E170	GLCYI	19:54	19:57	00:03
JANUARY	15/01/2012	STAND 24	WEST	HIGH POWER	E170	GLCYI	19:57	19:58	00:01
JANUARY	15/01/2012	STAND 24	WEST	GROUND IDLE	E170	GLCYI	19:58	20:00	00:02
JANUARY	16/01/2012	STAND 22	NORTH WEST	GROUND IDLE	E190	DAECB	08:40	08:44	00:04
JANUARY	20/01/2012	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYD	20:50	20:56	00:06
JANUARY	27/01/2012	STAND 14	NORTH WEST	GROUND IDLE	E190	EIRID	09:06	09:09	00:03
JANUARY	31/01/2012	STAND 23	NORTH WEST	GROUND IDLE	E190	GLCYI	12:35	12:40	00:05
JANUARY	31/01/2012	STAND 21	NORTH WEST	GROUND IDLE	A318	GEUNA	13:30	13:35	00:05
JANUARY	31/01/2012	STAND 24	WEST	HIGH POWER	E190	GLCYJ	13:33	13:45	00:12
FEBRUARY	01/02/2012	STAND 1	NORTH WEST	GROUND IDLE	E190	GLCYM	10:55	11:02	00:07
FEBRUARY	03/02/2012	STAND 13	NORTH WEST	GROUND IDLE	R185	EIRIW	10:32	10:50	00:18
FEBRUARY	03/02/2012	STAND 9	NORTH EAST	GROUND IDLE	R185	EIRIW	11:48	12:00	00:12
FEBRUARY	04/02/2012	STAND 23	NORTH EAST	GROUND IDLE	R185	EIRIW	10:36	10:47	00:11
FEBRUARY	04/02/2012	STAND 23	NORTH EAST	GROUND IDLE	R185	EIRIW	11:17	11:28	00:11
FEBRUARY	05/02/2012	STAND 22	NORTH EAST	HIGH POWER	R185	EIRIW	13:27	13:36	00:09
FEBRUARY	05/02/2012	STAND 24	WEST	GROUND IDLE	E170	CSDRD	14:31	14:41	00:10
FEBRUARY	05/02/2012	STAND 8	SOUTH	GROUND IDLE	C56X	GLCYF	15:16	15:20	00:04
FEBRUARY	07/02/2012	JET CENTRE	SOUTH	GROUND IDLE	F50	GKIGB	10:51	10:56	00:05
FEBRUARY	08/02/2012	STAND 5	NORTH WEST	GROUND IDLE	E170	GOVLN	19:10	19:20	00:10
FEBRUARY	12/02/2012	STAND 9	NORTH WEST	GROUND IDLE	F50	GLCYG	15:09	15:19	00:10
FEBRUARY	13/02/2012	STAND 4	NORTH WEST	HIGH POWER	F50	OQVLO	10:20	10:23	00:03
FEBRUARY	13/02/2012	STAND 24	SOUTH EAST	GROUND IDLE	C56X	OEGSZ	11:56	12:06	00:10
FEBRUARY	13/02/2012	JET CENTRE	SOUTH EAST	GROUND IDLE	DH8D	HLIGC	07:25	07:40	00:15
FEBRUARY	16/02/2012	STAND 2	NORTH WEST	GROUND IDLE	H25B	CSDUH	15:16	15:27	00:11
FEBRUARY	17/02/2012	JET CENTRE	SOUTH EAST	GROUND IDLE	H25B	CSDUH	16:00	16:08	00:08
FEBRUARY	17/02/2012	JET CENTRE	SOUTH EAST	GROUND IDLE	E170	GLCYH	10:41	10:49	00:08
FEBRUARY	18/02/2012	STAND 6	NORTH WEST	GROUND IDLE	H25B	CSDUH	14:47	14:49	00:02
FEBRUARY	19/02/2012	JET CENTRE	EAST	GROUND IDLE	F900	HBSY	16:24	16:25	00:01
FEBRUARY	21/02/2012	JET CENTRE	SOUTH	GROUND IDLE	E170	GLCYE	12:59	13:07	00:08
FEBRUARY	26/02/2012	STAND 9	NORTH WEST	GROUND IDLE	D328	GBYHG	07:54	07:57	00:03
FEBRUARY	29/02/2012	STAND 13	NORTH WEST	GROUND IDLE	R185	EIRW	11:51	12:00	00:09
FEBRUARY	29/02/2012	STAND 4	NORTH WEST	GROUND IDLE					
MARCH	02/03/2012	JET CENTRE	SOUTH	GROUND IDLE	C56X	CSDXR	15:23	15:28	00:05
MARCH	05/03/2012	STAND 24	NORTH WEST	GROUND IDLE	R1JH	HBYU	16:05	16:10	00:05
MARCH	05/03/2012	STAND 13	NORTH WEST	GROUND IDLE	F50	QOVIN	18:33	18:40	00:07
MARCH	07/03/2012	STAND 12	NORTH WEST	GROUND IDLE	R185	EIRIB	11:53	12:00	00:07
MARCH	08/03/2012	STAND 13	NORTH WEST	GROUND IDLE	R185	EIRIC	11:22	11:25	00:03
MARCH	08/03/2012	JET CENTRE	SOUTH	GROUND IDLE	F900	GRIMMA	17:49	17:51	00:02
MARCH	11/03/2012	STAND 12	NORTH WEST	GROUND IDLE	D328	GCCGS	20:43	20:48	00:05
MARCH	14/03/2012	STAND 5	NORTH WEST	GROUND IDLE	R185	EIRIC	11:32	11:36	00:04
MARCH	15/03/2012	STAND 22	NORTH WEST	GROUND IDLE	D328	GCCGS	17:06	17:11	00:05
MARCH	18/03/2012	STAND 2	NORTH WEST	GROUND IDLE	E170	GLCYI	14:56	15:00	00:04
MARCH	25/03/2012	STAND 9	NORTH WEST	HIGH POWER	E170	GLCYD	11:51	11:57	00:06
MARCH	27/03/2012	STAND 24	WEST	GROUND IDLE	C56X	CSDHU	11:02	11:27	00:25
MARCH	28/03/2012	STAND 4	NORTH WEST	GROUND IDLE	R185	EIRNU	11:50	11:56	00:06

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 2012

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)	MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
APRIL	01/04/2012	STAND 24	NORTH WEST	GROUND IDLE	A31B	GENB	12:50	12:57	00:07	JULY	08/07/2012	STAND 6	NORTH WEST	GROUND IDLE	E170	GLCYH	11:56	12:00	00:04
APRIL	03/04/2012	STAND 14	NORTH WEST	GROUND IDLE	R185	ERIC	09:41	09:46	00:05	JULY	11/07/2012	STAND 2	NORTH WEST	GROUND IDLE	D328	GBYMK	11:13	11:17	00:04
APRIL	05/04/2012	STAND 14	NORTH WEST	GROUND IDLE	R185	ERUS	10:21	10:28	00:07	JULY	11/07/2012	STAND 13	NORTH WEST	GROUND IDLE	DH8D	DAHDH	18:42	18:45	00:03
APRIL	07/04/2012	STAND 24	NORTH WEST	GROUND IDLE	D328	GBYHG	11:12	11:17	00:05	JULY	12/07/2012	STAND 4	NORTH EAST	GROUND IDLE	R1H	HBYV	08:03	08:23	00:20
APRIL	07/04/2012	STAND 12	NORTH WEST	GROUND IDLE	R185	ERBA	10:14	10:21	00:07	JULY	12/07/2012	STAND 4	NORTH WEST	GROUND IDLE	S820	GCOEB	09:19	09:28	00:08
APRIL	12/04/2012	STAND 14	NORTH WEST	GROUND IDLE	R1H	HBYU	07:47	07:54	00:07	JULY	12/07/2012	STAND 4	NORTH EAST	GROUND IDLE	R1H	HBYV	09:43	09:46	00:03
APRIL	13/04/2012	STAND 5	NORTH WEST	GROUND IDLE	R185	ERID	10:45	10:49	00:04	JULY	12/07/2012	STAND 7	NORTH WEST	GROUND IDLE	R185	EIRIG	10:24	10:30	00:06
APRIL	14/04/2012	STAND 4	NORTH WEST	GROUND IDLE	R185	ERIX	10:37	10:43	00:06	JULY	12/07/2012	STAND 12	NORTH WEST	GROUND IDLE	S820	GCOEB	15:11	15:16	00:05
APRIL	16/04/2012	STAND 14	NORTH WEST	GROUND IDLE	R185	ERIC	10:44	10:52	00:08	JULY	12/07/2012	STAND 13	NORTH WEST	GROUND IDLE	R1H	HBYV	15:27	-	-
APRIL	17/04/2012	STAND 14	NORTH WEST	GROUND IDLE	C560	CSDXG	18:16	18:20	00:04	JULY	14/07/2012	JET CENTRE	EAST	GROUND IDLE	H25B	CSdra	09:01	09:08	00:07
APRIL	18/04/2012	JET CENTRE	NORTH EAST	GROUND IDLE	R185	ERIS	09:55	10:05	00:10	JULY	15/07/2012	STAND 13	NORTH WEST	GROUND IDLE	S820	GCOEB	15:32	15:42	00:10
APRIL	19/04/2012	STAND 14	NORTH WEST	GROUND IDLE	D328	GBWIR	15:48	15:51	00:03	JULY	15/07/2012	STAND 24	WEST	GROUND IDLE	S820	GCOEB	16:17	16:37	00:20
APRIL	20/04/2012	STAND 24	WEST	HIGH POWER	E170	GLCYE	09:25	09:36	00:11	JULY	16/07/2012	STAND 3	NORTH WEST	GROUND IDLE	E190	GLCY	05:35	05:38	00:03
APRIL	24/04/2012	STAND 12	NORTH WEST	GROUND IDLE	R185	ERIZ	09:32	09:36	00:04	JULY	16/07/2012	STAND 2	NORTH WEST	GROUND IDLE	E190	GLCYN	14:20	14:26	00:06
APRIL	27/04/2012	STAND 6	NORTH WEST	GROUND IDLE	E170	GLCVG	12:01	12:04	00:03	JULY	17/07/2012	STAND 13	NORTH WEST	GROUND IDLE	A142	GISLF	11:24	11:31	00:07
APRIL	27/04/2012	STAND 6	NORTH WEST	GROUND IDLE	R170	GLCV	12:12	12:15	00:03	JULY	17/07/2012	STAND 24	WEST	HIGH POWER	A142	GISLF	12:48	13:04	00:16
APRIL	28/04/2012	STAND 24	WEST	HIGH POWER	C56X	CSDXV	09:55	10:16	00:21	JULY	17/07/2012	JET CENTRE	NORTH WEST	GROUND IDLE	R142	GLCYH	14:06	14:10	00:14
APRIL	29/04/2012	STAND 7	NORTH WEST	GROUND IDLE	R185	ERIR	11:59	12:15	00:16	JULY	17/07/2012	STAND 13	NORTH WEST	GROUND IDLE	R185	EIRIG	13:49	13:53	00:04
APRIL	29/04/2012	JET CENTRE	NORTH EAST	GROUND IDLE	E170	GLCYK	12:47	13:00	00:13	JULY	21/07/2012	STAND 3	NORTH WEST	GROUND IDLE	E170	GLCY	11:27	11:30	00:03
APRIL	29/04/2012	STAND 9	NORTH WEST	HIGH POWER	C56X	CSDXV	14:13	14:29	00:16	JULY	22/07/2012	STAND 9	WEST	HIGH POWER	E170	GLCY	11:34	11:40	00:26
MAY	01/05/2012	STAND 13	NORTH WEST	GROUND IDLE	R185	ERIS	11:11	11:17	00:06	JULY	23/07/2012	STAND 24	WEST	HIGH POWER	E170	GLCY	13:26	13:39	00:13
MAY	03/05/2012	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCY	08:37	08:43	00:06	JULY	29/07/2012	STAND 24	STAND 24	WEST	E190	GLCYP	06:54	06:54	00:38
MAY	03/05/2012	STAND 4	NORTH WEST	GROUND IDLE	R185	ERIT	10:40	10:45	00:05	JULY	30/07/2012	STAND 23	NORTH WEST	GROUND IDLE	E170	GLCY	12:43	12:50	00:07
MAY	04/05/2012	STAND 3	NORTH WEST	GROUND IDLE	E190	GLCYK	10:12	10:20	00:08	JULY	30/07/2012	STAND 24	NORTH WEST	GROUND IDLE	R1H	HBYR	14:21	14:34	00:13
MAY	05/05/2012	STAND 13	NORTH WEST	GROUND IDLE	E190	GLCY	12:50	12:53	00:03	AUGUST	02/08/2012	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYP	09:49	09:54	00:05
MAY	10/05/2012	JET CENTRE	WEST	GROUND IDLE	E170	GCPSH	16:42	16:44	00:02	AUGUST	02/08/2012	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYP	10:24	10:29	00:05
MAY	10/05/2012	STAND 13	NORTH WEST	GROUND IDLE	E170	GCPSH	21:30	21:34	00:04	AUGUST	02/08/2012	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYP	11:13	11:18	00:05
MAY	11/05/2012	JET CENTRE	WEST	GROUND IDLE	R185	ERIT	12:33	12:51	00:18	AUGUST	02/08/2012	STAND 24	WEST	GROUND IDLE	E170	GLCYP	10:44	10:48	00:36
MAY	11/05/2012	STAND 4	NORTH WEST	GROUND IDLE	R185	ERIT	06:36	06:42	00:06	AUGUST	04/08/2012	STAND 24	NORTH WEST	GROUND IDLE	E18B	GEUNB	09:11	09:20	00:09
MAY	12/05/2012	STAND 12	NORTH WEST	HIGH POWER	E190	GLCYA	12:01	12:08	00:07	AUGUST	05/08/2012	STAND 24	WEST	HIGH POWER	E170	GLCY	12:46	13:17	00:31
MAY	13/05/2012	STAND 12	WEST	HIGH POWER	R185	ERHT	16:20	16:31	00:11	AUGUST	09/08/2012	STAND 24	WEST	HIGH POWER	E170	GEUNB	11:18	11:31	00:13
MAY	16/05/2012	STAND 4	NORTH WEST	GROUND IDLE	E170	GLCY	14:32	14:39	00:07	AUGUST	11/08/2012	STAND 24	NORTH WEST	GROUND IDLE	E18B	GEUNB	10:58	11:05	00:07
MAY	20/05/2012	STAND 9	NORTH WEST	GROUND IDLE	R185	ERHT	12:32	12:40	00:08	AUGUST	15/08/2012	STAND 24	NORTH WEST	GROUND IDLE	D328	GBYMK	08:22	08:25	00:03
MAY	23/05/2012	STAND 4	NORTH WEST	GROUND IDLE	R185	ERHT	16:39	16:45	00:06	AUGUST	16/08/2012	STAND 4	NORTH WEST	GROUND IDLE	R185	EIRIO	15:01	15:07	00:06
MAY	23/05/2012	STAND 4	NORTH WEST	GROUND IDLE	R1H	HBYZ	20:13	20:18	00:05	AUGUST	17/08/2012	STAND 14	NORTH WEST	GROUND IDLE	D328	GBYHG	-	-	-
MAY	25/05/2012	STAND 14	NORTH WEST	GROUND IDLE	R1H	HBYZ	10:22	10:27	00:05	AUGUST	19/08/2012	STAND 6	NORTH WEST	GROUND IDLE	E170	GLCYF	11:44	11:50	00:06
MAY	26/05/2012	STAND 24	WEST	HIGH POWER	C550	CSOHL	10:56	11:03	00:07	AUGUST	21/08/2012	STAND 6	NORTH WEST	GROUND IDLE	E190	GLCYM	19:45	20:04	00:19
MAY	29/05/2012	STAND 6	NORTH WEST	GROUND IDLE	R185	ERIO	16:23	16:29	00:06	AUGUST	21/08/2012	STAND 13	NORTH WEST	GROUND IDLE	D328	GBYMK	20:13	20:20	00:07
MAY	31/05/2012	STAND 1	NORTH WEST	GROUND IDLE	D328	GBYMK	12:10	12:15	00:01	AUGUST	29/08/2012	JET CENTRE	SOUTH	GROUND IDLE	F47X	FAFYK	18:34	18:38	00:04
MAY	31/05/2012	STAND 8	NORTH WEST	GROUND IDLE	R185	ERIB	12:20	12:24	00:04	SEPTEMBER	02/09/2012	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCY	11:33	11:39	00:06
JUNE	01/06/2012	STAND 7	NORTH WEST	SOUTH	D328	GBYMK	12:01	12:04	00:03	SEPTEMBER	04/09/2012	STAND 22	NORTH WEST	GROUND IDLE	E190	GLCY	19:41	19:44	00:03
JUNE	01/06/2012	JET CENTRE	STAND 9	NORTH WEST	E170	MCET	19:13	19:17	00:04	SEPTEMBER	05/09/2012	STAND 13	SOUTH	GROUND IDLE	R185	EIRIA	11:46	11:52	00:02
JUNE	10/06/2012	STAND 9	NORTH WEST	GROUND IDLE	R185	GLCY	12:58	13:03	00:05	SEPTEMBER	05/09/2012	JET CENTRE	STAND 21	NORTH WEST	C56X	CSOZ	18:32	18:37	00:05
JUNE	14/06/2012	STAND 4	NORTH WEST	GROUND IDLE	E170	EWKA	10:44	10:51	00:07	SEPTEMBER	06/09/2012	STAND 21	SOUTH	GROUND IDLE	D328	GBYHZ	13:44	13:52	00:03
JUNE	22/06/2012	STAND 5	NORTH WEST	GROUND IDLE	R185	EWKA	11:42	11:47	00:05	SEPTEMBER	06/09/2012	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCY	11:30	11:39	00:09
JUNE	25/06/2012	STAND 22	NORTH WEST	GROUND IDLE	E190	GLCYM	13:42	13:48	00:06	SEPTEMBER	10/09/2012	JET CENTRE	E170	CSOJF	13:21	13:50	00:29		
JUNE	27/06/2012	STAND 14	NORTH WEST	HIGH POWER	R185	EWKA	21:02	21:14	00:12	SEPTEMBER	11/09/2012	STAND 4	NORTH WEST	GROUND IDLE	R185	EIRU	10:00	10:07	00:07
JUNE	28/06/2012	STAND 24	WEST	GROUND IDLE	E170	GLCYF	13:24	13:37	00:13	SEPTEMBER	16/09/2012	STAND 8	NORTH WEST	GROUND IDLE	H25B	GLCY	11:31	11:39	00:11
JUNE	28/06/2012	STAND 24	NORTH WEST	GROUND IDLE	R185	EWKA	18:00	18:06	00:06	SEPTEMBER	27/09/2012	STAND 14	NORTH WEST	GROUND IDLE	R185	EIRUA	13:10	13:12	00:02

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TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE
FOR THE YEAR 2012

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
OCTOBER	01/10/2012	JET CENTRE	SOUTH	GROUND IDLE	C56X	CSDFP	13:29	13:41	00:12
OCTOBER	05/10/2012	JET CENTRE	SOUTH	GROUND IDLE	H25B	CSDFW	10:44	10:46	00:02
OCTOBER	05/10/2012	JET CENTRE	SOUTH	GROUND IDLE	H25B	GLCY	11:38	11:45	00:07
OCTOBER	07/10/2012	STAND 10	NORTH WEST	GROUND IDLE	E170	VQBSN	06:28	06:30	00:02
OCTOBER	10/10/2012	JET CENTRE	NORTH	GROUND IDLE	R11H	HBXR	11:49	11:53	00:04
OCTOBER	14/10/2012	STAND 14	WEST	HIGH POWER	E190	GLCYP	09:26	09:31	00:05
OCTOBER	16/10/2012	STAND 24	NORTH WEST	GROUND IDLE	E170	GLCY	05:41	05:45	00:04
OCTOBER	17/10/2012	STAND 6	NORTH WEST	GROUND IDLE	F50	OOVLM	18:02	18:08	00:06
OCTOBER	18/10/2012	STAND 14	WEST	HIGH POWER	F50	OOVLM	09:42	10:21	00:39
OCTOBER	19/10/2012	STAND 24	NORTH WEST	GROUND IDLE	F50	OOVLM	11:45	11:50	00:05
OCTOBER	19/10/2012	STAND 13	NORTH WEST	GROUND IDLE	E170	GLCY	13:21	13:29	00:08
OCTOBER	28/10/2012	STAND 8	NORTH WEST	GROUND IDLE	E170	GLCY	11:41	11:47	00:06
OCTOBER	29/10/2012	STAND 8	NORTH WEST	GROUND IDLE	D328	GBVMK	12:03	12:08	00:05
OCTOBER	30/10/2012	STAND 2	NORTH WEST	GROUND IDLE	H25B	CSDUE	15:25	15:31	00:06
NOVEMBER	04/11/2012	STAND 9	NORTH WEST	GROUND IDLE	E190	GLCY	12:36	12:43	00:07
NOVEMBER	04/11/2012	STAND 14	NORTH WEST	GROUND IDLE	D328	GBVMK	14:28	14:32	00:04
NOVEMBER	04/11/2012	STAND 13	NORTH WEST	GROUND IDLE	D328	GBVMK	14:33	14:35	00:02
NOVEMBER	04/11/2012	STAND 8	NORTH WEST	GROUND IDLE	DH8D	LXLGF	21:25	21:29	00:04
NOVEMBER	06/11/2012	STAND 1	NORTH WEST	GROUND IDLE	R185	EIRU	14:16	14:20	00:04
NOVEMBER	10/11/2012	STAND 24	WEST	HIGH POWER	R185	GLCY	11:42	11:44	00:02
NOVEMBER	12/11/2012	STAND 24	NORTH WEST	GROUND IDLE	E170	GLCY	13:39	14:00	00:21
NOVEMBER	13/11/2012	STAND 5	NORTH WEST	GROUND IDLE	E170	GLCY	15:29	16:53	00:24
NOVEMBER	13/11/2012	STAND 13	WEST	GROUND IDLE	E170	GLCY	15:29	15:34	00:05
NOVEMBER	17/11/2012	STAND 2	NORTH WEST	GROUND IDLE	R185	EIRIN	10:08	10:18	00:10
NOVEMBER	18/11/2012	STAND 6	NORTH WEST	GROUND IDLE	E170	GLCY	12:42	12:48	00:06
NOVEMBER	19/11/2012	STAND 3	NORTH WEST	GROUND IDLE	R185	EIRIC	13:11	13:17	00:06
NOVEMBER	20/11/2012	STAND 13	NORTH WEST	GROUND IDLE	R185	EIRIG	12:18	12:24	00:06
NOVEMBER	23/11/2012	STAND 1	NORTH WEST	GROUND IDLE	D328	GBVMK	10:22	10:26	00:04
NOVEMBER	25/11/2012	STAND 9	NORTH WEST	GROUND IDLE	E190	GLCY	12:39	12:47	00:08
NOVEMBER	28/11/2012	STAND 14	NORTH WEST	GROUND IDLE	R185	EIRIG	12:22	12:42	00:15
NOVEMBER	28/11/2012	STAND 24	WEST	HIGH POWER	E170	GLCY	14:53	15:14	00:21
NOVEMBER	29/11/2012	STAND 12	NORTH	GROUND IDLE	R185	EIRIZ	11:57	12:04	00:07
NOVEMBER	30/11/2012	JET CENTRE	-	GROUND IDLE	C56X	CSDXY	16:17	16:40	00:23
NOVEMBER	30/11/2012	STAND 24	WEST	HIGH POWER	C56X	CSDXY	16:17	16:40	00:23
DECEMBER	01/12/2012	STAND 9	NORTH WEST	GROUND IDLE	R11H	HBYS	08:39	08:43	00:04
DECEMBER	02/12/2012	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCY	12:36	12:41	00:05
DECEMBER	02/12/2012	STAND 24	WEST	HIGH	E170	GLCY	13:11	13:16	00:05
DECEMBER	04/12/2012	STAND 3	NORTH WEST	GROUND IDLE	R185	GLCY	12:33	12:45	00:12
DECEMBER	04/12/2012	STAND 12	NORTH WEST	GROUND IDLE	D328	EIRIE	14:31	14:36	00:05
DECEMBER	05/12/2012	STAND 8	NORTH WEST	GROUND IDLE	R11H	GBYHG	09:36	09:40	00:04
DECEMBER	06/12/2012	STAND 12	NORTH WEST	GROUND IDLE	D328	HBYT	07:34	07:41	00:07
DECEMBER	06/12/2012	STAND 13	NORTH WEST	GROUND IDLE	R185	GBVMK	11:45	11:49	00:04
DECEMBER	07/12/2012	STAND 13	NORTH WEST	GROUND IDLE	E190	EIRU	11:06	11:08	00:02
DECEMBER	08/12/2012	STAND 10	NORTH	GROUND IDLE	E190	GLCY	09:18	09:22	00:04
DECEMBER	09/12/2012	STAND 24	WEST	HIGH	E190	GLCY	15:10	15:35	00:25
DECEMBER	11/12/2012	JET CENTRE	EAST	GROUND IDLE	H25B	CSDUB	11:08	11:15	00:07
DECEMBER	11/12/2012	STAND 24	EAST	HIGH	C25A	LXDQ	15:27	15:39	00:12
DECEMBER	13/12/2012	STAND 13	NORTH WEST	GROUND IDLE	D328	GBVMK	20:51	20:55	00:04
DECEMBER	15/12/2012	STAND 24	NORTH WEST	GROUND IDLE	A318	GEIUB	11:27	11:34	00:07
DECEMBER	18/12/2012	STAND 24	NORTH WEST	GROUND IDLE	E170	GLCY	10:47	11:10	00:23
DECEMBER	21/12/2012	STAND 3	NORTH WEST	GROUND IDLE	R185	GLCY	21:51	21:56	00:05
DECEMBER	21/12/2012	STAND 9	NORTH WEST	GROUND IDLE	E190	GLCY	06:54	07:01	00:07

TABLE 2: SUMMARY OF HIGH POWER GROUND RUNNING

JANUARY 2012 - DECEMBER 2012

				AIRCRAFT TYPE
		JANUARY		
		34		E170 / E190
			15	F50 / H25B
		JUNE		
		18		E170
		JULY		
		121		AT42 / E170 / R11H / SB20
		AUGUST		
		99		E170 / E190
		SEPTEMBER		
		0		-
		OCTOBER		
		44		E190 / F50
		NOVEMBER		
		65		C56X / E170
		DECEMBER		
		72		C25A / E170 / E190
		TOTAL		583
				-

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LONDON CITY AIRPORT

ENGINE GROUND RUN NOISE 2012
(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 July 2012, specifically -

$$\begin{aligned}
 & 16 \text{ minutes AT42} \\
 & 72 \text{ minutes E170} \\
 & 13 \text{ minutes RI1H} \\
 & 20 \text{ minutes SB20} \\
 & 121 \text{ minutes total Ground Running}
 \end{aligned}$$

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

$$\begin{aligned}
 & 121 \text{ minutes in a month of 31 days} \\
 & 3.9 \text{ minutes Average Daily Duration}
 \end{aligned}$$

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

Resultant Noise Level at 152m

$$\begin{aligned}
 & = \text{Reference Noise Level} + 10 \log(\text{duration}) - 10 \log(12 \times 60) \\
 & = 84 + 10 \log(3.9) - 10 \log(12 \times 60) \\
 & = 84 + 5.9 - 28.6 \\
 & = 61.3 \text{ dB } L_{Aeq,12h}
 \end{aligned}$$

Item (D) Compute Level at Nearest Properties in Newland Street
Aircraft abeam Stand 24.
Noise Level at Newland Street

$$\begin{aligned}
 & = \text{Resultant Noise Level} - 26.7 \log(255/152) \\
 & = 61.3 - 6.0 \\
 & = 55.3 \text{ dB } L_{Aeq,12h}
 \end{aligned}$$

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

CONCLUSION

In 2012 LCY's Ground Running was over 4 dB below the Ground Running Noise Limit.

Penalties and Incentives

APPENDIX C

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APRIL 2012		
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JANUARY 2012		
FEBRUARY 2012		
MARCH 2012		
APRIL 2012		
MAY 2012		
JUNE 2012		
JULY 2012		
AUGUST 2012		
SEPTEMBER 2012		
OCTOBER 2012		
NOVEMBER 2012		
DECEMBER 2012		

Appendix C
Penalties & Credits by month

Appendix 9

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APPENDIX D
Meetings with Airport Consultative Committee

APPENDIX E
Numbers of Aircraft Operating at LCY

MINUTE 11
Environmental Report - January/March 2012

All Noise Monitoring Terminals (NMTs) were fully operational during this period, and data received on each day.

MINUTE 12
Environmental Report - April - June 2012

Noise Monitoring Terminals (NMTs) 2, 3 and 4 were fully operational during this period, and data received on each day.

The telephone line to NMT 1 was damaged on the 19th May 2012 by nearby construction works, which resulted in communication with the NMT being lost. Data was successfully recorded and stored on the hard drive of NMT 1 until the 22nd May 2012, after which, due to a limit to the space on the NMT's hard drive, it was considered advisable to deploy a mobile NMT (utilising NMT 1's microphone and power source) which communicated with the airport via a GSM data SIM.

The telephone line was repaired by BT on the 29th May 2012, at which time normal service with NMT 1 was resumed. The data collected by NMT 1 during the communications failure was downloaded from its hard drive once the line was repaired and the correlation rate with departures for the month of May 2012 was 98%.

MINUTE 10
Environmental Report - July-September 2012

All of the Noise Monitoring Terminals (NMTs) were fully operational during this period, and data received on each day. There is currently an intermittent fault with calibration of NMT 1, meaning that for a few days in September, a small amount of data received was not accurate. A temporary noise monitor was deployed by the airport's acoustic consultants and the microphone at NMT 1 was replaced on the 1st of October. This issue has not adversely affected the airport's required departure noise correlation percentage and the situation is being closely monitored to determine if any further action needs to be taken.

MINUTE 9
Environmental Report - October 2012 - December 2012

All of the Noise Monitoring Terminals (NMTs) were fully operational during this period, and data received on each day.

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London City Airport: Record of Daily Aircraft Movements 2012

Date	Actual Aircraft Movements		Permitted Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factorised Movements		Actual Movements		Differences (Permitted - Actual)	
	Day	Weekend	Day	Weekend	Day	Week	Day	Week	Day	Week	Day	Week
01/01/2012	45	-	132	-	43	-	87	-	-	-	-	-
02/01/2012	164	-	330	-	179	-	166	-	-	-	-	-
03/01/2012	161	-	592	-	172	-	431	-	1	1	5	0
04/01/2012	175	-	592	-	185	-	417	-	1	4	1	0
05/01/2012	173	-	592	-	181	-	3,723	-	2,622	0	2	4
06/01/2012	181	-	592	-	193	-	411	-	1	3	1	0
07/01/2012	59	-	100	280	127	-	41	-	103	-	2	-
08/01/2012	118	177	200	280	127	-	82	-	-	-	0	-
09/01/2012	233	-	592	-	243	-	359	-	1	5	1	0
10/01/2012	235	-	592	-	232	-	367	-	1	4	1	2
11/01/2012	236	-	592	-	246	-	356	-	1	6	1	0
12/01/2012	250	-	592	-	266	1,402	4,050	-	2,648	1	5	1
13/01/2012	226	-	592	-	237	-	366	-	1	3	1	0
14/01/2012	53	-	100	280	54	-	47	-	0	2	4	-
15/01/2012	116	169	200	280	127	-	84	-	111	-	-	0
16/01/2012	235	-	592	-	246	-	357	-	1	3	0	-
17/01/2012	223	-	592	-	234	-	369	-	0	2	4	-
18/01/2012	239	-	592	-	253	-	353	-	2	5	0	-
19/01/2012	248	-	592	-	263	1,405	4,050	344	2,645	2	4	0
20/01/2012	228	-	592	-	239	-	364	-	1	3	1	0
21/01/2012	52	-	100	280	53	-	48	-	-	2	-	0
22/01/2012	114	166	200	280	127	-	86	-	114	-	1	2
23/01/2012	250	-	592	-	261	-	342	-	-	0	1	-
24/01/2012	259	-	592	-	272	-	333	-	1	4	1	2
25/01/2012	259	-	592	-	273	-	333	-	1	5	1	0
26/01/2012	248	-	592	-	264	1,492	4,050	344	2,558	1	4	1
27/01/2012	231	-	592	-	242	-	361	-	1	5	1	0
28/01/2012	53	-	100	280	54	-	47	-	108	1	3	0
29/01/2012	119	172	200	280	127	-	81	-	-	-	0	-

All of the Noise Monitoring Terminals (NMTs) were fully operational during this period, and data received on each day.

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London City Airport: Record of Daily Aircraft Movements 2012

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factorised Movements	Differences (Permitted - Actual)		Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]			
								Actual Movements		Factorised 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	
30/01/2012	245	-	592	-	255		1,428	347	-	2,622	1	5	1	1	0	-	
31/01/2012	247	-	592	-	258			345	-		1	4	1	2	1	-	
01/02/2012	247	-	592	-	260			345	-		0	4	2	2	0	-	
02/02/2012	241	-	592	-	253			351	-		1	2	1	4	1	-	
03/02/2012	217	-	592	-	227			375	-		0	3	2	3	1	-	
04/02/2012	54		100		55			46			0	3	2	3	-	2	
05/02/2012	112	166	200		120			88	114		-	-	-	-	1	-	
06/02/2012	186	-	592	-	199			406	-		0	3	2	3	0	-	
07/02/2012	249	-	592	-	263			343	-		1	3	1	3	0	-	
08/02/2012	250	-	592	-	263			342	-		0	4	2	2	0	-	
09/02/2012	239	-	592	-	253		1,425	353	-	2,625	1	3	1	3	0	-	
10/02/2012	252	-	592	-	265			340	-		0	2	2	4	0	-	
11/02/2012	62		100		66			38			0	3	2	3	-	1	
12/02/2012	110	172	200		116			90	108		-	-	-	-	0	-	
13/02/2012	251	-	592	-	265			341	-		0	2	2	4	0	-	
14/02/2012	239	-	592	-	249			353	-		1	4	1	2	0	-	
15/02/2012	238	-	592	-	249			354	-		2	5	0	1	0	-	
16/02/2012	244	-	592	-	256			348	-		2	5	0	1	0	-	
17/02/2012	235	-	592	-	246			357	-		1	5	1	1	0	-	
18/02/2012	55		100		57			45			0	2	2	4	-	2	
19/02/2012	128	183	200		137			72	97		-	-	-	-	0	-	
20/02/2012	247	-	592	-	258		1,458	345	-	2,592	2	3	0	3	0	-	
21/02/2012	244	-	592	-	255			348	-		2	6	0	0	0	-	
22/02/2012	263	-	592	-	280			329	-		2	6	0	0	0	-	
23/02/2012	252	-	592	-	266			340	-		1	4	1	2	0	-	
24/02/2012	233	-	592	-	248			359	-		1	5	1	1	0	-	
25/02/2012	51		100		52			49			1	2	1	4	-	0	
26/02/2012	117	168	200		125			83	112		-	-	-	-	1	-	
27/02/2012	253	-	592	-	266			339	-		1	5	1	1	0	-	
28/02/2012	244	-	592	-	255			348	-		1	5	1	1	0	-	
29/02/2012	244	-	592	-	256			348	-		1	6	1	0	0	-	
01/03/2012	252	-	592	-	266		1,424	340	-	2,626	1	4	1	2	0	-	
02/03/2012	187	-	592	-	197			405	-		0	0	2	6	0	-	
03/03/2012	53		100		53			47			0	1	2	5	-	1	
04/03/2012	122	175	200		130			78	105		-	-	-	-	0	-	

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factorised Movements	Differences (Permitted - Actual)		Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]			
								Actual Movements		Factorised 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	
05/03/2012	248	-	592	-	256		1,513	344	-	2,537	2	5	0	1	0	-	
06/03/2012	254	-	592	-	263			338	-		2	5	0	1	0	-	
07/03/2012	253	-	592	-	261			339	-		2	5	0	1	0	-	
08/03/2012	271	-	592	-	286			321	-		1	4	1	2	0	-	
09/03/2012	248	-	592	-	258			344	-		1	5	1	1	0	-	
10/03/2012	54		100		55			46			1	3	1	3	-	0	
11/03/2012	126	180	200		133			74	100		-	-	-	-	0	-	
12/03/2012	249	-	592	-	261			343	-		1	5	1	1	0	-	
13/03/2012	258	-	592	-	270			334	-		1	4	1	2	0	-	
14/03/2012	258	-	592	-	272			334	-		2	6	0	0	0	-	
15/03/2012	195	-	592	-	205		1,460	397	-	2,590	0	0	2	6	0	-	
16/03/2012	246	-	592	-	257			346	-		1	5	1	1	0	-	
17/03/2012	59		100		62			41			2	5	0	1	-	2	
18/03/2012	126	185	200		134			74	95		-	-	-	-	0	-	
19/03/2012	258	-	592	-	270			334	-		1	6	1	0	0	-	
20/03/2012	255	-	592	-	267			337	-		1	6	1	0	0	-	
21/03/2012	247	-	592	-	256			345	-		1	4	1	2	0	-	
22/03/2012	258	-	592	-	270			334	-		1	5	1	1	0	-	
23/03/2012	236	-	592	-	243			356	-		1	3	1	3	0	-	
24/03/2012	51		100		52			49			0	0	2	6	-	5	
25/03/2012	117	168	200		122			83	112		-	-	-	-	0	-	
26/03/2012	252	-	592	-	263		1,501	340	-	2,549	1	2	1	4	0	-	
27/03/2012	247	-	592	-	254			345	-		1	4	1	2	0	-	
28/03/2012	268	-	592	-	280			324	-		0	6	2	0	0	-	
29/03/2012	251	-	592	-	258			341	-		1	4	1	2	0	-	
30/03/2012	243	-	592	-	251			349	-		1	4	1	2	0	-	
31/03/2012	68		100		73			32			1	4	1	2	-	2	
01/04/2012	118	186	200		123			82	94		-	-	-	-	0	-	
02/04/2012	238	-	592	-	243			354	-		1	4	1	2	1	-	
03/04/2012	234	-	592	-	243			358	-		0	4	2	2	0	-	
04/04/2012	242	-	592	-	252			350	-		1	3	1	3	0	-	
05/04/2012	234	-	592	-	245		1,293	358	-	2,222	0	2	2	4	0	-	
06/04/2012	155	-	164	-	159			9	-		-	-	-	-	0	-	
07/04/2012	55		100		56			45			0	1	2	5	-	1	
08/04/2																	

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factoried Movements	Differences (Permitted - Actual)		Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements	Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
						Week	Day	Weekend	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00	
09/04/2012	165	-	198	-	174	1,221	3,558	33	-	-	-	1	-		
10/04/2012	211	-	592	-	217			381	-	1	1	5	0	-	
11/04/2012	212	-	592	-	223			380	-	1	4	1	2	0	-
12/04/2012	221	-	592	-	232			371	-	0	4	2	2	1	-
13/04/2012	190	-	592	-	197			402	-	0	1	2	5	0	-
14/04/2012	59	170	100	280	62			41	110	0	2	2	4	-	3
15/04/2012	111	-	200	117				89	-	-	-	-	0	-	
16/04/2012	240	-	592	-	248			352	-	2	5	0	1	0	-
17/04/2012	244	-	592	-	256			348	-	1	4	1	2	0	-
18/04/2012	249	-	592	-	260			343	-	1	3	1	3	0	-
19/04/2012	250	-	592	-	261	1,453	4,050	342	-	1	4	1	2	0	-
20/04/2012	236	-	592	-	244			356	-	1	4	1	2	0	-
21/04/2012	57	174	100	280	60			43	106	1	3	1	3	-	1
22/04/2012	117	-	200	125				83	-	-	-	-	0	-	
23/04/2012	246	-	592	-	256			346	-	1	4	1	2	0	-
24/04/2012	239	-	592	-	249			353	-	1	4	1	2	0	-
25/04/2012	250	-	592	-	261			342	-	1	3	1	3	0	-
26/04/2012	231	-	592	-	238			361	-	0	3	2	3	0	-
27/04/2012	227	-	592	-	237			365	-	1	6	1	0	0	-
28/04/2012	57	167	100	280	60			43	113	0	0	2	6	-	2
29/04/2012	110	-	200	115				90	-	-	-	-	0	-	
30/04/2012	197	-	592	-	209			395	-	1	3	1	3	0	-
01/05/2012	233	-	592	-	246			359	-	1	3	1	3	0	-
02/05/2012	250	-	592	-	261			342	-	1	3	1	3	0	-
03/05/2012	245	-	592	-	256			347	-	2	6	0	0	0	-
04/05/2012	241	-	592	-	253			351	-	1	4	1	2	0	-
05/05/2012	60	162	100	280	64			40	118	2	4	0	2	-	0
06/05/2012	102	-	200	107				98	-	-	-	-	0	-	
07/05/2012	153	-	248	-	165			95	-	-	-	-	0	-	
08/05/2012	229	-	592	-	239			363	-	1	2	1	4	0	-
09/05/2012	239	-	592	-	248			353	-	1	2	1	4	0	-
10/05/2012	246	-	592	-	256			346	-	0	3	2	3	0	-
11/05/2012	231	-	592	-	245			361	-	1	3	1	3	0	-
12/05/2012	56	174	100	280	58			44	106	0	2	2	4	-	1
13/05/2012	118	-	200	125				82	-	-	-	-	0	-	

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factoried Movements	Differences (Permitted - Actual)		Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements	Factored Movements	Early Morning	Early Morning	Early Morning	Early Morning	Late Evening	Saturday Afternoon
						Week	Day	Weekend	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00	
14/05/2012	243	-	592	-	252	1,435	4,050	349	-	1	5	1	1	0	-
15/05/2012	252	-	592	-	266			340	-	1	6	1	0	0	-
16/05/2012	250	-	592	-	263			342	-	2	5	0	1	1	-
17/05/2012	231	-	592	-	246			361	-	1	4	1	2	0	-
18/05/2012	219	-	592	-	234			373	-	1	2	1	4	0	-
19/05/2012	52	167	100	280	53			48	113	1	2	1	4	-	0
20/05/2012	115	-	200	121				85	-	-	-	-	0	-	
21/05/2012	243	-	592	-	253			349	-	1	4	1	2	0	-
22/05/2012	251	-	592	-	263			341	-	1	4	1	2	0	-
23/05/2012	254	-	592	-	267			338	-	2	6	0	0	0	-
24/05/2012	222	-	592	-	231	1,453	4,050	370	-	1	3	1	3	1	-
25/05/2012	242	-	592	-	253			350	-	1	5	1	1	0	-
26/05/2012	64	174	100	280	69			36	106	1	4	1	2	-	2
27/05/2012	110	-	200	117				90	-	-	-	-	0	-	
28/05/2012	222	-	592	-	237			370	-	2	3	0	3	0	-
29/05/2012	242	-	592	-	252			350	-	1	3	1	3	0	-
30/05/2012	241	-	592	-	252			351	-	1	3	1	3	0	-
31/05/2012	265	-	592	-	280			327	-	2	4	0	2	0	-
01/06/2012	240	-	592	-	251			352	-	1	3	1	3	0	-
02/06/2012	64	165	100	280	69			36	115	1	1	1	5	-	0
03/06/2012	101	-	200	106				99	-	-	-	-	0	-	
04/06/2012	141	-	330	-	152			189	-	-	-	-	0	-	
05/06/2012	172	-	330	-	184			158	-	-	-	-	0	-	
06/06/2012	245	-	592	-	256			347	-	1	4	1	2	0	-
07/06/2012	241	-	592	-	256			351	-	1	5	1	1	0	-
08/06/2012	213	-	592	-	218			379	-	0	2	2	4	0	-
09/06/2012	56	176	100	280	59			44	104	1	1	1	5	-	1
10/06/2012	120	-	200	129				80	-	-	-	-	0	-	
11/06/2012	246	-	592	-	257			346	-	1	3	1	3	0	-
12/06/2012	261	-	592	-	276			331	-	1	4	1	2	0	-
13/06/2012	247	-	592	-	261			345	-	1	5	1	1	0	-
14/06/2012	263	-	592	-	280			329	-	2	3	0	3	0	-
15/06/2012	243	-	592	-	254			349	-	1	5	1	1	0	-
16/06/2012	57	193	100	280	60			43	87	1	2	1	4	-	1
17/06/2012	136	-	200	148				64	-	-	-	-	1	-	

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factoried Movements	Differences (Permitted - Actual)		Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements	Factoried Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon
							Day	Weekend	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00	
18/06/2012	253	-	592	-	265			339	-	1	4	1	2	0	-
19/06/2012	256	-	592	-	267			336	-	1	4	1	2	0	-
20/06/2012	254	-	592	-	267			338	-	2	5	0	1	0	-
21/06/2012	248	-	592	-	258			344	-	1	5	1	1	0	-
22/06/2012	250	-	592	-	263			342	-	1	4	1	2	0	-
23/06/2012	62	191	100	280	67			38	89	1	4	1	2	-	2
24/06/2012	129		200	139				71		-	-	-	-	0	-
25/06/2012	253	-	592	-	261			339	-	1	4	1	2	0	-
26/06/2012	277	-	592	-	292			315	-	1	5	1	1	0	-
27/06/2012	260	-	592	-	271			332	-	0	2	2	4	0	-
28/06/2012	263	-	592	-	273			329	-	1	3	1	3	0	-
29/06/2012	247	-	592	-	257			345	-	1	5	1	1	0	-
30/06/2012	59	172	100	280	62			41		0	3	2	3	-	1
01/07/2012	113		200	118				87	108	-	-	-	-	2	-
02/07/2012	249	-	592	-	256			343	-	0	1	2	5	0	-
03/07/2012	253	-	592	-	263			339	-	0	2	2	4	0	-
04/07/2012	261	-	592	-	271			331	-	0	3	2	3	0	-
05/07/2012	263	-	592	-	274			329	-	0	4	2	2	0	-
06/07/2012	245	-	592	-	253			347	-	0	2	2	4	0	-
07/07/2012	60	180	100	280	62			40		0	1	2	5	-	1
08/07/2012	120		200	125				80	100	-	-	-	-	3	-
09/07/2012	261	-	592	-	271			331	-	1	4	1	2	0	-
10/07/2012	263	-	592	-	275			329	-	0	4	2	2	0	-
11/07/2012	254	-	592	-	265			338	-	1	2	1	4	0	-
12/07/2012	262	-	592	-	273			330	-	0	2	2	4	0	-
13/07/2012	233	-	592	-	239			359	-	1	3	1	3	0	-
14/07/2012	67	181	100	280	72			33		1	2	1	4	-	2
15/07/2012	114		200	120				86	99	-	-	-	-	1	-
16/07/2012	254	-	592	-	266			338	-	0	3	2	3	0	-
17/07/2012	237	-	592	-	248			355	-	0	3	2	3	0	-
18/07/2012	260	-	592	-	273			332	-	1	4	1	2	0	-
19/07/2012	248	-	592	-	256			344	-	0	1	2	5	0	-
20/07/2012	235	-	592	-	246			357	-	0	3	2	3	0	-
21/07/2012	62	175	100	280	66			38		0	2	2	4	-	3
22/07/2012	113		200	120				87	105	-	-	-	-	0	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factoried Movements	Differences (Permitted - Actual)		Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements	Factoried Movements	Day	Weekend	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30
							Day	Weekend	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30	12:30-13:00		
23/07/2012	232	-	592	-	243			360	-	1	3	1	3	0	-	
24/07/2012	240	-	592	-	255			352	-	0	6	2	0	0	-	
25/07/2012	243	-	592	-	261			349	-	0	2	2	4	0	-	
26/07/2012	260	-	592	-	279			332	-	0	1	2	5	0	-	
27/07/2012	228	-	592	-	239			364	-	0	2	2	4	0	-	
28/07/2012	72	200	100	280	78			28		0	3	2	3	-	1	
29/07/2012	128	178	200	280	135			72	102	-	-	-	-	2	-	
30/07/2012	228	-	592	-	239			364	-	0	2	2	4	0	-	
31/07/2012	230	-	592	-	244			362	-	0	1	2	5	0	-	
01/08/2012	226	-	592	-	237			366	-	0	4	2	2	0	-	
02/08/2012	232	-	592	-	239			360	-	0	3	2	3	0	-	
03/08/2012	229	-	592	-	239			363	-	0	2	2	4	0	-	
04/08/2012	59	178	100	280	62			41		1	3	1	3	-	1	
05/08/2012	119		200	126				81	102	-	-	-	-	0	-	
06/08/2012	218	-	592	-	226			374	-	0	2	2	4	0	-	
07/08/2012	226	-	592	-	241			366	-	0	2	2	4	0	-	
08/08/2012	215	-	592	-	226			377	-	0	3	2	3	0	-	
09/08/2012	224	-	592	-	234			368	-	0	2	2	4	0	-	
10/08/2012	217	-	592	-	227			375	-	1	2	1	4	0	-	
11/08/2012	64	181	100	280	67			36		0	2	2	4	-	2	
12/08/2012	117		200	123				83	99	-	-	-	-	0	-	
13/08/2012	220	-	592	-	231			372	-	0	3	2	3	0	-	
14/08/2012	208	-	592	-	224			384	-	1	5	1	1	0	-	
15/08/2012	199	-	592	-	212			393	-	0	4	2	2	0	-	
16/08/2012	218	-	592	-	228			374	-	0	3	2	3	0	-	
17/08/2012	211	-	592	-	221			381	-	1	5	1	1	0	-	
18/08/2012	62	187	100	280	64			38		0	2	2	4	-	3	
19/08/2012	125		200	132				75	93	-	-	-	-	1	-	
20/08/2012	223	-	592	-	236			369	-	0	1	2	5	0	-	
21/08/2012	220	-	592	-	233			372	-	1	5	1	1	0	-	
22/08/2012	208	-	592	-	222			384	-	1	2	1	4	0	-	
23/08/2012	215	-	592	-	227			377	-	1	1	1	5	0	-	
24/08/2012	218	-	592	-	229			374	-	1	2	1	4	0	-	
25/08/2012	62	167	100	280	65			38		1	4	1	2	-	2	
26/08/2012	105		200	109				95	113	-	-	-	-	0	-	

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]			
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend	Day	Week	Actual Movements		Factored Movements		Early Morning		
												Week	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30
27/08/2012	173	-	230	-	185		1,372	57	-			-	-	-	-	0	-	
28/08/2012	232	-	592	-	239			360	-			1	3	1	3	0	-	
29/08/2012	246	-	592	-	261			346	-			1	4	1	2	0	-	
30/08/2012	244	-	592	-	261			348	-			1	2	1	4	0	-	
31/08/2012	226	-	592	-	237			366	-			1	4	1	2	0	-	
01/09/2012	61	180	100	280	64			39	100			3	4	-1	2	-	4	
02/09/2012	119		200		125			81				-	-	-	-	0	-	
03/09/2012	245	-	592	-	251		1,555	347	-			1	4	1	2	0	-	
04/09/2012	256	-	592	-	266			336	-			1	4	1	2	0	-	
05/09/2012	272	-	592	-	288			320	-			1	5	1	1	0	-	
06/09/2012	276	-	592	-	289			316	-			1	4	1	2	0	-	
07/09/2012	246	-	592	-	255			346	-			2	6	0	0	0	-	
08/09/2012	62	195	100	280	66			38	85			0	4	2	2	-	0	
09/09/2012	133		200		142			67				-	-	-	-	0	-	
10/09/2012	248	-	592	-	257		1,509	344	-			2	3	0	3	0	-	
11/09/2012	251	-	592	-	261			341	-			1	3	1	3	0	-	
12/09/2012	263	-	592	-	276			329	-			2	5	0	1	0	-	
13/09/2012	253	-	592	-	265			339	-			1	5	1	1	0	-	
14/09/2012	249	-	592	-	260			343	-			0	2	2	4	0	-	
15/09/2012	61	181	100	280	64			39	99			1	3	1	3	-	0	
16/09/2012	120		200		127			80				-	-	-	-	0	-	
17/09/2012	254	-	592	-	263		1,533	338	-			2	4	0	2	0	-	
18/09/2012	256	-	592	-	266			336	-			0	2	2	4	0	-	
19/09/2012	258	-	592	-	270			334	-			1	4	1	2	0	-	
20/09/2012	260	-	592	-	273			332	-			0	4	2	2	0	-	
21/09/2012	256	-	592	-	267			336	-			1	6	1	0	0	-	
22/09/2012	61	183	100	280	64			39	97			1	3	1	3	-	3	
23/09/2012	122		200		129			78				-	-	-	-	0	-	
24/09/2012	239	-	592	-	249		1,583	353	-			0	0	2	6	2	-	
25/09/2012	267	-	592	-	278			325	-			1	6	1	0	0	-	
26/09/2012	270	-	592	-	285			322	-			1	3	1	3	0	-	
27/09/2012	272	-	592	-	284			320	-			1	4	1	2	0	-	
28/09/2012	259	-	592	-	271			333	-			1	2	1	4	1	-	
29/09/2012	64	200	100	280	68			36	80			0	3	2	3	-	0	
30/09/2012	136		200		146			64				-	-	-	-	0	-	

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]			
	Day	Weekend	Day	Weekend	Day	Week		Day	Weekend	Day	Week	Actual Movements		Factored Movements		Early Morning		
												Week	Week	06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30
01/10/2012	257	-	592	-	268		1,530	335	-			1	2	1	4	0	-	
02/10/2012	255	-	592	-	266			337	-			2	5	0	1	1	-	
03/10/2012	251	-	592	-	261			341	-			1	4	1	2	0	-	
04/10/2012	266	-	592	-	278			326	-			1	2	1	4	0	-	
05/10/2012	249	-	592	-	260			343	-			1	3	1	3	0	-	
06/10/2012	67	188	100	280	72			33	92			0	4	2	2	-	1	
07/10/2012	121		200		125			79				-	-	-	-	1	-	
08/10/2012	268	-	592	-	284		1,583	324	-			1	3	1	3	0	-	
09/10/2012	249	-	592	-	257			343	-			1	2	1	4	0	-	
10/10/2012	266	-	592	-	280			326	-			1	4	1	2	1	-	
11/10/2012	272	-	592	-	285			320	-			1	4	1	2	0	-	
12/10/2012	267	-	592	-	281			325	-			1	5	1	1	0	-	
13/10/2012	59	186	100	280	62			41	94			1	4	1	2	-	1	
14/10/2012	127		200		135			73				-	-	-	-	0	-	
15/10/2012	258	-	592	-	266		1,501	334	-			1	3	1	3	0	-	
16/10/2012	248	-	592	-	255			344	-			0	3	2	3	0	-	
17/10/2012	259	-	592	-	268			333	-			1	2	1	4	0	-	
18/10/2012	260	-	592	-	272			332	-			1	4	1	2	0	-	
19/10/2012	243	-	592	-	253			349	-			0	6	2	0	0	-	
20/10/2012	57	178	100	280	59			43	102			0	4	2	2	-	1	
21/10/2012	121		200		127			79				-	-	-	-	0	-	
22/10/2012	38	-	592	-	43		1,146	554	-			0	2	2	4	0	-	
23/10/2012	160	-	592	-	171			432	-			0	0	2	6	0	-	
24/10/2012	200	-	592	-	208			392	-			0	1	2	5	0	-	
25/10/2012	261	-	592	-	275			331	-			1	3	1	3	0	-	
26/10/2012	251	-	592	-	263			341	-			2	5	0	1	0	-	
27/10/2012	60	178	100	280	63			40	102			1	1	1	5	-	5	
28/10/2012	118		200		123			82				-	-	-	-	1	-	
29/10/2012	246	-	592	-	259		1,467	346	-			0	1	2	5	0	-	
30/10/2012	261	-	592	-	273			331	-			0	2	2	4	0	-	
31/10/2012	241	-	592	-	251			351	-			1	4	1	2	0	-	
01/11/2012	260	-	592	-	271			332	-			2	4	0	2	0	-	
02/11/2012	234	-	5															

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London City Airport: Record of Daily Aircraft Movements 2012

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
								Actual Movements		Factored Movements	Early Morning		Early Morning		Late Evening	
	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
05/11/2012	264	-	592	-	277		1,532	328	-		1	2	1	4	0	-
06/11/2012	265	-	592	-	276			327	-		1	4	1	2	0	-
07/11/2012	264	-	592	-	271			328	-		1	5	1	1	0	-
08/11/2012	256	-	592	-	265			336	-		1	4	1	2	0	-
09/11/2012	251	-	592	-	265			341	-		1	5	1	1	0	-
10/11/2012	51	177	100	280	50			49	103		1	2	1	4	-	0
11/11/2012	126	200	129					74			-	-	-	-	0	-
12/11/2012	270	-	592	-	285		1,433	322	-		1	4	1	2	0	-
13/11/2012	274	-	592	-	287			318	-		1	2	1	4	0	-
14/11/2012	256	-	592	-	265			336	-		1	5	1	1	0	-
15/11/2012	185	-	592	-	195			407	-		0	0	2	6	0	-
16/11/2012	200	-	592	-	206			392	-		0	2	2	4	0	-
17/11/2012	57	188	100	280	57			43			1	3	1	3	-	0
18/11/2012	131	200	139					69	92		-	-	-	-	0	-
19/11/2012	264	-	592	-	278		1,443	328	-		2	4	0	2	0	-
20/11/2012	247	-	592	-	255			345	-		1	4	1	2	0	-
21/11/2012	250	-	592	-	258			342	-		1	4	1	2	0	-
22/11/2012	223	-	592	-	234			369	-		1	4	1	2	2	-
23/11/2012	242	-	592	-	251			350	-		1	2	1	4	0	-
24/11/2012	37	161	100	280	37			63			0	0	2	6	-	0
25/11/2012	124	200	130					76	119		-	-	-	-	0	-
26/11/2012	264	-	592	-	276		1,506	328	-		1	3	1	3	0	-
27/11/2012	259	-	592	-	271			333	-		2	6	0	0	0	-
28/11/2012	261	-	592	-	271			331	-		1	5	1	1	-	-
29/11/2012	261	-	592	-	272			331	-		0	5	2	1	1	-
30/11/2012	247	-	592	-	256			345	-		0	2	2	4	0	-
01/12/2012	49	158	100	280	48			51	122		0	0	2	6	-	4
02/12/2012	109	200	112					91			-	-	-	-	0	-
03/12/2012	255	-	592	-	265		1,484	337	-		1	4	1	2	0	-
04/12/2012	253	-	592	-	263			339	-		1	3	1	3	1	-
05/12/2012	258	-	592	-	267			334	-		0	5	2	1	1	-
06/12/2012	271	-	592	-	284			321	-		1	2	1	4	0	-
07/12/2012	235	-	592	-	240			357	-		1	3	1	3	0	-
08/12/2012	49	164	100	280	47			51			0	1	2	5	-	2
09/12/2012	115	200	118					85	116		-	-	-	-	0	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements ^[1]		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]	
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements	Factored Movements	Early Morning		Early Morning		Late Evening	Saturday Afternoon	
							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	
10/12/2012	266	-	592	-	278			326	-	0	4	2	2	0	-	
11/12/2012	189	-	592	-	202			403	-	1	3	1	3	0	-	
12/12/2012	170	-	592	-	174			422	-	0	0	2	6	0	-	
13/12/2012	263	-	592	-	276			329	-	1	3	1	3	0	-	
14/12/2012	243	-	592	-	251			349	-	0	2	2	4	0	-	
15/12/2012	52		100		52			48		1	2	1	4	-	1	
16/12/2012	109	161	200	280	115			91	119	-	-	-	-	0	-	
17/12/2012	211	-	592	-	221			381	-	1	1	1	5	0	-	
18/12/2012	210	-	592	-	223			382	-	0	3	2	3	0	-	
19/12/2012	212	-	592	-	226			380	-	0	2	2	4	0	-	
20/12/2012	206	-	592	-	218			386	-	1	3	1	3	0	-	
21/12/2012	203	-	592	-	217			389	-	1	4	1	2	0	-	
22/12/2012	59	155	100	280	60			41	125	1	3	1	3	-	3	
23/12/2012	96		200		101			104		-	-	-	-	0	-	
24/12/2012	104	-	592	-	108			488	-	2	2	0	4	0	-	
25/12/2012	0	-	0	-	0			0	-	-	-	-	-	-	-	
26/12/2012	99	-	100	-	103			1	-	-	-	-	-	0	-	
27/12/2012	131	-	592	-	135			461	-	1	2	1	4	0	-	
28/12/2012	146	-	592	-	156			446	-	0	3	2	3	0	-	
29/12/2012	52	146	100	280	52			48	134	1	4	1	2	-	2	
30/12/2012	94		200		100			106		-	-	-	-	0	-	
31/12/2012	110	-	592	-	114			482	-	0	2	2	4	0	-	
Annual Total	70,502	-	120,000	73819 ^[3]	-	120,000	49,498	-	46,181	244	1014			37	77	

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

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

¹³ Total annual number of factored movements derived from the annual sum of movements of each aircraft type multiplied by the appropriate noise categorisation factor, as detailed in BAP report A1125 57-R01.13-PH.VVdH Annual Categorisation Report 2012.

Bickerdike Allen Partners

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DATE	NOISE EVENTS				FIDS	NOISE EVENTS	FIDS			
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events			NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events
01/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
02/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
03/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
04/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
05/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
06/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
07/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
08/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
09/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
15/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
17/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
18/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
19/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
21/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
22/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
23/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
24/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
25/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
26/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
27/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
28/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
29/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
30/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
31/01/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
01/02/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
02/02/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
03/02/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
04/02/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
05/02/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
06/02/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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DATE	NOISE EVENTS				FIDS	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events		NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
15/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
17/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
18/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
19/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
21/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
22/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
23/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
24/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
25/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
26/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
27/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
28/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
29/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
30/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
31/03/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
01/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
02/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
03/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
04/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
05/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
06/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
07/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
08/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
09/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10/04/2012	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
11/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14/04/2012	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
15/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
17/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
18/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
19/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20/04/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No

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DATE	NOISE EVENTS				FIDS				NOISE EVENTS				FIDS			
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events					NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events				
28/05/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	04/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
29/05/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	05/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
30/05/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	06/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
31/05/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	07/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
01/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	08/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
02/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	09/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
03/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	10/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
04/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	11/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
05/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	12/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
06/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	13/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
07/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	14/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
08/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	15/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
09/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	16/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	17/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	18/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	19/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	20/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	21/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
15/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	22/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	23/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
17/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	24/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
18/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	25/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
19/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	26/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	27/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
21/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	28/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
22/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	29/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
23/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	30/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
24/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	31/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
25/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	01/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
26/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	02/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
27/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	03/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
28/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	04/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
29/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	05/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
30/06/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	06/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
01/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	07/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
02/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	08/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes
03/07/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	09/08/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Appendix 9

Bickerdike Allen Partners

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DATE	NOISE EVENTS				FIDS				FIDS			
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	DATE	NOISE EVENTS	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	DATE	NOISE EVENTS
10/08/2012	Yes	Yes	Yes	Yes	10/09/2012	Yes	Yes	Yes	Yes	Yes	16/09/2012	Yes
11/08/2012	Yes	Yes	Yes	Yes	11/09/2012	Yes	Yes	Yes	Yes	Yes	17/09/2012	Yes
12/08/2012	Yes	Yes	Yes	Yes	12/09/2012	Yes	Yes	Yes	Yes	Yes	18/09/2012	Yes
13/08/2012	Yes	Yes	Yes	Yes	13/09/2012	Yes	Yes	Yes	Yes	Yes	19/09/2012	Yes
14/08/2012	Yes	Yes	Yes	Yes	14/09/2012	Yes	Yes	Yes	Yes	Yes	20/09/2012	Yes
15/08/2012	Yes	Yes	Yes	Yes	15/09/2012	Yes	Yes	Yes	Yes	Yes	21/09/2012	Yes
16/08/2012	Yes	Yes	Yes	Yes	16/09/2012	Yes	Yes	Yes	Yes	Yes	22/09/2012	Yes
17/08/2012	Yes	Yes	Yes	Yes	17/09/2012	Yes	Yes	Yes	Yes	Yes	23/09/2012	Yes
18/08/2012	Yes	Yes	Yes	Yes	18/09/2012	Yes	Yes	Yes	Yes	Yes	24/09/2012	Yes
19/08/2012	Yes	Yes	Yes	Yes	19/09/2012	Yes	Yes	Yes	Yes	Yes	25/09/2012	Yes
20/08/2012	Yes	Yes	Yes	Yes	20/09/2012	Yes	Yes	Yes	Yes	Yes	26/09/2012	Yes
21/08/2012	Yes	Yes	Yes	Yes	21/09/2012	Yes	Yes	Yes	Yes	Yes	27/09/2012	Yes
22/08/2012	Yes	Yes	Yes	Yes	22/09/2012	Yes	Yes	Yes	Yes	Yes	28/09/2012	Yes
23/08/2012	Yes	Yes	Yes	Yes	23/09/2012	Yes	Yes	Yes	Yes	Yes	29/09/2012	Yes
24/08/2012	Yes	Yes	Yes	Yes	24/09/2012	Yes	Yes	Yes	Yes	Yes	30/09/2012	Yes
25/08/2012	Yes	Yes	Yes	Yes	25/09/2012	Yes	Yes	Yes	Yes	Yes	01/10/2012	Yes
26/08/2012	Yes	Yes	Yes	Yes	26/09/2012	Yes	Yes	Yes	Yes	Yes	02/10/2012	Yes
27/08/2012	Yes	Yes	Yes	Yes	27/09/2012	Yes	Yes	Yes	Yes	Yes	03/10/2012	Yes
28/08/2012	Yes	Yes	Yes	Yes	28/09/2012	Yes	Yes	Yes	Yes	Yes	04/10/2012	Yes
29/08/2012	Yes	Yes	Yes	Yes	29/09/2012	Yes	Yes	Yes	Yes	Yes	05/10/2012	Yes
30/08/2012	Yes	Yes	Yes	Yes	30/09/2012	Yes	Yes	Yes	Yes	Yes	06/10/2012	Yes
31/08/2012	Yes	Yes	Yes	Yes	01/09/2012	Yes	Yes	Yes	Yes	Yes	07/10/2012	Yes
01/09/2012	Yes	Yes	Yes	Yes	02/09/2012	Yes	Yes	Yes	Yes	Yes	08/10/2012	Yes
02/09/2012	Yes	Yes	Yes	Yes	03/09/2012	Yes	Yes	Yes	Yes	Yes	09/10/2012	Yes
03/09/2012	Yes	Yes	Yes	Yes	04/09/2012	Yes	Yes	Yes	Yes	Yes	10/10/2012	Yes
04/09/2012	Yes	Yes	Yes	Yes	05/09/2012	Yes	Yes	Yes	Yes	Yes	11/10/2012	Yes
05/09/2012	Yes	Yes	Yes	Yes	06/09/2012	Yes	Yes	Yes	Yes	Yes	12/10/2012	Yes
06/09/2012	Yes	Yes	Yes	Yes	07/09/2012	Yes	Yes	Yes	Yes	Yes	13/10/2012	Yes
07/09/2012	Yes	Yes	Yes	Yes	08/09/2012	Yes	Yes	Yes	Yes	Yes	14/10/2012	Yes
08/09/2012	Yes	Yes	Yes	Yes	09/09/2012	Yes	Yes	Yes	Yes	Yes	15/10/2012	Yes
09/09/2012	Yes	Yes	Yes	Yes	10/09/2012	Yes	Yes	Yes	Yes	Yes	16/10/2012	Yes
10/09/2012	Yes	Yes	Yes	Yes	11/09/2012	Yes	Yes	Yes	Yes	Yes	17/10/2012	Yes
11/09/2012	Yes	Yes	Yes	Yes	12/09/2012	Yes	Yes	Yes	Yes	Yes	18/10/2012	Yes
12/09/2012	Yes	Yes	Yes	Yes	13/09/2012	Yes	Yes	Yes	Yes	Yes	19/10/2012	Yes
13/09/2012	Yes	Yes	Yes	Yes	14/09/2012	Yes	Yes	Yes	Yes	Yes	20/10/2012	Yes
14/09/2012	Yes	Yes	Yes	Yes	15/09/2012	Yes	Yes	Yes	Yes	Yes	21/10/2012	Yes
											22/10/2012	Yes

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DATE	NOISE EVENTS				FIDS	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events		NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
23/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
24/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
25/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
26/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
27/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
28/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
29/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
30/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
31/10/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
01/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
02/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
03/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
04/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
05/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
06/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
07/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
08/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
09/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
15/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
17/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
18/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
19/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
21/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
22/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
23/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
24/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
25/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
26/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
27/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
28/11/2012	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Appendix 9

A summary of the correlation rate for each month from 1st January 2012 up to an including the 31st December 2012 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	5665	2799	99%
February	5757	2864	99%
March	6210	3080	99%
April	5486	2652	97%
May	6121	3013	98%
June	5857	2839	97%
July	6288	3078	98%
August	5761	2741	95%
September	6089	2780	91%
October	6256	2915	93%
November	6193	3025	98%
December	4819	2339	97%

Table 2 – 2012 Monthly summary of correlation rate

Appendix 10

Temporary Noise Monitoring Strategy Reports

Bickerdike Allen Partners

**LONDON CITY AIRPORT
NOISE & TRACK KEEPING STATUS REPORT
JANUARY 2012 – MARCH 2012**

Report to

**Mr Gary Hodgetts
Director Operations Policy & Planning
London City Airport
The Royal Docks
London
E16 2PB**

**A1125.121-R11 VC
12th April 2012**

INTRODUCTION

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the Noise and Track Keeping system to the London Borough of Newham.

This report details the daily operational status of each monitor and the monthly correlation rate of noise events to aircraft departures for the quarterly period 1st January 2012 to 31st March 2012.

NMT STATUS

A summary of the status of each Noise Monitoring Terminal (NMT) is given in Table 1 below. A detailed summary is given in Appendix A showing whether both noise events and flight information data (FIDs) have been obtained on a daily basis. During this quarterly period FIDs was received for all days, and the NMTs were fully operational.

NMT	Calibration	Data
1	OK	Data received on all days
2	OK	Data received on all days
3	OK	Data received on all days
4	OK	Data received on all days

Table 1 – Summary of NMT status

Analysis of the data and calibration checks indicate that the data is reliable, and consistent with noise levels measured during previous months.

CORRELATION RATE

A summary of the correlation rate for each month is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport¹ during the same period. It has been assumed that the number of departures constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Dep.	Correlation Rate
January	5665	2799	99%
February	5757	2864	99%
March	6210	3080	99%

Table 2 – Summary of correlation rate

SUMMARY

During the quarterly period from 1st January 2012 to 31st March 2012, FIDs was received for all days, and the NMT's were fully functional. Reliable noise event data was successfully recorded for a total of 8,743 departures and a correlation rate of 99% achieved.

Peter Henson
Partner
for Bickerdike Allen Partners

Valerie Collingwood
for Bickerdike Allen Partners

¹ Number of monthly operations supplied by Airport2020 Client Flight Information Database.

Bickerdike Allen Partners

Bickerdike Allen Partners

DATE	NMT 1 Events	NOISE EVENTS NMT 2 Events	NMT 3 Events	NMT 4 Events	FIDS
01/01/2012	Yes	Yes	Yes	Yes	Yes
02/01/2012	Yes	Yes	Yes	Yes	Yes
03/01/2012	Yes	Yes	Yes	Yes	Yes
04/01/2012	Yes	Yes	Yes	Yes	Yes
05/01/2012	Yes	Yes	Yes	Yes	Yes
06/01/2012	Yes	Yes	Yes	Yes	Yes
07/01/2012	Yes	Yes	Yes	Yes	Yes
08/01/2012	Yes	Yes	Yes	Yes	Yes
09/01/2012	Yes	Yes	Yes	Yes	Yes
10/01/2012	Yes	Yes	Yes	Yes	Yes
11/01/2012	Yes	Yes	Yes	Yes	Yes
12/01/2012	Yes	Yes	Yes	Yes	Yes
13/01/2012	Yes	Yes	Yes	Yes	Yes
14/01/2012	Yes	Yes	Yes	Yes	Yes
15/01/2012	Yes	Yes	Yes	Yes	Yes
16/01/2012	Yes	Yes	Yes	Yes	Yes
17/01/2012	Yes	Yes	Yes	Yes	Yes
18/01/2012	Yes	Yes	Yes	Yes	Yes
19/01/2012	Yes	Yes	Yes	Yes	Yes
20/01/2012	Yes	Yes	Yes	Yes	Yes
21/01/2012	Yes	Yes	Yes	Yes	Yes
22/01/2012	Yes	Yes	Yes	Yes	Yes
23/01/2012	Yes	Yes	Yes	Yes	Yes
24/01/2012	Yes	Yes	Yes	Yes	Yes
25/01/2012	Yes	Yes	Yes	Yes	Yes
26/01/2012	Yes	Yes	Yes	Yes	Yes
27/01/2012	Yes	Yes	Yes	Yes	Yes
28/01/2012	Yes	Yes	Yes	Yes	Yes
29/01/2012	Yes	Yes	Yes	Yes	Yes
30/01/2012	Yes	Yes	Yes	Yes	Yes
31/01/2012	Yes	Yes	Yes	Yes	Yes
01/02/2012	Yes	Yes	Yes	Yes	Yes
02/02/2012	Yes	Yes	Yes	Yes	Yes
03/02/2012	Yes	Yes	Yes	Yes	Yes
04/02/2012	Yes	Yes	Yes	Yes	Yes
05/02/2012	Yes	Yes	Yes	Yes	Yes
06/02/2012	Yes	Yes	Yes	Yes	Yes
07/02/2012	Yes	Yes	Yes	Yes	Yes
08/02/2012	Yes	Yes	Yes	Yes	Yes
09/02/2012	Yes	Yes	Yes	Yes	Yes
10/02/2012	Yes	Yes	Yes	Yes	Yes

DATE	NMT 1 Events	NOISE EVENTS NMT 2 Events	NMT 3 Events	NMT 4 Events	FIDS
11/02/2012	Yes	Yes	Yes	Yes	Yes
12/02/2012	Yes	Yes	Yes	Yes	Yes
13/02/2012	Yes	Yes	Yes	Yes	Yes
14/02/2012	Yes	Yes	Yes	Yes	Yes
15/02/2012	Yes	Yes	Yes	Yes	Yes
16/02/2012	Yes	Yes	Yes	Yes	Yes
17/02/2012	Yes	Yes	Yes	Yes	Yes
18/02/2012	Yes	Yes	Yes	Yes	Yes
19/02/2012	Yes	Yes	Yes	Yes	Yes
20/02/2012	Yes	Yes	Yes	Yes	Yes
21/02/2012	Yes	Yes	Yes	Yes	Yes
22/02/2012	Yes	Yes	Yes	Yes	Yes
23/02/2012	Yes	Yes	Yes	Yes	Yes
24/02/2012	Yes	Yes	Yes	Yes	Yes
25/02/2012	Yes	Yes	Yes	Yes	Yes
26/02/2012	Yes	Yes	Yes	Yes	Yes
27/02/2012	Yes	Yes	Yes	Yes	Yes
28/02/2012	Yes	Yes	Yes	Yes	Yes
29/02/2012	Yes	Yes	Yes	Yes	Yes
01/03/2012	Yes	Yes	Yes	Yes	Yes
02/03/2012	Yes	Yes	Yes	Yes	Yes
03/03/2012	Yes	Yes	Yes	Yes	Yes
04/03/2012	Yes	Yes	Yes	Yes	Yes
05/03/2012	Yes	Yes	Yes	Yes	Yes
06/03/2012	Yes	Yes	Yes	Yes	Yes
07/03/2012	Yes	Yes	Yes	Yes	Yes
08/03/2012	Yes	Yes	Yes	Yes	Yes
09/03/2012	Yes	Yes	Yes	Yes	Yes
10/03/2012	Yes	Yes	Yes	Yes	Yes
11/03/2012	Yes	Yes	Yes	Yes	Yes
12/03/2012	Yes	Yes	Yes	Yes	Yes
13/03/2012	Yes	Yes	Yes	Yes	Yes
14/03/2012	Yes	Yes	Yes	Yes	Yes
15/03/2012	Yes	Yes	Yes	Yes	Yes
16/03/2012	Yes	Yes	Yes	Yes	Yes
17/03/2012	Yes	Yes	Yes	Yes	Yes
18/03/2012	Yes	Yes	Yes	Yes	Yes
19/03/2012	Yes	Yes	Yes	Yes	Yes
20/03/2012	Yes	Yes	Yes	Yes	Yes
21/03/2012	Yes	Yes	Yes	Yes	Yes
22/03/2012	Yes	Yes	Yes	Yes	Yes

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DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
23/03/2012	Yes	Yes	Yes	Yes	Yes
24/03/2012	Yes	Yes	Yes	Yes	Yes
25/03/2012	Yes	Yes	Yes	Yes	Yes
26/03/2012	Yes	Yes	Yes	Yes	Yes
27/03/2012	Yes	Yes	Yes	Yes	Yes
28/03/2012	Yes	Yes	Yes	Yes	Yes
29/03/2012	Yes	Yes	Yes	Yes	Yes
30/03/2012	Yes	Yes	Yes	Yes	Yes
31/03/2012	Yes	Yes	Yes	Yes	Yes

LONDON CITY AIRPORT
NOISE & TRACK KEEPING STATUS REPORT
APRIL 2012 – JUNE 2012

Report to

Mr Gary Hodgetts
Director Operations Policy & Planning
London City Airport
The Royal Docks
London
E16 2PB

A1125.121-R12 VC
17th July 2012

Appendix 10

Bickerdike Allen Partners

Bickerdike Allen Partners

Analysis of the data and calibration checks indicate that the data from all NMTs is reliable, and consistent with noise levels measured during previous months.

INTRODUCTION

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the Noise and Track Keeping system to the London Borough of Newham.

This report details the daily operational status of each monitor and the monthly correlation rate of noise events to aircraft departures for the quarterly period 1st April 2012 to 30th June 2012.

NMT STATUS

A summary of the status of each Noise Monitoring Terminal (NMT) is given in Table 1 below. A detailed summary is given in Appendix A showing whether both noise events and flight information data (FIDs) have been obtained on a daily basis. During this quarterly period, NMTs 2, 3 and 4 were fully operational during this period, and data received on each day.

The telephone line to NMT 1 was damaged on the 19th May 2012 by nearby construction works, which resulted in communication with the NMT being lost. Data was successfully recorded and stored on the hard drive of NMT 1 until the 22nd May 2012, after which, due to a limit in space on the NMT's hard drive, it was considered advisable to deploy a mobile NMT (utilising NMT's microphone and power source) which communicated with the airport via a GSM data SIM.

The telephone line was repaired by BT on the 29th May 2012, at which time normal service with NMT 1 was resumed. The data collected by NMT 1 during the communications failure was successfully downloaded from its hard drive once the line was repaired, and during this period data was received from the NMT 1 location for each day.

NMT	Calibration	Data
1	OK	Data received on all days from either NMT 1 or mobile NMT
2	OK	Data received on all days
3	OK	Data received on all days
4	OK	Data received on all days

Table 1 – Summary of NMT status

FIDs data was not directly available from the computerised system for the following dates:

	April 2012	May 2012	June 2012
14/04/2012	05/05/2012	12/05/2012	FIDs received for all days
		25/05/2012	
		27/05/2012	

The data was instead obtained from the airport's primary source (Airport2020 Client) in order to facilitate the normal data correlation process, and the airport's IT department was notified of the situation.

CORRELATION RATE

A summary of the correlation rate for each month is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport¹ during the same period. It has been assumed that the number of departures constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Dep.	Correlation Rate
April	5486	2652	97%
May	6121	3013	98%
June	5857	2839	97%

Table 2 – Summary of correlation rate

¹ Number of monthly operations supplied by Airport2020 Client Flight Information Database.

Bickerdike Allen Partners

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SUMMARY

During the quarterly period from 1st April 2012 to 30th June 2012, while there was a communication failure at NMT 1 for a period of 10 days caused by nearby construction works, a temporary noise monitor was deployed to ensure a continuation of daily data collection. There were no significant issues with any of the other monitors which make up the Noise and Track Keeping system belonging to London City Airport and data was received from all four noise monitoring locations from each day. The NTK system's automatic FIDs collection did not receive data for several days in April and May 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 8,504 departures and a correlation rate of 97% or above achieved.

Valerie Collingwood
for Bickerdike Allen Partners

Peter Henson
Partner

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/04/2012	Yes	Yes	Yes	Yes	Yes
02/04/2012	Yes	Yes	Yes	Yes	Yes
03/04/2012	Yes	Yes	Yes	Yes	Yes
04/04/2012	Yes	Yes	Yes	Yes	Yes
05/04/2012	Yes	Yes	Yes	Yes	Yes
06/04/2012	Yes	Yes	Yes	Yes	Yes
07/04/2012	Yes	Yes	Yes	Yes	Yes
08/04/2012	Yes	Yes	Yes	Yes	Yes
09/04/2012	Yes	Yes	Yes	Yes	Yes
10/04/2012	Yes	Yes	Yes	Yes	Yes
11/04/2012	Yes	Yes	Yes	Yes	Yes
12/04/2012	Yes	Yes	Yes	Yes	Yes
13/04/2012	Yes	Yes	Yes	Yes	Yes
14/04/2012	Yes	Yes	Yes	Yes	No
15/04/2012	Yes	Yes	Yes	Yes	Yes
16/04/2012	Yes	Yes	Yes	Yes	Yes
17/04/2012	Yes	Yes	Yes	Yes	Yes
18/04/2012	Yes	Yes	Yes	Yes	Yes
19/04/2012	Yes	Yes	Yes	Yes	Yes
20/04/2012	Yes	Yes	Yes	Yes	Yes
21/04/2012	Yes	Yes	Yes	Yes	Yes
22/04/2012	Yes	Yes	Yes	Yes	Yes
23/04/2012	Yes	Yes	Yes	Yes	Yes
24/04/2012	Yes	Yes	Yes	Yes	Yes
25/04/2012	Yes	Yes	Yes	Yes	Yes
26/04/2012	Yes	Yes	Yes	Yes	Yes
27/04/2012	Yes	Yes	Yes	Yes	Yes
28/04/2012	Yes	Yes	Yes	Yes	Yes
29/04/2012	Yes	Yes	Yes	Yes	Yes
30/04/2012	Yes	Yes	Yes	Yes	Yes
01/05/2012	Yes	Yes	Yes	Yes	Yes
02/05/2012	Yes	Yes	Yes	Yes	Yes
03/05/2012	Yes	Yes	Yes	Yes	Yes
04/05/2012	Yes	Yes	Yes	Yes	Yes
05/05/2012	Yes	Yes	Yes	Yes	No
06/05/2012	Yes	Yes	Yes	Yes	Yes
07/05/2012	Yes	Yes	Yes	Yes	Yes
08/05/2012	Yes	Yes	Yes	Yes	Yes
09/05/2012	Yes	Yes	Yes	Yes	Yes
10/05/2012	Yes	Yes	Yes	Yes	Yes
11/05/2012	Yes	Yes	Yes	Yes	Yes

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DATE	NOISE EVENTS				FIDS	NMT 1 Events	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events			NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
12/05/2012	Yes	Yes	Yes	Yes	No	22/06/2012	Yes	Yes	Yes	Yes	Yes
13/05/2012	Yes	Yes	Yes	Yes	Yes	23/06/2012	Yes	Yes	Yes	Yes	Yes
14/05/2012	Yes	Yes	Yes	Yes	Yes	24/06/2012	Yes	Yes	Yes	Yes	Yes
15/05/2012	Yes	Yes	Yes	Yes	Yes	25/06/2012	Yes	Yes	Yes	Yes	Yes
16/05/2012	Yes	Yes	Yes	Yes	Yes	26/06/2012	Yes	Yes	Yes	Yes	Yes
17/05/2012	Yes	Yes	Yes	Yes	Yes	27/06/2012	Yes	Yes	Yes	Yes	Yes
18/05/2012	Yes	Yes	Yes	Yes	Yes	28/06/2012	Yes	Yes	Yes	Yes	Yes
19/05/2012	Yes	Yes	Yes	Yes	Yes	29/06/2012	Yes	Yes	Yes	Yes	Yes
20/05/2012	Yes	Yes	Yes	Yes	Yes	30/06/2012	Yes	Yes	Yes	Yes	Yes
21/05/2012	Yes	Yes	Yes	Yes	Yes						
22/05/2012	Yes	Yes	Yes	Yes	Yes						
23/05/2012	Yes	Yes	Yes	Yes	Yes						
24/05/2012	Yes	Yes	Yes	Yes	Yes						
25/05/2012	Yes	Yes	Yes	Yes	Yes						
26/05/2012	Yes	Yes	Yes	Yes	Yes						
27/05/2012	Yes	Yes	Yes	Yes	Yes						
28/05/2012	Yes	Yes	Yes	Yes	Yes						
29/05/2012	Yes	Yes	Yes	Yes	Yes						
30/05/2012	Yes	Yes	Yes	Yes	Yes						
31/05/2012	Yes	Yes	Yes	Yes	Yes						
01/06/2012	Yes	Yes	Yes	Yes	Yes						
02/06/2012	Yes	Yes	Yes	Yes	Yes						
03/06/2012	Yes	Yes	Yes	Yes	Yes						
04/06/2012	Yes	Yes	Yes	Yes	Yes						
05/06/2012	Yes	Yes	Yes	Yes	Yes						
06/06/2012	Yes	Yes	Yes	Yes	Yes						
07/06/2012	Yes	Yes	Yes	Yes	Yes						
08/06/2012	Yes	Yes	Yes	Yes	Yes						
09/06/2012	Yes	Yes	Yes	Yes	Yes						
10/06/2012	Yes	Yes	Yes	Yes	Yes						
11/06/2012	Yes	Yes	Yes	Yes	Yes						
12/06/2012	Yes	Yes	Yes	Yes	Yes						
13/06/2012	Yes	Yes	Yes	Yes	Yes						
14/06/2012	Yes	Yes	Yes	Yes	Yes						
15/06/2012	Yes	Yes	Yes	Yes	Yes						
16/06/2012	Yes	Yes	Yes	Yes	Yes						
17/06/2012	Yes	Yes	Yes	Yes	Yes						
18/06/2012	Yes	Yes	Yes	Yes	Yes						
19/06/2012	Yes	Yes	Yes	Yes	Yes						
20/06/2012	Yes	Yes	Yes	Yes	Yes						
21/06/2012	Yes	Yes	Yes	Yes	Yes						

INTRODUCTION

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the Noise and Track Keeping system to the London Borough of Newham.

LONDON CITY AIRPORT NOISE & TRACK KEEPING STATUS REPORT JULY 2012 – SEPTEMBER 2012

NMT STATUS

A summary of the status of each Noise Monitoring Terminal (NMT) is given in Table 1 below. A detailed summary is given in Appendix A showing whether both noise events and flight information data (FIDs) have been obtained on a daily basis. During this quarterly period, all of the NMTs were fully operational, and data received on each day.

In the latter half of September there was an intermittent fault with NMT 1, meaning that for a few days in this month a small amount of data received was not accurate. A temporary noise monitor was deployed by Bickerdike Allen Partners (BAP) and the microphone at NMT 1 was replaced on the 1st of October 2012. Further work was carried out to the microphone cable on the 15th October 2012, and up to the date of this report, accurate results have subsequently been obtained from NMT 1. It is believed that the fault is now repaired. This issue has not adversely affected the airport's required departure noise correlation percentage, and the situation is being closely monitored by both the airport and B&K.

Data not considered reliable from NMT 1 during this period has been discarded and replaced with measurements taken with a BAP temporary noise monitor. Where data from NMT 1 has been used during this period it has been carefully checked for consistency against previous sets of data to confirm accuracy. Analysis of the data and calibration checks indicate that the data from NMTs 2, 3 and 4 is reliable and consistent with noise levels measured during previous months.

Report to

Mr Gary Hodgetts
Director Operations Policy & Planning
London City Airport
The Royal Docks
London
E16 2PB

A1125.121-R13 VC
17th October 2012

Bickerdike Allen Partners

Bickerdike Allen Partners

NMT	Calibration	Data
1	OK	Data received on all days, including from BAP monitor
2	OK	Data received on all days
3	OK	Data received on all days
4	OK	Data received on all days

Table 1 – Summary of NMT status

CORRELATION RATE

A summary of the correlation rate for each month is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport¹ during the same period. It has been assumed that the number of departures constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Dep.	Correlation Rate
July	6288	3078	98%
August	5761	2741	95%
September	6089	2780	91%

Table 2 – Summary of correlation rate

SUMMARY

During the quarterly period from 1st July 2012 to 30th September 2012, FIDs was received for all days, and the NMT's were fully operational. An intermittent fault at NMT 1 resulted in a small amount of data being unreliable and therefore discarded for correlation purposes. A total of 8,599 departure events were successfully recorded and a correlation rate of 91% or above achieved.

**Peter Henson
Partner**
**Valerie Collingwood
for Bickerdike Allen Partners**

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/07/2012	Yes	Yes	Yes	Yes	Yes
02/07/2012	Yes	Yes	Yes	Yes	Yes
03/07/2012	Yes	Yes	Yes	Yes	Yes
04/07/2012	Yes	Yes	Yes	Yes	Yes
05/07/2012	Yes	Yes	Yes	Yes	Yes
06/07/2012	Yes	Yes	Yes	Yes	Yes
07/07/2012	Yes	Yes	Yes	Yes	Yes
08/07/2012	Yes	Yes	Yes	Yes	Yes
09/07/2012	Yes	Yes	Yes	Yes	Yes
10/07/2012	Yes	Yes	Yes	Yes	Yes
11/07/2012	Yes	Yes	Yes	Yes	Yes
12/07/2012	Yes	Yes	Yes	Yes	Yes
13/07/2012	Yes	Yes	Yes	Yes	Yes
14/07/2012	Yes	Yes	Yes	Yes	Yes
15/07/2012	Yes	Yes	Yes	Yes	Yes
16/07/2012	Yes	Yes	Yes	Yes	Yes
17/07/2012	Yes	Yes	Yes	Yes	Yes
18/07/2012	Yes	Yes	Yes	Yes	Yes
19/07/2012	Yes	Yes	Yes	Yes	Yes
20/07/2012	Yes	Yes	Yes	Yes	Yes
21/07/2012	Yes	Yes	Yes	Yes	Yes
22/07/2012	Yes	Yes	Yes	Yes	Yes
23/07/2012	Yes	Yes	Yes	Yes	Yes
24/07/2012	Yes	Yes	Yes	Yes	Yes
25/07/2012	Yes	Yes	Yes	Yes	Yes
26/07/2012	Yes	Yes	Yes	Yes	Yes
27/07/2012	Yes	Yes	Yes	Yes	Yes
28/07/2012	Yes	Yes	Yes	Yes	Yes
29/07/2012	Yes	Yes	Yes	Yes	Yes
30/07/2012	Yes	Yes	Yes	Yes	Yes
31/07/2012	Yes	Yes	Yes	Yes	Yes
01/08/2012	Yes	Yes	Yes	Yes	Yes
02/08/2012	Yes	Yes	Yes	Yes	Yes
03/08/2012	Yes	Yes	Yes	Yes	Yes
04/08/2012	Yes	Yes	Yes	Yes	Yes
05/08/2012	Yes	Yes	Yes	Yes	Yes
06/08/2012	Yes	Yes	Yes	Yes	Yes
07/08/2012	Yes	Yes	Yes	Yes	Yes
08/08/2012	Yes	Yes	Yes	Yes	Yes
09/08/2012	Yes	Yes	Yes	Yes	Yes
10/08/2012	Yes	Yes	Yes	Yes	Yes

¹ Number of monthly operations supplied by Airport2020 Client Flight Information Database.

Bickerdike Allen Partners

Bickerdike Allen Partners

DATE	NMT 1 Events	NOISE EVENTS NMT 2 Events	NMT 3 Events	NMT 4 Events	FIDS
11/08/2012	Yes	Yes	Yes	Yes	Yes
12/08/2012	Yes	Yes	Yes	Yes	Yes
13/08/2012	Yes	Yes	Yes	Yes	Yes
14/08/2012	Yes	Yes	Yes	Yes	Yes
15/08/2012	Yes	Yes	Yes	Yes	Yes
16/08/2012	Yes	Yes	Yes	Yes	Yes
17/08/2012	Yes	Yes	Yes	Yes	Yes
18/08/2012	Yes	Yes	Yes	Yes	Yes
19/08/2012	Yes	Yes	Yes	Yes	Yes
20/08/2012	Yes	Yes	Yes	Yes	Yes
21/08/2012	Yes	Yes	Yes	Yes	Yes
22/08/2012	Yes	Yes	Yes	Yes	Yes
23/08/2012	Yes	Yes	Yes	Yes	Yes
24/08/2012	Yes	Yes	Yes	Yes	Yes
25/08/2012	Yes	Yes	Yes	Yes	Yes
26/08/2012	Yes	Yes	Yes	Yes	Yes
27/08/2012	Yes	Yes	Yes	Yes	Yes
28/08/2012	Yes	Yes	Yes	Yes	Yes
29/08/2012	Yes	Yes	Yes	Yes	Yes
30/08/2012	Yes	Yes	Yes	Yes	Yes
31/08/2012	Yes	Yes	Yes	Yes	Yes
01/09/2012	Yes	Yes	Yes	Yes	Yes
02/09/2012	Yes	Yes	Yes	Yes	Yes
03/09/2012	Yes	Yes	Yes	Yes	Yes
04/09/2012	Yes	Yes	Yes	Yes	Yes
05/09/2012	Yes	Yes	Yes	Yes	Yes
06/09/2012	Yes	Yes	Yes	Yes	Yes
07/09/2012	Yes	Yes	Yes	Yes	Yes
08/09/2012	Yes	Yes	Yes	Yes	Yes
09/09/2012	Yes	Yes	Yes	Yes	Yes
10/09/2012	Yes	Yes	Yes	Yes	Yes
11/09/2012	Yes	Yes	Yes	Yes	Yes
12/09/2012	Yes	Yes	Yes	Yes	Yes
13/09/2012	Yes	Yes	Yes	Yes	Yes
14/09/2012	Yes	Yes	Yes	Yes	Yes
15/09/2012	Yes	Yes	Yes	Yes	Yes
16/09/2012	Yes	Yes	Yes	Yes	Yes
17/09/2012	Yes	Yes	Yes	Yes	Yes
18/09/2012	Yes	Yes	Yes	Yes	Yes
19/09/2012	Yes	Yes	Yes	Yes	Yes
20/09/2012	Yes	Yes	Yes	Yes	Yes

DATE	NMT 1 Events	NOISE EVENTS NMT 2 Events	NMT 3 Events	NMT 4 Events	FIDS
21/09/2012	Yes	Yes	Yes	Yes	Yes
22/09/2012	Yes	Yes	Yes	Yes	Yes
23/09/2012	Yes	Yes	Yes	Yes	Yes
24/09/2012	Yes	Yes	Yes	Yes	Yes
25/09/2012	Yes	Yes	Yes	Yes	Yes
26/09/2012	Yes	Yes	Yes	Yes	Yes
27/09/2012	Yes	Yes	Yes	Yes	Yes
28/09/2012	Yes	Yes	Yes	Yes	Yes
29/09/2012	Yes	Yes	Yes	Yes	Yes
30/09/2012	Yes	Yes	Yes	Yes	Yes

INTRODUCTION

Under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, London City Airport is required to provide quarterly reports of the Noise and Track Keeping system to the London Borough of Newham.

LONDON CITY AIRPORT
NOISE & TRACK KEEPING STATUS REPORT
OCTOBER 2012 – DECEMBER 2012

NMT STATUS

A summary of the status of each Noise Monitoring Terminal (NMT) is given in Table 1 below. A detailed summary is given in Appendix A showing whether both noise events and flight information data (FIDs) have been obtained on a daily basis. During this quarterly period, all of the NMTs were fully operational, and data received on each day.

In the first two weeks of October there was an intermittent fault with NMT 1, meaning that for a few days in this period a small amount of data received was not accurate. This data was therefore discarded for correlation purposes. Work was carried out to the microphone cable on the 15th October 2012, since which accurate results have been obtained from NMT 1. This issue has not adversely affected the airport's required departure noise correlation percentage.

Where data from NMT 1 was used during this period it has been carefully checked for consistency against previous sets of data to confirm accuracy. Analysis of the data and calibration checks indicate that the data from NMTs 2, 3 and 4 is reliable and consistent with noise levels measured during previous months.

NMT	Calibration	Data
1	OK	Data received on all days
2	OK	Data received on all days
3	OK	Data received on all days
4	OK	Data received on all days

Table 1 – Summary of NMT status

Report to

Mr Gary Hodgetts
 Director Operations Policy & Planning
 London City Airport
 The Royal Docks
 London
 E16 2PB

A1125.121-R14 VVdH
 14th January 2013

Bickerdike Allen Partners

Bickerdike Allen Partners

CORRELATION RATE

A summary of the correlation rate for each month is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport¹ during the same period. It has been assumed that the number of departures constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Dep.	Correlation Rate
October	6256	2915	93%
November	6193	3025	98%
December	4819	2339	97%

Table 2 – Summary of correlation rate

SUMMARY

During the quarterly period from 1st October 2012 to 31st December 2012, FIDs was received for all days, and the NMT's were fully operational. An intermittent fault at NMT 1 resulted in a small amount of data being unreliable and therefore discarded for correlation purposes. A total of 8,279 departure events were successfully recorded and a correlation rate of 93% or above achieved.

Peter Henson
Partner
for Bickerdike Allen Partners

Valerie Van den Hende
for Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
01/10/2012	Yes	Yes	Yes	Yes	Yes
02/10/2012	Yes	Yes	Yes	Yes	Yes
03/10/2012	Yes	Yes	Yes	Yes	Yes
04/10/2012	Yes	Yes	Yes	Yes	Yes
05/10/2012	Yes	Yes	Yes	Yes	Yes
06/10/2012	Yes	Yes	Yes	Yes	Yes
07/10/2012	Yes	Yes	Yes	Yes	Yes
08/10/2012	Yes	Yes	Yes	Yes	Yes
09/10/2012	Yes	Yes	Yes	Yes	Yes
10/10/2012	Yes	Yes	Yes	Yes	Yes
11/10/2012	Yes	Yes	Yes	Yes	Yes
12/10/2012	Yes	Yes	Yes	Yes	Yes
13/10/2012	Yes	Yes	Yes	Yes	Yes
14/10/2012	Yes	Yes	Yes	Yes	Yes
15/10/2012	Yes	Yes	Yes	Yes	Yes
16/10/2012	Yes	Yes	Yes	Yes	Yes
17/10/2012	Yes	Yes	Yes	Yes	Yes
18/10/2012	Yes	Yes	Yes	Yes	Yes
19/10/2012	Yes	Yes	Yes	Yes	Yes
20/10/2012	Yes	Yes	Yes	Yes	Yes
21/10/2012	Yes	Yes	Yes	Yes	Yes
22/10/2012	Yes	Yes	Yes	Yes	Yes
23/10/2012	Yes	Yes	Yes	Yes	Yes
24/10/2012	Yes	Yes	Yes	Yes	Yes
25/10/2012	Yes	Yes	Yes	Yes	Yes
26/10/2012	Yes	Yes	Yes	Yes	Yes
27/10/2012	Yes	Yes	Yes	Yes	Yes
28/10/2012	Yes	Yes	Yes	Yes	Yes
29/10/2012	Yes	Yes	Yes	Yes	Yes
30/10/2012	Yes	Yes	Yes	Yes	Yes
31/10/2012	Yes	Yes	Yes	Yes	Yes
01/11/2012	Yes	Yes	Yes	Yes	Yes
02/11/2012	Yes	Yes	Yes	Yes	Yes
03/11/2012	Yes	Yes	Yes	Yes	Yes
04/11/2012	Yes	Yes	Yes	Yes	Yes
05/11/2012	Yes	Yes	Yes	Yes	Yes
06/11/2012	Yes	Yes	Yes	Yes	Yes
07/11/2012	Yes	Yes	Yes	Yes	Yes
08/11/2012	Yes	Yes	Yes	Yes	Yes
09/11/2012	Yes	Yes	Yes	Yes	Yes
10/11/2012	Yes	Yes	Yes	Yes	Yes

¹ Number of monthly operations supplied by Airport2020 Client Flight Information Database

Bickerdike Allen Partners

Bickerdike Allen Partners

DATE	NOISE EVENTS				FIDS
	NMT 1 Events	NMT 2 Events	NMT 3 Events	NMT 4 Events	
11/11/2012	Yes	Yes	Yes	Yes	Yes
12/11/2012	Yes	Yes	Yes	Yes	Yes
13/11/2012	Yes	Yes	Yes	Yes	Yes
14/11/2012	Yes	Yes	Yes	Yes	Yes
15/11/2012	Yes	Yes	Yes	Yes	Yes
16/11/2012	Yes	Yes	Yes	Yes	Yes
17/11/2012	Yes	Yes	Yes	Yes	Yes
18/11/2012	Yes	Yes	Yes	Yes	Yes
19/11/2012	Yes	Yes	Yes	Yes	Yes
20/11/2012	Yes	Yes	Yes	Yes	Yes
21/11/2012	Yes	Yes	Yes	Yes	Yes
22/11/2012	Yes	Yes	Yes	Yes	Yes
23/11/2012	Yes	Yes	Yes	Yes	Yes
24/11/2012	Yes	Yes	Yes	Yes	Yes
25/11/2012	Yes	Yes	Yes	Yes	Yes
26/11/2012	Yes	Yes	Yes	Yes	Yes
27/11/2012	Yes	Yes	Yes	Yes	Yes
28/11/2012	Yes	Yes	Yes	Yes	Yes
29/11/2012	Yes	Yes	Yes	Yes	Yes
30/11/2012	Yes	Yes	Yes	Yes	Yes
01/12/2012	Yes	Yes	Yes	Yes	Yes
02/12/2012	Yes	Yes	Yes	Yes	Yes
03/12/2012	Yes	Yes	Yes	Yes	Yes
04/12/2012	Yes	Yes	Yes	Yes	Yes
05/12/2012	Yes	Yes	Yes	Yes	Yes
06/12/2012	Yes	Yes	Yes	Yes	Yes
07/12/2012	Yes	Yes	Yes	Yes	Yes
08/12/2012	Yes	Yes	Yes	Yes	Yes
09/12/2012	Yes	Yes	Yes	Yes	Yes
10/12/2012	Yes	Yes	Yes	Yes	Yes
11/12/2012	Yes	Yes	Yes	Yes	Yes
12/12/2012	Yes	Yes	Yes	Yes	Yes
13/12/2012	Yes	Yes	Yes	Yes	Yes
14/12/2012	Yes	Yes	Yes	Yes	Yes
15/12/2012	Yes	Yes	Yes	Yes	Yes
16/12/2012	Yes	Yes	Yes	Yes	Yes
17/12/2012	Yes	Yes	Yes	Yes	Yes
18/12/2012	Yes	Yes	Yes	Yes	Yes
19/12/2012	Yes	Yes	Yes	Yes	Yes
20/12/2012	Yes	Yes	Yes	Yes	Yes
21/12/2012	Yes	Yes	Yes	Yes	Yes