

# LONDON CITY AIRPORT

2014 SECTION 106 ANNUAL PERFORMANCE REPORT

## APPENDIX 9 REPORT ON OPERATION OF NOISE MANAGEMENT SCHEME

01 July 2015

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**LONDON CITY AIRPORT  
NOISE MANAGEMENT SCHEME  
REPORT 2014**

Report to

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Director Technical Operations  
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## 1.0 INTRODUCTION

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

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

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

- 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.

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 AUXILLARY 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 operation and safety notice (OSIN) 04/12 in the airport's UK AIP and Aerodrome Manual.

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

The airport has fixed electrical ground power (FEGP) at Stands 2-5, 7-10 and 15. FEGP installations for Standards 1 and 6 will be occurring in 2015. Specialist works are required to enable successful installations, which are reliant on the tides in relation to access. Stands 21-24 will be upgraded as part of the City Airport Development Programme.

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

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

### **3.0 GROUND RUNNING OF ENGINES**

#### **3.1 General**

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

An EFPS<sup>2</sup> system is installed at London City Airport which provides the ability to monitor the time that aircraft operate engines on the ground, from engine start-up until the time of departure and following the time of landing until engine shut-down. The time of any engine ground running on the apron for maintenances is also monitored. Any excessive or unnecessary operation of aircraft engines will be investigated by the airport. Information will be required from both ATC<sup>3</sup> and the airline responsible in order that a report can be generated.

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

<sup>2</sup> EFPS – Electronic Flight Process Strips

<sup>3</sup> ATC – Air Traffic Control

### 3.2 Ground Running

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

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

Written details of the ground running over the preceding calendar year (1 January to 31 December) are submitted to the Council on an annual basis (in this Annual Performance Report), and include details of the number, duration and power settings of ground runs and the aircraft involved as well as measurements and calculations to demonstrate compliance with the Ground Running Noise Limit<sup>5</sup>.

Appendix B of this report sets out the official record of ground running of engines for test and maintenance for the year 2014 (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 2014 LCY's ground running noise level was 57.4 dB  $L_{Aeq,12h}$  which is 2.6 dB below the Ground Running Noise Limit of 60 dB  $L_{Aeq,12h}$ .

### 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.

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

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



The system works as follows:

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

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 2014.

## **5.0 MEETINGS WITH COUNCIL/AIRPORT CONSULTATIVE COMMITTEE**

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

The meetings are open and the committee’s agendas and minutes are widely circulated and available on the committee’s website ([www.lcacc.org](http://www.lcacc.org)). The meetings include reports on developments at the airport including changes in routes, flight and passenger numbers. There is a standing item on environmental issues including complaints, enquiries, noise monitoring and management and other requirements of the planning permission and Section 106 Agreement.

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<sup>6</sup> MIDNL – The average of the corrected measured noise levels obtained at a pair of microphones at the end of the runway over which a particular aircraft departs. Corrections are 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.

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

Appendix D of this report provides the sections of the meeting minutes from 2014 relevant to the noise management scheme, namely a summary of the operation of the NTK system over each quarterly period and any developments or changes to the scheme.

## **6.0 NUMBERS AND TYPES OF AIRCRAFT OPERATING AT LCY**

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

All aircraft operating at LCY are required to be categorised by their departure noise levels into one of five noise categories. Only aircraft which have been approved by the Council and have been categorised in this manner, provisionally or otherwise, are permitted to land or depart the airport (excepting emergencies).

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

Details of annual aircraft movements and noise factored movements by aircraft type are presented in the airport's annual categorisation report along with details of noise measurements over the preceding year. These can be found in Appendix 11 of the Annual Performance Report (APR).

Under the Section 106 Agreement, the airport is also required to record the numbers and types of aircraft that use the airport daily and submit aggregate figures to the Council on a quarterly basis. The daily records for the number of aircraft movements and noise factored movements in 2014 are presented in Appendix E, where they are compared with the relevant daily, weekly and annual limits.

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

The data shows that throughout 2014, LCA has operated within its planning consent with regard to the number of daily and annual aircraft movements, including those during late evening periods, as well as weekly and annual noise factored movements.

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

- 31/05/2014 – exceeded by 1 in the period 06:30 to 06:59
- 21/06/2014 – exceeded by 1 in the period 06:30 to 06:44
- 29/10/2014 – exceeded by 1 in the period 06:30 to 06:59

Following the first two instances, an investigation was conducted by NATS and the Airport. It was determined that the additional early morning movements were caused by Air Traffic Controller (ATC) error resulting from several aircraft arriving significantly before their scheduled slot. The decision to allow landing was based on an evaluation that the landing would cause a lesser degree of disturbance and environmental impact than the aircraft being placed onto a low altitude circuit of the area.

The airport took a number of steps to prevent a repeat of this error. They included issuing an amended procedure SI 017/14 EGLC 'Restrictions to Early Morning Movements' to be included as part of the ATC Daily report, liaising with ATC services and NATS regarding approaching aircraft outside of airport airspace and communication with the airline companies.

Following the third incident the Airport sought an account from the NATS General Manager. It was concluded that the new procedures were being followed, however due to human error an arrival was not recorded immediately on the flight list and an extra aircraft was given clearance to depart. Further guidance has been issued to ATC. However, even with a robust process in place to mitigate or technological advancements to increase awareness before such a breach occurs, such mistakes may occur due to errors in human decision making.

## **7.0 NTK STATUS REPORTS**

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

Table 1 of Appendix F of this report details the daily operational status of each monitor between 1<sup>st</sup> January 2014 and the 31<sup>st</sup> December 2014. Table 2 sets out the monthly correlation rate of noise events to aircraft departures for the same twelve month period, and Table 3 gives a summary of the NTK operational status for each quarter.

The noise monitoring system remained in continuous operation throughout the twelve month period between 1<sup>st</sup> January 2014 and 31<sup>st</sup> December 2014. Each noise monitoring terminal was in operation every day with the exception of NMT 2, which, due to a power failure was non-operational on the 26<sup>th</sup> January, 14<sup>th</sup> to 16<sup>th</sup> February and 4<sup>th</sup> October.

The rate of correlation in January, February, October and December were affected by a significant amount of recorded noise events being marked as invalid due to high winds. Despite these issues, the target correlation rate (80%) was met in each month. A total of 35,650 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 94% was achieved representing a 3% improvement on 2013.

**Valerie Van den Hende**  
for Bickerdike Allen Partners

**Peter Henson**  
Partner

## APPENDIX A

### Auxiliary Power Unit Usage

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

**SCHEDULED AIRCRAFT**

<b>AIRCRAFT</b>	<b>A.P.U. USAGE REQUIRED? (✓)</b>
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**

<b>AIRCRAFT</b>	<b>A.P.U. USAGE REQUIRED? (✓)</b>
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)	

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

## APPENDIX B

### Ground Running of Engines



**TABLE 1: OFFICIAL RECORD OF GROUND RUNNING OF ENGINES FOR TEST AND MAINTENANCE  
FOR THE YEAR 2014**

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JANUARY	01/01/2014	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJI	17:31	17:33	00:02
JANUARY	02/01/2014	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJI	11:19	11:24	00:05
JANUARY	02/01/2014	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJI	16:15	16:23	00:08
JANUARY	02/01/2014	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJI	17:57	18:03	00:06
JANUARY	06/01/2014	RUNWAY	WEST	HIGH	E190	GLCYJ	09:23	09:25	00:02
JANUARY	09/01/2014	STAND 10	NORTH WEST	GROUND IDLE	RJ85	EIRJR	11:19	11:25	00:06
JANUARY	10/01/2014	STAND 3	NORTH WEST	GROUND IDLE	RJ85	EIWXA	16:12	16:18	00:06
JANUARY	12/01/2014	STAND 1	NORTH WEST	GROUND IDLE	E190	GLCYO	12:44	12:49	00:05
JANUARY	12/01/2014	STAND 10	NORTH WEST	GROUND IDLE	RJ85	EIWXA	20:07	20:13	00:06
JANUARY	12/01/2014	DELTA	WEST	HIGH	RJ85	EIWXA	20:51	21:07	00:16
JANUARY	13/01/2014	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNB	07:36	07:45	00:09
JANUARY	14/01/2014	STAND 14	NORTH WEST	GROUND IDLE	SB20	GCDEB	10:34	10:43	00:09
JANUARY	15/01/2014	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJA	16:19	16:23	00:04
JANUARY	22/01/2014	STAND 5	PARKED	GROUND IDLE	B463	DAWBA	16:02	16:05	00:03
JANUARY	22/01/2014	MP 'M'	NORTH	1/2 POWER	E170	CFE35Q	19:30	-	-
JANUARY	23/01/2014	STAND 24	WEST	HIGH	E170	GLCYH	10:15	10:45	00:30
JANUARY	24/01/2014	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNB	09:48	09:56	00:08
JANUARY	26/01/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYI	13:02	13:08	00:06
JANUARY	26/01/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYI	13:55	14:00	00:05
JANUARY	27/01/2014	STAND 24	NORTH WEST	GROUND IDLE	E170	GLCYI	12:22	12:25	00:03
JANUARY	27/01/2014	STAND 24	NORTH WEST	GROUND IDLE	E170	GLCYI	12:34	12:39	00:05
JANUARY	28/01/2014	STAND 10	NORTH WEST	GROUND IDLE	RJ85	EIRJD	15:24	15:31	00:07
JANUARY	29/01/2014	STAND 12	NORTH WEST	GROUND IDLE	RJ85	EIRJB	14:29	14:35	00:06
FEBRUARY	02/02/2014	STAND 22	NORTH WEST	GROUND IDLE	E170	GLCYD	12:48	12:55	00:07
FEBRUARY	02/02/2014	STAND 09	NORTH WEST	GROUND IDLE	E170	GLCYH	19:15	19:18	00:03
FEBRUARY	03/02/2014	STAND 3	NORTH WEST	GROUND IDLE	RJ85	EIRJD	17:04	17:10	00:06
FEBRUARY	03/02/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJN	21:12	21:15	00:03
FEBRUARY	07/02/2014	STAND 13	NORTH WEST	GROUND IDLE	RJ1H	HBIXO	14:46	14:50	00:04
FEBRUARY	09/02/2014	STAND 24	WEST	HIGH	E170	GLCYF	13:08	13:35	00:27
FEBRUARY	11/02/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJY	16:05	16:17	00:12
FEBRUARY	18/02/2014	STAND 12	NORTH WEST	GROUND IDLE	RJ85	EIRJI	15:00	15:02	00:02
FEBRUARY	19/02/2014	STAND 24	WEST	HIGH	E170	GLCYG	07:14	07:36	00:22
FEBRUARY	19/02/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJI	11:15	11:18	00:03
FEBRUARY	19/02/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJG	16:38	16:44	00:06
FEBRUARY	23/02/2014	STAND 24	WEST	HIGH	E170	GLCYH	13:00	13:26	00:26
FEBRUARY	24/02/2014	STAND 1	NORTH WEST	GROUND IDLE	RJ85	EIRJY	06:34	06:37	00:03
FEBRUARY	25/02/2014	STAND 22	NORTH WEST	GROUND IDLE	RJ85	EIRJO	06:37	06:39	00:02
MARCH	01/03/2014	STAND 13	NORTH WEST	GROUND IDLE	DH8D	LGLSI	10:05	-	-
MARCH	02/03/2014	STAND 6	NORTH WEST	GROUND IDLE	E190	SLCYP	13:42	13:46	00:04
MARCH	02/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYH	15:02	15:18	00:16
MARCH	02/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYH	17:00	17:15	00:15
MARCH	02/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYH	17:27	17:37	00:10
MARCH	02/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYH	19:10	19:25	00:15
MARCH	03/03/2014	STAND 6	NORTH WEST	GROUND IDLE	E190	GLCYD	13:20	13:23	00:03
MARCH	03/03/2014	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIWXA	16:01	16:04	00:03
MARCH	05/03/2014	STAND 22	NORTH WEST	GROUND IDLE	E170	GLCYG	12:30	12:47	00:17
MARCH	08/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYE	07:35	07:51	00:16
MARCH	08/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYE	11:16	11:35	00:19
MARCH	11/03/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ1H	HBIBZ	18:40	18:48	00:08
MARCH	12/03/2014	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJC	08:44	08:48	00:04
MARCH	12/03/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ1H	HBIBZ	09:13	09:25	00:12
MARCH	12/03/2014	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRJC	12:29	12:31	00:02
MARCH	14/03/2014	JC	NORTH WEST	GROUND IDLE	H25B	CSDUC	17:12	17:21	00:09
MARCH	15/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYF	07:46	08:09	00:23
MARCH	17/03/2014	STAND 22	NORTH WEST	GROUND IDLE	E170	GLCYJ	09:37	09:43	00:06
MARCH	17/03/2014	STAND 7	NORTH WEST	GROUND IDLE	E190	GLCYM	20:15	20:18	00:03
MARCH	18/03/2014	STAND 13	NORTH WEST	GROUND IDLE	RJ75	EIRYN	14:17	14:21	00:04
MARCH	19/03/2014	STAND 24	WEST	HIGH POWER	E190	GLCYJ	13:17	13:34	00:17
MARCH	20/03/2014	JC	WEST	GROUND IDLE	H25B	CSDUH	08:21	08:24	00:03
MARCH	22/03/2014	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYG	09:32	09:39	00:07
MARCH	22/03/2014	STAND 24	WEST	HIGH POWER	E170	GLCYG	11:30	11:50	00:20
MARCH	23/03/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYF	13:21	13:27	00:06
MARCH	25/03/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYE	13:15	13:25	00:10
MARCH	27/03/2014	STAND 10	NORTH WEST	GROUND IDLE	RJ85	EIRIR	11:42	11:47	00:05
MARCH	28/03/2014	STAND 2	NORTH WEST	GROUND IDLE	RJ1H	HBIBX	13:53	13:56	00:03
MARCH	29/03/2014	STAND 24	WEST	HIGH POWER	RJ1H	HBIBX	11:42	12:20	00:38
MARCH	30/03/2014	JC	WEST	GROUND IDLE	C56X	CSDXL	14:21	14:23	00:02
MARCH	30/03/2014	STAND 1	NORTH WEST	GROUND IDLE	E190	GLCYM	19:33	19:36	00:03

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
APRIL	03/04/2014	JC	SOUTH	GROUND IDLE	H25B	CSDUF	09:41	09:48	00:07
APRIL	03/04/2014	STAND 9	NORTH WEST	GROUND IDLE	SB20	CGCIEC	20:09	20:13	00:04
APRIL	04/04/2014	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNA	08:39	08:47	00:08
APRIL	04/04/2014	JC	SOUTH	GROUND IDLE	H25B	CSDUF	09:30	09:37	00:07
APRIL	05/04/2014	STAND 14	NORTH WEST	GROUND IDLE	SB20	GCDEB	11:10	11:15	00:05
APRIL	05/04/2014	STAND 13	NORTH WEST	GROUND IDLE	RJ85	EIRJG	11:26	11:29	00:03
APRIL	06/04/2014	STAND 3	NORTH WEST	GROUND IDLE	E170	GLYCE	12:19	12:25	00:06
APRIL	06/04/2014	JC	?	GROUND IDLE	C568	CSDRY	12:50	12:59	00:09
APRIL	07/04/2014	STAND 13	EAST	GROUND IDLE	E170	GLCYE	16:22	16:28	00:06
APRIL	07/04/2014	STAND 14	NORTH WEST	GROUND IDLE	SB20	GGERZ	18:45	18:49	00:04
APRIL	09/04/2014	STAND 22	WEST	GROUND IDLE	E170	GLCYE	10:41	10:46	00:05
APRIL	13/04/2014	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYL	11:46	11:56	00:10
APRIL	13/04/2014	STAND 24	WEST	HIGH POWER	E190	GLCYJ	12:54	13:23	00:29
APRIL	13/04/2014	STAND 24	WEST	HIGH POWER	E190	GLCYJ	14:23	14:38	00:15
APRIL	15/04/2014	STAND 12	NORTH WEST	GROUND IDLE	RJ85	EIRJD	11:03	-	-
APRIL	16/04/2014	JC	SOUTH	GROUND IDLE	H25B	CSDRY	11:18	11:22	00:04
APRIL	19/04/2014	STAND 21	NORTH WEST	GROUND IDLE	SB20	GGERZ	07:38	07:43	00:05
APRIL	20/04/2014	STAND 2	NORTH WEST	GROUND IDLE	E190	GLCYO	11:48	11:56	00:08
APRIL	23/04/2014	JC	SOUTH EAST	GROUND IDLE	H25B	CSDRE	15:31	15:36	00:05
APRIL	26/04/2014	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNA	09:11	09:22	00:11
APRIL	27/04/2014	STAND 2	NORTH WEST	GROUND IDLE	E190	GLCYJ	12:14	12:22	00:08
MAY	02/05/2014	Stand 24	NORTH WEST	GROUND IDLE	A318	GEUNA	15:08	15:17	00:09
MAY	04/05/2014	Stand 22	NORTH WEST	LOW POWER	E190	GLCYK	11:30	11:38	00:08
MAY	04/05/2014	RWY 27 Threshold	WEST	HIGH POWER	A318	GEUNA	14:02	14:07	00:05
MAY	06/05/2014	Stand 13	NORTH WEST	GROUND IDLE	RJ85	EIRJZ	16:41	16:45	00:04
MAY	08/05/2014	JC	SOUTH	GROUND IDLE	H25B	CSFDY	11:24	11:29	00:05
MAY	08/05/2014	JC	SOUTH	GROUND IDLE	H25B	CSDFY	14:23	14:28	00:05
MAY	08/05/2014	JC	SOUTH	GROUND IDLE	H25B	CSDFY	15:49	15:54	00:05
MAY	08/05/2014	Stand 29	NORTH WEST	GROUND IDLE	A318	GEUNA	18:32	18:41	00:09
MAY	08/05/2014	Stand 7	NORTH WEST	GROUND IDLE	RJ1H	HBIXP	19:37	19:40	00:03
MAY	09/05/2014	JC	SOUTH EAST	GROUND IDLE	H25B	CSDFY	10:28	10:31	00:03
MAY	11/05/2014	Stand 21	NORTH WEST	GROUND IDLE	E170	GLCYG	12:08	12:15	00:07
MAY	11/05/2014	Stand 23	NORTH WEST	GROUND IDLE	A318	GEUNB	12:12	12:19	00:07
MAY	11/05/2014	Stand 24	NORTH WEST	GROUND IDLE	A318	GEUNA	12:55	13:06	00:11
MAY	11/05/2014	Stand 24	WEST	HIGH POWER	A318	GEUNA	14:25	14:41	00:16
MAY	13/05/2014	Stand 13	NORTH	GROUND IDLE	F50	OOVLQ	11:53	11:59	00:06
MAY	13/05/2014	Stand 13	NORTH WEST	GROUND IDLE	F50	OOVLQ	15:45	15:47	00:02
MAY	18/05/2014	Abeam Stand 12	EAST	GROUND IDLE	E170	GLCYD	11:50	11:57	00:07
MAY	18/05/2014	Stand 6	NORTH WEST	GROUND IDLE	RJ85	EIRJX	13:10	13:15	00:05
MAY	19/05/2014	Stand 3	NORTH WEST	GROUND IDLE	RJ85	EIRJD	12:49	12:52	00:03
MAY	20/05/2014	Stand 24	NORTH WEST	GROUND IDLE	A318	GEUNA	08:59	09:06	00:07
MAY	22/05/2014	Stand 22	NORTH WEST	GROUND IDLE	E190	GLCYM	08:27	08:38	00:11
MAY	27/05/2014	Stand 24	NORTH WEST	GROUND IDLE	A318	GEUNA	11:19	11:27	00:08
MAY	29/05/2014	Stand 4	NORTH WEST	GROUND IDLE	RJ85	EIWXA	12:40	12:42	00:02
MAY	29/05/2014	Stand 22	NORTH WEST	GROUND IDLE	E190	GLCYO	17:28	17:31	00:03
MAY	30/05/2014	Stand 22	NORTH WEST	GROUND IDLE	RJ85	EIRJZ	-	-	-
JUNE	10/06/2014	STAND 23	NORTH WEST	GROUND IDLE	A318	GEUNB	08:20	08:26	00:06
JUNE	11/06/2014	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNB	08:01	08:08	00:07
JUNE	12/06/2014	STAND 9	NORTH WEST	GROUND IDLE	E190	GLCYK	05:38	05:46	00:08
JUNE	18/06/2014	STAND 7	NORTH WEST	GROUND IDLE	E190	DAECA	06:54	07:02	00:08
JUNE	19/06/2014	STAND 1	NORTH WEST	GROUND IDLE	E170	GLCYR	12:38	12:44	00:06
JUNE	21/06/2014	STAND 8	NORTH WEST	GROUND IDLE	RJ85	EIRJG	11:30	11:34	00:04
JUNE	22/06/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYD	11:33	11:46	00:13
JUNE	22/06/2014	STAND 2	NORTH WEST	GROUND IDLE	RJ85	EIRJZ	13:17	13:21	00:04
JUNE	26/06/2014	STAND 9	NORTH WEST	GROUND IDLE	E190	GLCYM	10:14	10:19	00:05
JUNE	26/06/2014	STAND 24	NORTH WEST	GROUND IDLE	E190	DAECI	10:58	11:16	00:18
JUNE	26/06/2014	RW09	EAST	HIGH POWER	E190	DAECI	12:30	12:32	00:02
JUNE	27/06/2014	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYD	11:55	11:58	00:03
JUNE	29/06/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYH	11:48	11:54	00:06
JUNE	29/06/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYH	12:37	12:54	00:17
JUNE	30/06/2014	STAND 12	NORTH WEST	GROUND IDLE	F50	OOVLP	16:36	16:41	00:05

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
JULY	06/07/2014	ABEAM STAND 14	WEST	GROUND IDLE	E170	GLCYD	12:16	12:23	00:07
JULY	10/07/2014	STAND 3	NORTH WEST	GROUND IDLE	RJ85	EIRJT	09:00	09:14	00:14
JULY	10/07/2014	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYS	17:49	17:56	00:07
JULY	11/07/2014	STAND 6	NORTH WEST	GROUND IDLE	E190	GLCYS	14:35	14:43	00:08
JULY	11/07/2014	STAND 6	NORTH WEST	GROUND IDLE	E190	GLCYS	15:46	15:51	00:05
JULY	11/07/2014	STAND 10	NORTH WEST	GROUND IDLE	E190	GLCYS	20:16	20:22	00:06
JULY	14/07/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYK	14:22	14:28	00:06
JULY	14/07/2014	JC	SOUTH EAST	GROUND IDLE	HS125	CSDRC	17:48	17:52	00:04
JULY	15/07/2014	STAND 24	NORTH WEST	HIGH POWER	E170	GLCYD	15:25	15:46	00:21
JULY	16/07/2014	STAND 1	NORTH WEST	GROUND IDLE	E190	GLCYS	07:31	07:34	00:03
JULY	17/07/2014	STAND 10	NORTH WEST	GROUND IDLE	E190	GLCYK	12:53	12:58	00:05
JULY	20/07/2014	STAND 10	NORTH WEST	GROUND IDLE	E190	GLCYF	11:35	11:42	00:07
JULY	20/07/2014	STAND 5	NORTH WEST	GROUND IDLE	RJ85	EIRIF	11:58	12:03	00:05
JULY	21/07/2014	STAND 13	NORTH WEST	GROUND IDLE	F50	DCY37R	20:00	20:03	00:03
JULY	24/07/2014	JC	EAST	GROUND IDLE	H25B	CSDJA	12:36	12:39	00:03
JULY	27/07/2014	STAND 6	NORTH WEST	GROUND IDLE	E190	GLCYM	11:40	11:46	00:06
JULY	29/07/2014	STAND 1	NORTH WEST	GROUND IDLE	E190	GLCYT	11:40	11:51	00:11
JULY	29/07/2014	STAND 10	NORTH WEST	GROUND IDLE	F50	OOVLM	11:56	12:09	00:13
JULY	30/07/2014	STAND 23/24	WEST	HIGH POWER	E190	GLCYT	16:03	16:19	00:16
JULY	31/07/2014	STAND 2	NORTH WEST	GROUND IDLE	F50	DOVLS	06:51	06:52	00:01
JULY	31/07/2014	STAND 2	NORTH WEST	GROUND IDLE	E190	DAECD	17:18	17:27	00:09
JULY	31/07/2014	STAND 24	NORTH WEST	LOW POWER	E170	GLCYI	19:40	20:02	00:22
AUGUST	03/08/2014	STAND 24	NORTH WEST	HIGH POWER	E170	GLCYH	12:29	12:53	00:24
AUGUST	06/08/2014	STAND 24	NORTH WEST	HIGH POWER	E170	GLCYE	09:25	09:38	00:13
AUGUST	07/08/2014	STAND 24	NORTH WEST	HIGH POWER	E170	GLCYI	09:50	10:11	00:21
AUGUST	10/08/2014	STAND 4	NORTH WEST	GROUND IDLE	E170	GLCYE	11:57	12:03	00:06
AUGUST	10/08/2014	STAND 4	NORTH WEST	GROUND IDLE	E170	GLCYE	17:27	17:32	00:05
AUGUST	10/08/2014	STAND 4	NORTH WEST	GROUND IDLE	E170	GLCYE	18:46	18:52	00:06
AUGUST	13/08/2014	STAND 4	NORTH WEST	LOW POWER	RJ85	EIRJR	12:37	12:43	00:06
AUGUST	13/08/2014	JC	EAST	GROUND IDLE	H25B	CSDRK	14:08	14:10	00:02
AUGUST	22/08/2014	STAND 3	NORTH WEST	LOW POWER	E170	GLCYD	16:48	16:53	00:05
AUGUST	24/08/2014	STAND 7	NORTH WEST	LOW POWER	E170	GLCYI	11:42	11:48	00:06
AUGUST	26/08/2014	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYG	09:10	09:20	00:10
AUGUST	26/08/2014	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYG	09:37	09:44	00:07
AUGUST	29/08/2014	STAND 23	NORTH WEST	GROUND IDLE	E170	GLCYD	08:36	08:42	00:06
AUGUST	31/08/2014	STAND 4	NORTH WEST	GROUND IDLE	E170	GLCYG	11:36	11:43	00:07
SEPTEMBER	01/09/2014	STAND 24	NORTH WEST	HIGH POWER	E170	GLCYI	10:17	10:57	00:40
SEPTEMBER	01/09/2014	STAND 24	NORTH WEST	HIGH POWER	E170	GLCYI	12:34	12:50	00:16
SEPTEMBER	04/09/2014	STAND 24	NORTH WEST	GROUND IDLE	E190	GLCYL	12:19	12:35	00:16
SEPTEMBER	05/09/2014	STAND 6	NORTH WEST	GROUND IDLE	E190	GLCYT	14:58	15:00	00:02
SEPTEMBER	07/09/2014	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNB	11:36	11:49	00:13
SEPTEMBER	07/09/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYD	11:42	11:49	00:07
SEPTEMBER	07/09/2014	STAND 5	NORTH WEST	GROUND IDLE	E170	GLCYF	12:12	12:19	00:07
SEPTEMBER	09/09/2014	STAND 1	NORTH WEST	GROUND IDLE	F50	-	13:12	13:15	00:03
SEPTEMBER	10/09/2014	STAND 14	NORTH WEST	GROUND IDLE	D328	DCIRD	17:58	18:04	00:06
SEPTEMBER	14/09/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYG	12:04	12:17	00:13
SEPTEMBER	15/09/2014	STAND 9	NORTH WEST	GROUND IDLE	E190	GLCYR	11:41	11:46	00:05
SEPTEMBER	16/09/2014	JC	SOUTH	GROUND IDLE	FA7X	LXTQJ	08:43	08:49	00:06
SEPTEMBER	17/09/2014	STAND 23	NORTH WEST	GROUND IDLE	E190	GLCYR	13:06	13:09	00:03
SEPTEMBER	21/09/2014	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYD	12:05	12:12	00:07
SEPTEMBER	21/09/2014	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYJ	16:19	16:30	00:11
SEPTEMBER	22/09/2014	STAND 7	NORTH WEST	GROUND IDLE	RJ85	EIRJT	06:37	06:44	00:07
SEPTEMBER	25/09/2014	STAND 22	NORTH WEST	GROUND IDLE	RJ85	EIRJJ	08:29	08:35	00:06
SEPTEMBER	27/09/2014	STAND 21	NORTH WEST	GROUND IDLE	E170	GLCYD	08:47	08:51	00:04
SEPTEMBER	27/09/2014	STAND 8	NORTH WEST	GROUND IDLE	E170	GLCYE	11:27	11:30	00:03
SEPTEMBER	30/09/2014	STAND 7	NORTH WEST	GROUND IDLE	E170	GLCYI	10:14	10:20	00:06
SEPTEMBER	30/09/2014	STAND 22	NORTH WEST	GROUND IDLE	RJ85	EIRJY	19:19	19:27	00:08

MONTH	DATE	LOCATION	A/C ORIENTATION	TYPE OF RUN / POWER SET	A/C TYPE	REG	START TIME	STOP TIME	DURATION (hh:mm)
OCTOBER	02/10/2014	STAND 10	NORTH WEST	GROUND IDLE	E170	GLCYI	10:39	10:43	00:04
OCTOBER	03/10/2014	STAND 2	NORTH WEST	GROUND IDLE	E190	GLCYM	-	-	-
OCTOBER	04/10/2014	ABEAM STAND 12	WEST	GROUND IDLE	E170	GLCYE	07:14	07:19	00:05
OCTOBER	11/10/2014	STAND 24	NORTH WEST	GROUND IDLE	A318	GEUNB	09:18	09:28	00:10
OCTOBER	11/10/2014	STAND 9	NORTH WEST	GROUND IDLE	E170	GLCYH	11:10	11:18	00:08
OCTOBER	14/10/2014	STAND 23	NORTH WEST	GROUND IDLE	E190	GLCYN	05:39	05:45	00:06
OCTOBER	14/10/2014	STAND 21	NORTH WEST	GROUND IDLE	F50	OOVLJ	13:27	13:31	00:04
OCTOBER	14/10/2014	STAND 6	NORTH WEST	GROUND IDLE	RJ85	EIRJG	16:46	16:52	00:06
OCTOBER	15/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	11:51	12:07	00:16
OCTOBER	15/10/2014	STAND 23	NORTH WEST	GROUND IDLE	E190	GLCYN	12:00	12:05	00:05
OCTOBER	15/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	12:25	12:33	00:08
OCTOBER	15/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	13:29	13:33	00:04
OCTOBER	15/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	14:46	14:51	00:05
OCTOBER	15/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	17:12	17:16	00:04
OCTOBER	15/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	17:33	17:45	00:12
OCTOBER	15/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	17:58	18:03	00:05
OCTOBER	16/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	07:36	07:44	00:08
OCTOBER	16/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	OOVLJ	08:16	08:23	00:07
OCTOBER	18/10/2014	STAND 4	NORTH WEST	GROUND IDLE	E170	GLCYF	11:40	11:46	00:06
OCTOBER	20/10/2014	STAND 10	NORTH WEST	GROUND IDLE	DH8D	CSLYWD	15:00	15:04	00:04
OCTOBER	21/10/2014	STAND 14	NORTH WEST	GROUND IDLE	F50	AUR657	12:50	12:53	00:03
OCTOBER	24/10/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJH	08:44	-	-
OCTOBER	24/10/2014	STAND 6	NORTH WEST	GROUND IDLE	E190	GLCYK	12:30	12:36	00:06
OCTOBER	25/10/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYG	07:06	07:26	00:20
OCTOBER	28/10/2014	STAND 1	NORTH WEST	GROUND IDLE	E190	GLCYJ	10:05	10:12	00:07
NOVEMBER	01/11/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYI	07:41	07:56	00:15
NOVEMBER	02/11/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYG	13:36	14:07	00:31
NOVEMBER	04/11/2014	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYJ	12:06	12:13	00:07
NOVEMBER	07/11/2014	STAND 10	NORTH WEST	GROUND IDLE	E190	GLCYU	10:08	10:16	00:08
NOVEMBER	07/11/2014	STAND 22	NORTH WEST	GROUND IDLE	DH8D	GJEDT	09:56	10:03	00:07
NOVEMBER	07/11/2014	STAND 6	NORTH WEST	GROUND IDLE	RJ85	EIRJN	16:38	16:41	00:03
NOVEMBER	09/11/2014	13	WEST	GROUND IDLE	E170	GLCYF	13:03	13:10	00:07
NOVEMBER	14/11/2014	STAND 4	NORTH WEST	GROUND IDLE	RJ85	EIRJI	21:42	21:46	00:04
NOVEMBER	16/11/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYI	13:13	13:24	00:11
NOVEMBER	16/11/2014	STAND 13	NORTH WEST	GROUND IDLE	F50	OOVLM	16:09	16:15	00:06
NOVEMBER	16/11/2014	ABEAM STAND 24	WEST	HIGH POWER	F50	OOVLM	16:40	16:50	00:10
NOVEMBER	17/11/2014	JC	-	GROUND IDLE	H25B	CSDRI	18:17	18:23	00:06
NOVEMBER	18/11/2014	STAND 21	NORTH WEST	GROUND IDLE	DH8D	GJEDR	09:14	09:18	00:04
NOVEMBER	20/11/2014	STAND 22	NORTH WEST	GROUND IDLE	E170	GLCYF	11:48	11:52	00:04
NOVEMBER	21/11/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYI	13:11	13:28	00:17
NOVEMBER	24/11/2014	STAND 21	NORTH WEST	GROUND IDLE	E170	GLCYG	12:30	12:35	00:05
NOVEMBER	24/11/2014	STAND 5	NORTH WEST	GROUND IDLE	E170	GLCYD	14:51	15:09	00:18
NOVEMBER	25/11/2014	STAND 7	NORTH WEST	GROUND IDLE	RJ1H	BGIXQ	18:12	18:29	00:17
NOVEMBER	26/11/2014	STAND 17	NORTH WEST	GROUND IDLE	DH8D	GJEDM	08:25	08:30	00:05
NOVEMBER	27/11/2014	STAND 21	NORTH WEST	GROUND IDLE	E170	GLCYD	13:19	13:25	00:06
NOVEMBER	28/11/2014	STAND 21	NORTH WEST	GROUND IDLE	E190	GLCYR	11:05	11:12	00:07
NOVEMBER	28/11/2014	STAND 9	NORTH WEST	GROUND IDLE	DH8D	GJEDM	20:09	20:13	00:04
NOVEMBER	28/11/2014	STAND 9	NORTH WEST	GROUND IDLE	DH8D	GJEDM	20:53	20:59	00:06
NOVEMBER	29/11/2014	STAND 2	NORTH WEST	GROUND IDLE	RJ85	EIRJX	07:15	07:20	00:05
NOVEMBER	29/11/2014	STAND 2	NORTH WEST	GROUND IDLE	RJ85	EIRJX	08:48	08:56	00:08
NOVEMBER	29/11/2014	STAND 13	NORTH WEST	GROUND IDLE	DH8D	GJEDM	10:43	10:49	00:06
NOVEMBER	30/11/2014	STAND 1	NORTH WEST	GROUND IDLE	E170	GLCYD	12:38	12:43	00:05
DECEMBER	03/12/2014	ABEAM STAND 24	WEST	HIGH POWER	E170	GLCYF	13:07	13:18	00:11
DECEMBER	03/12/2014	STAND 24	WEST	HIGH POWER	RJ85	EIRJO	16:09	16:23	00:14
DECEMBER	06/12/2014	STAND 1	NORTH WEST	GROUND IDLE	RJ85	EIRJC	12:24	12:28	00:04
DECEMBER	10/12/2014	ABEAM STAND 24	WEST	HIGH POWER	RJ85	EIRJO	15:11	15:24	00:13
DECEMBER	12/12/2014	STAND 2	NORTH WEST	GROUND IDLE	E190	GLCYO	09:34	09:40	00:06
DECEMBER	13/12/2014	STAND 13	NORTH WEST	GROUND IDLE	DH8D	GFLBE	09:51	09:57	00:06
DECEMBER	14/12/2014	STAND 5	NORTH WEST	GROUND IDLE	E170	GLCYI	12:43	12:52	00:09
DECEMBER	16/12/2014	STAND 10	NORTH WEST	LOW POWER	SB20	GCDEB	17:01	17:03	00:02
DECEMBER	18/12/2014	STAND 14	WEST	GROUND IDLE	E170	GLCYD	12:10	12:14	00:04
DECEMBER	21/12/2014	STAND 24	WEST	HIGH POWER	E190	GLCYS	12:51	13:12	00:21
DECEMBER	22/12/2014	STAND 1	NORTH WEST	GROUND IDLE	DH8D	GJEDR	17:08	17:13	00:05
DECEMBER	22/12/2014	STAND 1	NORTH WEST	GROUND IDLE	DH8D	GJEDR	18:28	18:32	00:04
DECEMBER	22/12/2014	STAND 1	NORTH WEST	GROUND IDLE	DH8D	GJEDR	19:19	19:21	00:02
DECEMBER	22/12/2014	STAND 1	NORTH WEST	GROUND IDLE	DH8D	GJEDR	20:28	20:31	00:03
DECEMBER	23/12/2014	STAND 13	NORTH WEST	GROUND IDLE	DH8D	GJEDR	11:25	11:43	00:18
DECEMBER	23/12/2014	ABEAM STAND 24	WEST	HIGH POWER	DH8D	GJEDR	12:25	12:38	00:13

**LONDON CITY AIRPORT**

**TABLE 2:  
SUMMARY OF HIGH POWER GROUND RUNNING  
JANUARY 2014 - DECEMBER 2014**

	MINUTES/MONTH	AIRCRAFT TYPE
JANUARY	48	E170 / E190 / RJ85
FEBRUARY	75	E170
MARCH	189	E170 / E190 / RJ1H
APRIL	44	E190
MAY	21	A318
JUNE	32	E170 / E190
JULY	37	E170 / E190
AUGUST	58	E170
SEPTEMBER	69	E170
OCTOBER	20	E170
NOVEMBER	84	E170 / F50
DECEMBER	72	DH8D / E170 / E190 / RJ85
<b>TOTAL</b>	<b>749</b>	-

**LONDON CITY AIRPORT**

**ENGINE GROUND RUN NOISE 2014  
(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 April 2014, specifically -

134 minutes E170  
17 minutes E190  
38 minutes RJ85  
*189 minutes total Ground Running*

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

189 minutes in a month of 30 days  
6.3 minutes Average Daily Duration

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

Resultant Noise Level at 152m

$$\begin{aligned} &= \text{Reference Noise Level} + 10 \text{ Log (duration)} - 10 \text{ Log (12x60)} \\ &= 84 + 10 \text{ Log (6.3)} - 10 \text{ Log (12x60)} \\ &= 84 + 8.0 - 28.6 \\ &= 63.4 \text{ dB } L_{\text{Aeq},12\text{h}} \end{aligned}$$

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

Aircraft abeam Stand 24.

Noise Level at Newland Street

$$\begin{aligned} &= \text{Resultant Noise Level} - 26.7 \text{ Log (255/152)} \\ &= 63.4 - 6.0 \\ &= 57.4 \text{ dB } L_{\text{Aeq},12\text{h}} \end{aligned}$$

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

**CONCLUSION**

In 2014 LCY's Ground Running was 2.6 dB below the Ground Running Noise Limit.

## APPENDIX C

### Penalties and Incentives

**JANUARY 2014**

Aircraft Type	Noisy Events	Quiet Events
C25A	1	0
C550	2	0
C56X	2	3
E170	3	2
E190	5	2
FA50	2	0
FA7X	3	0
H25B	4	0
RJ85	3	0

**FEBRUARY 2014**

Aircraft Type	Noisy Events	Quiet Events
C25A	1	0
C56X	2	4
DH8D	2	0
E170	0	1
E190	3	0
F900	3	0
FA7X	2	1
H25B	4	0

**MARCH 2014**

Aircraft Type	Noisy Events	Quiet Events
C56X	0	3
E170	1	0
E190	2	0
F900	1	0
H25B	3	0

**APRIL 2014**

Aircraft Type	Noisy Events	Quiet Events
C25B	0	2
C525	0	1
C56X	3	2
E170	0	4
F2TH	2	0
H25B	5	0
RJ1H	0	1
RJ85	3	0

**MAY 2014**

Aircraft Type	Noisy Events	Quiet Events
C25B	0	2
C56X	3	1
E190	2	1
FA7X	1	0
H25B	3	1
RJ85	1	1

**JUNE 2014**

Aircraft Type	Noisy Events	Quiet Events
C550	0	1
C56X	1	6
E190	0	1
F2TH	0	1
F900	1	0
H25B	7	1

**JULY 2014**

Aircraft Type	Noisy Events	Quiet Events
C25A	1	0
C56X	0	1
E170	0	1
F900	0	2
FA7X	4	0
H25B	13	1

**AUGUST 2014**

Aircraft Type	Noisy Events	Quiet Events
C25B	0	1
C550	1	0
C56X	1	2
C680	0	1
E170	0	2
E190	1	1
F2TH	0	1
F900	0	1
H25B	4	1



**SEPTEMBER 2014**

Aircraft Type	Noisy Events	Quiet Events
C550	1	0
E190	1	1
F900	3	1
H25B	4	1

**OCTOBER 2014**

Aircraft Type	Noisy Events	Quiet Events
BE20	1	0
C510	1	1
C550	1	3
C56X	1	0
C680	0	2
E170	0	2
E190	1	0
F900	3	0
FA7X	0	1
H25B	6	1

**NOVEMBER 2014**

Aircraft Type	Noisy Events	Quiet Events
B462	0	1
C56X	0	2
D328	0	1
E170	1	2
F2TH	2	0
F900	1	0
FA7X	2	0
H25B	4	0

**DECEMBER 2014**

Aircraft Type	Noisy Events	Quiet Events
C25A	1	0
C56X	0	1
DH8D	1	0
E170	0	4
E190	0	5
F900	1	0
FA50	0	1
H25B	4	0

## APPENDIX D

### Meetings with Airport Consultative Committee

## LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT

*For the period 1<sup>st</sup> January 2014 – 31<sup>st</sup> March 2014 inclusive.*

### Noise:

Total Complaints – 18

- 1 about low flying aircraft
- 1 about aircraft flight paths
- 16 related to aircraft noise however 13 are from one particular individual.

Enquiries - 12

- Low flying aircraft
- Any measures the airport may undertake to reduce flights?
- Particular engine type noise values
- MP Enquiry on behalf of constituent

Total Correspondence: 30

### Noise and Track Keeping System Performance:

System online – 92% of the period

Offline 8% because of weather (high winds) interference on:

1,3,4,5,6,7,9, 23, 25 January 2014.

1,4,5,7,8,9,11,12,13,14,15,20,21,23,25 February 2014.

18,20,21,23 March 2014.

In addition, technical faults occurred on:

26<sup>th</sup> and 27<sup>th</sup> January, (NMT 02) – router failure/replacement fuel cell.

16<sup>th</sup> and 17<sup>th</sup> February (NMT 02) – cable issue

### Noise events and aircraft movement's correlation rates:

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

### Other Environment items:

#### Noise Action Plan (2013 – 2018)

London City Airport's updated Noise Action Plan covering the period 2013 – 2018 was submitted to the Secretary of State for DEFRA on the 28<sup>th</sup> March 2014. Thank you to all consultative committee members who provided feedback on the Noise Action Plan. All comments were detailed in an appendix of the submitted action plan. Once London City Airport has confirmation of next steps from DEFRA it will update the LCACC accordingly.

## LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT

*For the period 1<sup>st</sup> April 2014 – 30<sup>th</sup> June 2014 inclusive.*

### Noise:

Total Complaints – 25

- 4 were concerning other matters including PSZ and aircraft turbulence.
- 21 related to aircraft noise however 13 are from one particular individual.

Enquiries - 9

- Operational hours
- The production of contours
- Aircraft noise levels in a particular area
- Flight paths and altitudes
- Aircraft movements and runway usage

Total Correspondence: 34

### Noise and Track Keeping System Performance:

System online – 98% of the period

Offline 2% because of weather (high winds) interference on:

6,7,8,27 April 2014.

7,8,9,10,11 May 2014.

4,6 June 2014.

### Noise events and aircraft movement's correlation rates:

Arrivals – 95%, Departures – 97%, Overall – 96%

## LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT



*For the period 1<sup>st</sup> July 2014 – 30<sup>th</sup> September 2014 inclusive.*

### Noise:

Total Complaints – 32

- 4 were concerning other matters including aircraft holding stacks near Kent, TV signal disruption and flight paths.
- 28 related to aircraft noise however 14 are from one particular individual.

Enquiries - 7

- Unusual aircraft operation spotted over Blackheath Park, change in wind direction on approach caused go around.
- Query concerning building regulations
- Request for latest noise contours
- Air Quality enquiry about measurement equipment
- Changes in flight paths over particular areas this Summer
- Aircraft movements and runway usage

Total Correspondence: 39

### Noise and Track Keeping System Performance:

System online – 99% of the period

Offline 1% because of weather (high winds) interference on:

9, 18, 25, July 2014.

10, 11, 16, 17, 18, 21, 23 August 2014. (18<sup>th</sup> small power failure).

23 September 2014.

### Noise events and aircraft movement's correlation rates:

Arrivals – 96%, Departures – 98%, Overall – 97%

### Other Environment items:

#### Fixed Electrical Ground Power (FEGP)

As part of London City Airport's Air Quality Action Plan, the airport is in the final stages of installing Fixed Electrical Ground Power or FEGP on stands 1 – 10.

FEGP is a method to provide power to an aircraft whilst it is on stand to allow the necessary safety checks on board the aircraft to be conducted without the need to use diesel powered mobile ground power units. The introduction of FEGP will not only provide direct benefits for local air quality but it is a leading way in how the airport is actively reducing on site carbon emissions.

Regrettably, in order to install FEGP on some of the stands works were required to be conducted at night which included the removing of concrete in order to successfully install the necessary equipment, ducting and wiring. To make the process quieter and quicker used an innovative method to remove the bays.

This method is a first for any UK airport which involves a vacuum suction pad to lift a section of concrete out in one segment before it being removed from site, as illustrated below. This limits noise generated considerably and this is the primary reason why this new method has been adopted.

## LONDON CITY AIRPORT LCACC ENVIRONMENT REPORT

*For the period 1<sup>st</sup> October 2014 – 31<sup>st</sup> December 2014 inclusive.*

### Noise:

Total Complaints – 21

- Lower number of complaints compared to the previous quarter.
- All 21 related to aircraft noise, a major cause was the increase in 09 departures in November and December so individuals noticed a change in their area.
- One particular individual logged 12% of the total complaints in this quarter.

Enquiries - 4

- Over flights in area – Southwark resident.
- Are flights from LCY over Redbridge increasing? Related to LAMP but not directly.
- Local air quality enquiry
- Sound Insulation enquiry

Total Correspondence: 25

### Noise and Track Keeping System Performance:

System online – 93.6% of the period

Offline 6.4% because of

Weather (high winds) interference on:

4, 7, 8, 9, 19, 21, October 2014.

7, 8, November 2014.

7, 9, 10, 11, 18, 19, 20, 21, 22, 23, 24, 27 December 2014.

NMT2 had a power fault on 3<sup>rd</sup> – 6<sup>th</sup> October and 5<sup>th</sup> December which was quickly rectified, this is due to having a solar and fuel cell power supply in the location.

NMT3 – there was construction activity in the area from 1<sup>st</sup> – 4<sup>th</sup> December which was louder than aircraft noise hence no readings for such events recorded.

### Noise events and aircraft movement's correlation rates:

Arrivals – 96%, Departures – 98%, Overall – 97%

## APPENDIX E

### Numbers of Aircraft Operating at LCY

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2014

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>				
	Day	Weekend	Day	Weekend	Day	Week		Week	Actual Movements		Factored 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				
01/01/2014	88	-	132	-	98	534	1,830	44	-	1,296	-	-	-	-	0	-			
02/01/2014	163	-	592	-	178			429	-		0	3	2	3	0	-			
03/01/2014	165	-	592	-	176			427	-		0	3	2	3	0	-			
04/01/2014	54	173	100	280	56			46	107		1	2	1	4	-	0			
05/01/2014	119		200		124			81			-	-	-	0	-				
06/01/2014	208	-	592	-	222	1,339	4,050	384	-	2,711	1	3	1	3	0	-			
07/01/2014	202	-	592	-	208			390	-		2	3	0	3	0	-			
08/01/2014	230	-	592	-	243			362	-		0	2	2	4	0	-			
09/01/2014	233	-	592	-	244			359	-		0	3	2	3	0	-			
10/01/2014	226	-	592	-	239			366	-		1	3	1	3	0	-			
11/01/2014	61	174	100	280	64			39	106		1	5	1	1	-	2			
12/01/2014	113		200		119			87			-	-	-	0	-				
13/01/2014	242	-	592	-	255			1,440	4,050		350	-	2,610	2	4	0	2	0	-
14/01/2014	233	-	592	-	241						359	-		1	5	1	1	1	-
15/01/2014	233	-	592	-	242						359	-		1	5	1	1	0	-
16/01/2014	248	-	592	-	261	344	-			2	4	0		2	0	-			
17/01/2014	242	-	592	-	252	350	-			2	5	0		1	0	-			
18/01/2014	56	179	100	280	59	44	101			2	5	0		1	-	0			
19/01/2014	123		200		130	77				-	-	-		0	-				
20/01/2014	256	-	592	-	272	1,468	4,050			336	-	2,582		1	3	1	3	0	-
21/01/2014	170	-	592	-	183					422	-			0	0	2	6	0	-
22/01/2014	271	-	592	-	289					321	-			2	5	0	1	0	-
23/01/2014	259	-	592	-	273			333	-	1	4		1	2	0	-			
24/01/2014	251	-	592	-	264			341	-	0	4		2	2	0	-			
25/01/2014	57	177	100	280	59			43	103	2	6		0	0	-	1			
26/01/2014	120		200		128			80		-	-		-	0	-				

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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



London City Airport: Record of Daily and Noise Factored Aircraft Movements 2014

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>	
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements		Factored 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		
27/01/2014	249	-	592	-	262	1,504	4,050	343	-	2,546	0	3	2	3	0	-
28/01/2014	234	-	592	-	246			358	-		1	4	1	2	0	-
29/01/2014	257	-	592	-	271			335	-		2	5	0	1	0	-
30/01/2014	254	-	592	-	270			338	-		2	4	0	2	0	-
31/01/2014	247	-	592	-	259			345	-		1	3	1	3	0	-
01/02/2014	65	187	100	280	69			35	93		2	5	0	1	-	1
02/02/2014	122		200		128	78	-	-		-	-	0	-			
03/02/2014	257	-	592	-	275	1,488	4,050	335	-	2,562	1	5	1	1	0	-
04/02/2014	252	-	592	-	265			340	-		1	3	1	3	0	-
05/02/2014	220	-	592	-	236			372	-		1	4	1	2	0	-
06/02/2014	263	-	592	-	280			329	-		1	3	1	3	0	-
07/02/2014	242	-	592	-	252			350	-		1	4	1	2	0	-
08/02/2014	52	174	100	280	54			48	106		2	6	0	0	-	1
09/02/2014	122		200		127	78	-	-		-	-	0	-			
10/02/2014	250	-	592	-	266	1,411	4,050	342	-	2,639	0	3	2	3	0	-
11/02/2014	244	-	592	-	257			348	-		1	3	1	3	0	-
12/02/2014	234	-	592	-	253			358	-		2	4	0	2	0	-
13/02/2014	250	-	592	-	265			342	-		1	3	1	3	0	-
14/02/2014	182	-	592	-	197			410	-		1	5	1	1	0	-
15/02/2014	40	165	100	280	42			60	115		0	0	2	6	-	2
16/02/2014	125		200		132	75	-	-		-	-	0	-			
17/02/2014	251	-	592	-	266	1,512	4,050	341	-	2,538	1	4	1	2	0	-
18/02/2014	244	-	592	-	260			348	-		1	3	1	3	0	-
19/02/2014	251	-	592	-	265			341	-		1	4	1	2	0	-
20/02/2014	252	-	592	-	266			340	-		1	6	1	0	0	-
21/02/2014	246	-	592	-	260			346	-		1	4	1	2	0	-
22/02/2014	63	185	100	280	67			37	95		1	2	1	4	-	4
23/02/2014	122		200		128	78	-	-		-	-	0	-			

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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

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	Day	Weekend	Day	Weekend	Day	Week		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		
24/02/2014	255	-	592	-	273	1,532	4,050	337	-	2,518	1	3	1	3	0	-	
25/02/2014	249	-	592	-	263			343	-		1	5	1	1	0	-	
26/02/2014	259	-	592	-	273			333	-		2	6	0	0	0	-	
27/02/2014	258	-	592	-	274			334	-		1	4	1	2	0	-	
28/02/2014	252	-	592	-	266			340	-		1	4	1	2	0	-	
01/03/2014	58	175	100	280	60			42	105		2	5	0	1	-	1	
02/03/2014	117		200		122	83	-	-		-	-	1	-				
03/03/2014	247	-	592	-	261	1,522	4,050	345	-	2,528	2	5	0	1	1	-	
04/03/2014	251	-	592	-	263			341	-		2	6	0	0	0	-	
05/03/2014	251	-	592	-	263			341	-		1	5	1	1	0	-	
06/03/2014	254	-	592	-	266			338	-		1	2	1	4	0	-	
07/03/2014	254	-	592	-	267			338	-		0	4	2	2	0	-	
08/03/2014	60	190	100	280	64			40	90		1	5	1	1	-	1	
09/03/2014	130		200		138	70	-	-		-	0	-					
10/03/2014	256	-	592	-	271	1,443	4,050	336	-	2,607	1	5	1	1	0	-	
11/03/2014	260	-	592	-	274			332	-		1	3	1	3	0	-	
12/03/2014	263	-	592	-	279			329	-		1	5	1	1	0	-	
13/03/2014	190	-	592	-	201			402	-		0	0	2	6	0	-	
14/03/2014	214	-	592	-	231			378	-		0	0	2	6	2	-	
15/03/2014	58	178	100	280	61			42	102		1	3	1	3	-	0	
16/03/2014	120		200		125	80	-	-		-	0	-					
17/03/2014	257	-	592	-	272	1,557	4,050	335	-	2,493	1	4	1	2	0	-	
18/03/2014	257	-	592	-	273			335	-		2	5	0	1	0	-	
19/03/2014	258	-	592	-	273			334	-		1	2	1	4	0	-	
20/03/2014	266	-	592	-	282			326	-		2	6	0	0	0	-	
21/03/2014	253	-	592	-	266			339	-		2	3	0	3	1	-	
22/03/2014	56	181	100	280	59			44	99		1	5	1	1	-	0	
23/03/2014	125		200		132	75	-	-		-	0	-					

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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	Day	Weekend	Day	Weekend	Day	Week		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		
24/03/2014	262	-	592	-	277	1,532	4,050	330	-	2,518	0	4	2	2	0	-	
25/03/2014	248	-	592	-	261			344	-		0	3	2	3	0	-	
26/03/2014	262	-	592	-	280			330	-		0	4	2	2	0	-	
27/03/2014	251	-	592	-	266			341	-		1	5	1	1	1	-	
28/03/2014	239	-	592	-	251			353	-		0	0	2	6	0	-	
29/03/2014	60	184	100	280	63			40	96		2	4	0	2	-	1	
30/03/2014	124		200		135			76			-	-	-	0	-	-	-
31/03/2014	256	-	592	-	282	1,629	4,050	336	-	2,421	0	2	2	4	0	-	
01/04/2014	265	-	592	-	292			327	-		2	4	0	2	0	-	
02/04/2014	263	-	592	-	290			329	-		0	4	2	2	0	-	
03/04/2014	269	-	592	-	300			323	-		0	3	2	3	1	-	
04/04/2014	254	-	592	-	278			338	-		1	6	1	0	0	-	
05/04/2014	60	175	100	280	64			40	105		1	4	1	2	-	3	
06/04/2014	115		200		123			85			-	-	-	1	-	-	-
07/04/2014	255	-	592	-	281	1,582	4,050	337	-	2,468	1	4	1	2	0	-	
08/04/2014	264	-	592	-	290			328	-		0	4	2	2	0	-	
09/04/2014	254	-	592	-	281			338	-		2	5	0	1	0	-	
10/04/2014	258	-	592	-	284			334	-		1	6	1	0	0	-	
11/04/2014	235	-	592	-	255			357	-		0	4	2	2	0	-	
12/04/2014	61	179	100	280	64			39	101		2	6	0	0	-	2	
13/04/2014	118		200		127			82			-	-	-	0	-	-	-
14/04/2014	243	-	592	-	266	1,389	3,515	349	-	2,126	0	3	2	3	0	-	
15/04/2014	245	-	592	-	267			347	-		0	3	2	3	0	-	
16/04/2014	256	-	592	-	281			336	-		1	4	1	2	0	-	
17/04/2014	242	-	592	-	270			350	-		0	3	2	3	0	-	
18/04/2014	145	-	164	-	163			19	-		0	0	2	6	0	-	
19/04/2014	52	134	100	280	54			48	146		2	6	0	0	-	2	
20/04/2014	82		200		89			118			-	-	-	0	-	-	-

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2014

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>	
	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		
21/04/2014	161	-	198	-	178	1,436	3,558	37	-	2,121	0	0	2	6	0	-
22/04/2014	247	-	592	-	271			345	-		0	2	2	4	0	-
23/04/2014	256	-	592	-	281			336	-		1	5	1	1	0	-
24/04/2014	251	-	592	-	275			341	-		0	4	2	2	1	-
25/04/2014	231	-	592	-	250			361	-		1	5	1	1	1	-
26/04/2014	57	169	100	280	60			43	111		2	4	0	2	-	1
27/04/2014	112		200		121			88			-	-	-	0	-	
28/04/2014	252	-	592	-	278	1,510	4,050	340	-	2,540	1	5	1	1	0	-
29/04/2014	259	-	592	-	285			333	-		2	4	0	2	0	-
30/04/2014	227	-	592	-	249			365	-		0	0	2	6	2	-
01/05/2014	251	-	592	-	277			341	-		1	3	1	3	0	-
02/05/2014	226	-	592	-	244			366	-		1	4	1	2	0	-
03/05/2014	59	164	100	280	62			41	116		1	3	1	3	-	1
04/05/2014	105		200		115			95			-	-	-	1	-	
05/05/2014	159	-	248	-	176	1,470	3,620	89	-	2,150	0	0	2	6	0	-
06/05/2014	261	-	592	-	287			331	-		0	5	2	1	0	-
07/05/2014	256	-	592	-	281			336	-		1	4	1	2	0	-
08/05/2014	245	-	592	-	271			347	-		0	5	2	1	0	-
09/05/2014	240	-	592	-	261			352	-		0	4	2	2	0	-
10/05/2014	58	181	100	280	60			42	99		1	3	1	3	-	1
11/05/2014	123		200		134			77			-	-	-	0	-	
12/05/2014	255	-	592	-	281	1,624	4,050	337	-	2,426	1	3	1	3	0	-
13/05/2014	251	-	592	-	275			341	-		1	5	1	1	0	-
14/05/2014	266	-	592	-	295			326	-		1	4	1	2	0	-
15/05/2014	259	-	592	-	285			333	-		2	6	0	0	1	-
16/05/2014	263	-	592	-	292			329	-		1	5	1	1	0	-
17/05/2014	61	183	100	280	64			39	97		2	6	0	0	-	0
18/05/2014	122		200		132			78			-	-	-	0	-	

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London City Airport: Record of Daily and Noise Factored Aircraft Movements 2014

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>		
	Day	Weekend	Day	Weekend	Day	Week		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		
19/05/2014	270	-	592	-	300	1,676	4,050	322	-	2,374	0	4	2	2	1	-	
20/05/2014	270	-	592	-	300			322	-		1	4	1	2	0	-	
21/05/2014	273	-	592	-	302			319	-		2	6	0	0	0	-	
22/05/2014	274	-	592	-	304			318	-		2	6	0	0	1	-	
23/05/2014	253	-	592	-	275			339	-		1	5	1	1	0	-	
24/05/2014	67	180	100	280	71			33	100		1	6	1	0	-	0	
25/05/2014	113		200		123			87			-	-	-	0	-	0	-
26/05/2014	158	-	230	-	175	1,515	3,598	72	-	2,083	0	0	2	6	0	-	
27/05/2014	272	-	592	-	302			320	-		0	5	2	1	1	-	
28/05/2014	275	-	592	-	304			317	-		2	5	0	1	0	-	
29/05/2014	237	-	592	-	266			355	-		0	4	2	2	0	-	
30/05/2014	233	-	592	-	258			359	-		1	3	1	3	0	-	
31/05/2014	69	194	100	280	73			31	86		2	7	0	-1	-	2	
01/06/2014	125		200		136			75			-	-	-	1	-	-	-
02/06/2014	266	-	592	-	293	1,711	4,050	326	-	2,339	0	4	2	2	0	-	
03/06/2014	271	-	592	-	299			321	-		1	5	1	1	0	-	
04/06/2014	286	-	592	-	318			306	-		2	6	0	0	0	-	
05/06/2014	281	-	592	-	311			311	-		2	5	0	1	0	-	
06/06/2014	258	-	592	-	284			334	-		0	4	2	2	0	-	
07/06/2014	67	192	100	280	69			33	88		2	6	0	0	-	3	
08/06/2014	125		200		137			75			-	-	-	0	-	-	-
09/06/2014	248	-	592	-	277	1,709	4,050	344	-	2,341	1	3	1	3	0	-	
10/06/2014	278	-	592	-	309			314	-		0	5	2	1	0	-	
11/06/2014	277	-	592	-	307			315	-		1	5	1	1	0	-	
12/06/2014	277	-	592	-	307			315	-		1	5	1	1	0	-	
13/06/2014	255	-	592	-	280			337	-		1	6	1	0	0	-	
14/06/2014	67	207	100	280	72			33	73		2	6	0	0	-	1	
15/06/2014	140		200		156			60			-	-	-	0	-	-	-

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>	
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements		Factored 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		
16/06/2014	279	-	592	-	311	1,735	4,050	313	-	2,315	1	5	1	1	0	-
17/06/2014	274	-	592	-	304			318	-		1	4	1	2	0	-
18/06/2014	283	-	592	-	315			309	-		1	4	1	2	0	-
19/06/2014	274	-	592	-	304			318	-		2	6	0	0	0	-
20/06/2014	254	-	592	-	278			338	-		0	6	2	0	0	-
21/06/2014	72	204	100	280	78			28	76		3	5	-1	1	-	2
22/06/2014	132		200		145	68	-	-		-	-	0	-			
23/06/2014	264	-	592	-	291	1,693	4,050	328	-	2,357	0	5	2	1	0	-
24/06/2014	266	-	592	-	296			326	-		1	6	1	0	1	-
25/06/2014	279	-	592	-	311			313	-		1	3	1	3	0	-
26/06/2014	280	-	592	-	312			312	-		2	4	0	2	1	-
27/06/2014	250	-	592	-	273			342	-		0	4	2	2	0	-
28/06/2014	65	193	100	280	69			35	87		1	6	1	0	-	1
29/06/2014	128		200		140	72	-	-		-	0	-				
30/06/2014	267	-	592	-	297	1,709	4,050	325	-	2,341	0	3	2	3	0	-
01/07/2014	284	-	592	-	318			308	-		0	6	2	0	0	-
02/07/2014	278	-	592	-	307			314	-		0	3	2	3	0	-
03/07/2014	285	-	592	-	318			307	-		2	5	0	1	0	-
04/07/2014	242	-	592	-	266			350	-		1	5	1	1	0	-
05/07/2014	65	189	100	280	68			35	91		2	6	0	0	-	2
06/07/2014	124		200		135	76	-	-		-	0	-				
07/07/2014	234	-	592	-	261	1,572	4,050	358	-	2,478	1	6	1	0	0	-
08/07/2014	254	-	592	-	278			338	-		2	6	0	0	0	-
09/07/2014	247	-	592	-	270			345	-		1	5	1	1	0	-
10/07/2014	262	-	592	-	289			330	-		1	6	1	0	0	-
11/07/2014	247	-	592	-	270			345	-		0	5	2	1	0	-
12/07/2014	65	188	100	280	68			35	92		2	6	0	0	-	4
13/07/2014	123		200		136	77	-	-		-	0	-				

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	Day	Weekend	Day	Weekend	Day	Week		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		
14/07/2014	247	-	592	-	275	1,595	4,050	345	-	2,455	0	3	2	3	0	-	
15/07/2014	252	-	592	-	278			340	-		1	5	1	1	0	-	
16/07/2014	256	-	592	-	285			336	-		2	6	0	0	0	-	
17/07/2014	251	-	592	-	278			341	-		1	5	1	1	0	-	
18/07/2014	250	-	592	-	277			342	-		0	3	2	3	0	-	
19/07/2014	65	188	100	280	66			35	92		2	5	0	1	-	4	
20/07/2014	123		200		136			77			-	-	-	-	1	-	
21/07/2014	239	-	592	-	268	1,581	4,050	353	-	2,469	1	6	1	0	0	-	
22/07/2014	247	-	592	-	275			345	-		2	6	0	0	0	-	
23/07/2014	264	-	592	-	296			328	-		1	4	1	2	1	-	
24/07/2014	251	-	592	-	281			341	-		2	4	0	2	0	-	
25/07/2014	235	-	592	-	260			357	-		1	6	1	0	0	-	
26/07/2014	61	185	100	280	64			39	95		2	6	0	0	-	1	
27/07/2014	124		200		137			76			-	-	-	-	0	-	
28/07/2014	228	-	592	-	253	1,498	4,050	364	-	2,552	0	4	2	2	0	-	
29/07/2014	236	-	592	-	266			356	-		2	6	0	0	0	-	
30/07/2014	230	-	592	-	261			362	-		1	4	1	2	1	-	
31/07/2014	239	-	592	-	271			353	-		1	5	1	1	0	-	
01/08/2014	221	-	592	-	248			371	-		1	6	1	0	0	-	
02/08/2014	62	184	100	280	64			38	96		2	6	0	0	-	2	
03/08/2014	122		200		135			78			-	-	-	-	0	-	
04/08/2014	207	-	592	-	232	1,394	4,050	385	-	2,656	2	6	0	0	0	-	
05/08/2014	218	-	592	-	246			374	-		1	5	1	1	1	-	
06/08/2014	212	-	592	-	236			380	-		0	5	2	1	0	-	
07/08/2014	223	-	592	-	250			369	-		0	5	2	1	0	-	
08/08/2014	216	-	592	-	240			376	-		0	4	2	2	0	-	
09/08/2014	58	177	100	280	59			42	103		2	6	0	0	-	1	
10/08/2014	119		200		130			81			-	-	-	-	2	-	

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Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>	
	Day	Weekend	Day	Weekend	Day	Week		Actual Movements		Factored 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		
11/08/2014	207	-	592	-	232	1,406	4,050	385	-	2,644	1	5	1	1	0	-
12/08/2014	213	-	592	-	241			379	-		1	4	1	2	0	-
13/08/2014	218	-	592	-	244			374	-		2	6	0	0	0	-
14/08/2014	224	-	592	-	252			368	-		2	6	0	0	3	-
15/08/2014	210	-	592	-	236			382	-		1	3	1	3	0	-
16/08/2014	64	187	100	280	67			36	93		2	6	0	0	-	4
17/08/2014	123		200		135			77			-	-	-	0	-	0
18/08/2014	225	-	592	-	252	1,423	4,050	367	-	2,627	0	3	2	3	0	-
19/08/2014	225	-	592	-	251			367	-		1	3	1	3	0	-
20/08/2014	224	-	592	-	249			368	-		2	5	0	1	0	-
21/08/2014	228	-	592	-	252			364	-		0	6	2	0	0	-
22/08/2014	225	-	592	-	248			367	-		0	4	2	2	1	-
23/08/2014	60	158	100	280	63			40	122		2	6	0	0	-	4
24/08/2014	98		200		107			102			-	-	-	0	-	0
25/08/2014	146	-	230	-	165	1,412	3,598	84	-	2,185	0	0	2	6	0	-
26/08/2014	231	-	592	-	258			361	-		0	0	2	6	1	-
27/08/2014	233	-	592	-	258			359	-		1	6	1	0	0	-
28/08/2014	256	-	592	-	284			336	-		1	4	1	2	0	-
29/08/2014	232	-	592	-	253			360	-		0	3	2	3	0	-
30/08/2014	61	181	100	280	63			39	99		0	6	2	0	-	1
31/08/2014	120		200		132			80			-	-	-	0	-	0
01/09/2014	262	-	592	-	292	1,662	4,050	330	-	2,388	0	3	2	3	0	-
02/09/2014	260	-	592	-	288			332	-		0	3	2	3	0	-
03/09/2014	250	-	592	-	279			342	-		1	2	1	4	0	-
04/09/2014	275	-	592	-	307			317	-		0	2	2	4	0	-
05/09/2014	257	-	592	-	285			335	-		2	5	0	1	0	-
06/09/2014	61	194	100	280	63			39	86		2	6	0	0	-	1
07/09/2014	133		200		147			67			-	-	-	0	-	0

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	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		
08/09/2014	272	-	592	-	301	1,695	4,050	320	-	2,355	1	5	1	1	0	-
09/09/2014	278	-	592	-	306			314	-		1	4	1	2	0	-
10/09/2014	275	-	592	-	304			317	-		0	4	2	2	0	-
11/09/2014	271	-	592	-	301			321	-		0	3	2	3	0	-
12/09/2014	252	-	592	-	275			340	-		0	3	2	3	0	-
13/09/2014	64	189	100	280	69			36	91		2	6	0	0	-	2
14/09/2014	125		200		139			75			-	-	-	0	-	
15/09/2014	276	-	592	-	304	1,639	4,050	316	-	2,411	1	3	1	3	0	-
16/09/2014	208	-	592	-	229			384	-		0	0	2	6	0	-
17/09/2014	287	-	592	-	318			305	-		1	5	1	1	0	-
18/09/2014	271	-	592	-	299			321	-		0	2	2	4	0	-
19/09/2014	265	-	592	-	290			327	-		1	4	1	2	0	-
20/09/2014	56	184	100	280	59			44	96		0	3	2	3	-	2
21/09/2014	128		200		141			72			-	-	-	0	-	
22/09/2014	271	-	592	-	301	1,710	4,050	321	-	2,340	2	6	0	0	0	-
23/09/2014	272	-	592	-	302			320	-		1	6	1	0	0	-
24/09/2014	280	-	592	-	311			312	-		1	5	1	1	1	-
25/09/2014	278	-	592	-	309			314	-		2	6	0	0	0	-
26/09/2014	248	-	592	-	272			344	-		0	3	2	3	1	-
27/09/2014	61	192	100	280	65			39	88		1	5	1	1	-	1
28/09/2014	131		200		150			69			-	-	-	0	-	
29/09/2014	262	-	592	-	290	1,693	4,050	330	-	2,357	1	3	1	3	0	-
30/09/2014	261	-	592	-	287			331	-		2	5	0	1	0	-
01/10/2014	279	-	592	-	310			313	-		0	5	2	1	0	-
02/10/2014	275	-	592	-	305			317	-		1	6	1	0	0	-
03/10/2014	254	-	592	-	281			338	-		1	2	1	4	0	-
04/10/2014	62	198	100	280	67			38	82		2	4	0	2	-	3
05/10/2014	136		200		154			64			-	-	-	0	-	

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	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		
06/10/2014	265	-	592	-	292	1,676	4,050	327	-	2,374	0	5	2	1	1	-
07/10/2014	260	-	592	-	287			332	-		0	4	2	2	0	-
08/10/2014	271	-	592	-	299			321	-		0	4	2	2	0	-
09/10/2014	280	-	592	-	310			312	-		0	5	2	1	0	-
10/10/2014	249	-	592	-	273			343	-		0	5	2	1	0	-
11/10/2014	60	195	100	280	63			40	85		2	6	0	0	-	1
12/10/2014	135		200		151	65	-	-		-	0	-				
13/10/2014	268	-	592	-	296	1,732	4,050	324	-	2,318	1	3	1	3	0	-
14/10/2014	290	-	592	-	322			302	-		1	5	1	1	0	-
15/10/2014	270	-	592	-	302			322	-		2	6	0	0	0	-
16/10/2014	282	-	592	-	314			310	-		0	5	2	1	0	-
17/10/2014	260	-	592	-	287			332	-		1	3	1	3	1	-
18/10/2014	64	193	100	280	68			36	87		2	5	0	1	-	2
19/10/2014	129		200		142	71	-	-		-	0	-				
20/10/2014	270	-	592	-	294	1,717	4,050	322	-	2,333	0	4	2	2	0	-
21/10/2014	290	-	592	-	320			302	-		2	4	0	2	0	-
22/10/2014	285	-	592	-	314			307	-		2	3	0	3	0	-
23/10/2014	285	-	592	-	312			307	-		2	3	0	3	0	-
24/10/2014	273	-	592	-	300			319	-		2	5	0	1	0	-
25/10/2014	51	163	100	280	53			49	117		1	5	1	1	-	1
26/10/2014	112		200		124	88	-	-		-	0	-				
27/10/2014	304	-	592	-	319	1,795	4,050	288	-	2,255	1	6	1	0	0	-
28/10/2014	311	-	592	-	329			281	-		2	5	0	1	0	-
29/10/2014	284	-	592	-	309			308	-		2	7	0	-1	0	-
30/10/2014	315	-	592	-	334			277	-		0	4	2	2	0	-
31/10/2014	288	-	592	-	301			304	-		1	5	1	1	0	-
01/11/2014	62	197	100	280	62			38	83		1	6	1	0	-	1
02/11/2014	135		200		141	65	-	-		-	0	-				

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2014

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>		
	Day	Weekend	Day	Weekend	Day	Week		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		
03/11/2014	303	-	592	-	320	1,848	4,050	289	-	2,202	0	5	2	1	0	-	
04/11/2014	313	-	592	-	332			279	-		2	6	0	0	0	-	
05/11/2014	314	-	592	-	333			278	-		2	5	0	1	0	-	
06/11/2014	317	-	592	-	336			275	-		2	6	0	0	0	-	
07/11/2014	303	-	592	-	320			289	-		2	4	0	2	0	-	
08/11/2014	67	198	100	280	69			33	82		1	5	1	1	-	0	
09/11/2014	131		200		137			69			-	-	-	0	-		
10/11/2014	309	-	592	-	329	1,855	4,050	283	-	2,195	1	6	1	0	0	-	
11/11/2014	299	-	592	-	319			293	-		1	5	1	1	0	-	
12/11/2014	328	-	592	-	349			264	-		2	6	0	0	0	-	
13/11/2014	331	-	592	-	353			261	-		0	5	2	1	0	-	
14/11/2014	287	-	592	-	299			305	-		2	4	0	2	0	-	
15/11/2014	68	200	100	280	69			32	80		2	5	0	1	-	3	
16/11/2014	132		200		137			68			-	-	-	0	-		
17/11/2014	309	-	592	-	326	1,861	4,050	283	-	2,189	2	6	0	0	0	-	
18/11/2014	326	-	592	-	347			266	-		1	5	1	1	0	-	
19/11/2014	320	-	592	-	339			272	-		0	6	2	0	0	-	
20/11/2014	323	-	592	-	343			269	-		1	6	1	0	0	-	
21/11/2014	296	-	592	-	309			296	-		1	4	1	2	0	-	
22/11/2014	63	191	100	280	66			37	89		1	5	1	1	-	1	
23/11/2014	128		200		132			72			-	-	-	0	-		
24/11/2014	307	-	592	-	323	1,562	4,050	285	-	2,488	1	5	1	1	0	-	
25/11/2014	306	-	592	-	322			286	-		0	3	2	3	0	-	
26/11/2014	90	-	592	-	99			502	-		1	6	1	0	0	-	
27/11/2014	306	-	592	-	321			286	-		1	6	1	0	0	-	
28/11/2014	287	-	592	-	297			305	-		1	4	1	2	0	-	
29/11/2014	68	197	100	280	66			32	83		2	4	0	2	-	3	
30/11/2014	129		200		135			71			-	-	-	0	-		

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2014

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>		
	Day	Weekend	Day	Weekend	Day	Week		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		
01/12/2014	311	-	592	-	326	1,813	4,050	281	-	2,237	2	6	0	0	0	-	
02/12/2014	312	-	592	-	330			280	-		1	6	1	0	0	-	
03/12/2014	310	-	592	-	326			282	-		1	5	1	1	0	-	
04/12/2014	322	-	592	-	337			270	-		2	5	0	1	0	-	
05/12/2014	296	-	592	-	309			296	-		1	5	1	1	-	1	
06/12/2014	62	182	100	280	62			38	98		-	-	-	-	0	-	
07/12/2014	120		200		122			80			-	-	-	0	-		
08/12/2014	311	-	592	-	328	1,796	4,050	281	-	2,254	1	4	1	2	0	-	
09/12/2014	316	-	592	-	333			276	-		2	5	0	1	0	-	
10/12/2014	322	-	592	-	343			270	-		0	5	2	1	0	-	
11/12/2014	323	-	592	-	344			269	-		0	4	2	2	1	-	
12/12/2014	235	-	592	-	243			357	-		1	2	1	4	4	-	
13/12/2014	72	199	100	280	74			28	81		1	6	1	0	-	3	
14/12/2014	127		200		132			73			-	-	-	1	-		
15/12/2014	297	-	592	-	318	1,814	4,050	295	-	2,236	1	6	1	0	0	-	
16/12/2014	315	-	592	-	334			277	-		2	6	0	0	0	-	
17/12/2014	317	-	592	-	336			275	-		1	6	1	0	1	-	
18/12/2014	319	-	592	-	340			273	-		1	5	1	1	0	-	
19/12/2014	283	-	592	-	295			309	-		1	2	1	4	0	-	
20/12/2014	75	189	100	280	77			25	91		0	4	2	2	-	4	
21/12/2014	114		200		114			86			-	-	-	0	-		
22/12/2014	233	-	592	-	244	912	2,695	359	-	1,783	0	5	2	1	0	-	
23/12/2014	232	-	592	-	249			360	-		1	5	1	1	0	-	
24/12/2014	125	-	592	-	134			467	-		1	5	1	1	0	-	
25/12/2014	0	-	0	-	0			0	-		0	0	2	6	0	-	
26/12/2014	100	-	100	-	108			0	-		0	0	2	6	0	-	
27/12/2014	63	175	100	280	63			37	105		0	1	2	5	-	6	
28/12/2014	112		200		113			88			-	-	-	1	-		

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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

London City Airport: Record of Daily and Noise Factored Aircraft Movements 2014

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		Factored Aircraft Movements <sup>[1]</sup>		Permitted Factored Movements	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements <sup>[2]</sup>		
	Day	Weekend	Day	Weekend	Day	Week		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		
29/12/2014	178	-	592	-	190	476	1,776	414	-	1,300	1	3	1	3	1	-	
30/12/2014	178	-	592	-	189			414	-		1	5	1	1	0	-	
31/12/2014	120	-	592	-	129			472	-		2	3	0	3	0	-	
<b>Annual Total</b>	<b>75,637</b>	<b>-</b>	<b>120,000</b>	<b>-</b>	<b>81,939</b>	<b>-</b>	<b>120,000</b>	<b>44,363</b>	<b>-</b>	<b>38,061</b>	<b>311</b>	<b>1343</b>	<b>-</b>	<b>-</b>	<b>45</b>	<b>91</b>	

<sup>[1]</sup> Factored Movements have been rounded to the nearest whole number

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

## APPENDIX F

### NTK Status Reports

**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
01/01/2014	Yes	Yes	Yes	Yes	Yes
02/01/2014	Yes	Yes	Yes	Yes	Yes
03/01/2014	Yes	Yes	Yes	Yes	Yes
04/01/2014	Yes	Yes	Yes	Yes	Yes
05/01/2014	Yes	Yes	Yes	Yes	Yes
06/01/2014	Yes	Yes	Yes	Yes	Yes
07/01/2014	Yes	Yes	Yes	Yes	Yes
08/01/2014	Yes	Yes	Yes	Yes	Yes
09/01/2014	Yes	Yes	Yes	Yes	Yes
10/01/2014	Yes	Yes	Yes	Yes	Yes
11/01/2014	Yes	Yes	Yes	Yes	Yes
12/01/2014	Yes	Yes	Yes	Yes	Yes
13/01/2014	Yes	Yes	Yes	Yes	Yes
14/01/2014	Yes	Yes	Yes	Yes	Yes
15/01/2014	Yes	Yes	Yes	Yes	Yes
16/01/2014	Yes	Yes	Yes	Yes	Yes
17/01/2014	Yes	Yes	Yes	Yes	Yes
18/01/2014	Yes	Yes	Yes	Yes	Yes
19/01/2014	Yes	Yes	Yes	Yes	Yes
20/01/2014	Yes	Yes	Yes	Yes	Yes
21/01/2014	Yes	Yes	Yes	Yes	Yes
22/01/2014	Yes	Yes	Yes	Yes	Yes
23/01/2014	Yes	Yes	Yes	Yes	Yes
24/01/2014	Yes	Yes	Yes	Yes	Yes
25/01/2014	Yes	Yes	Yes	Yes	Yes
26/01/2014	Yes	No	Yes	Yes	Yes
27/01/2014	Yes	Yes	Yes	Yes	Yes
28/01/2014	Yes	Yes	Yes	Yes	Yes
29/01/2014	Yes	Yes	Yes	Yes	Yes
30/01/2014	Yes	Yes	Yes	Yes	Yes
31/01/2014	Yes	Yes	Yes	Yes	Yes
01/02/2014	Yes	Yes	Yes	Yes	Yes
02/02/2014	Yes	Yes	Yes	Yes	Yes
03/02/2014	Yes	Yes	Yes	Yes	Yes
04/02/2014	Yes	Yes	Yes	Yes	Yes
05/02/2014	Yes	Yes	Yes	Yes	Yes
06/02/2014	Yes	Yes	Yes	Yes	Yes
07/02/2014	Yes	Yes	Yes	Yes	Yes
08/02/2014	Yes	Yes	Yes	Yes	Yes
09/02/2014	Yes	Yes	Yes	Yes	Yes
10/02/2014	Yes	Yes	Yes	Yes	Yes
11/02/2014	Yes	Yes	Yes	Yes	Yes
12/02/2014	Yes	Yes	Yes	Yes	Yes
13/02/2014	Yes	Yes	Yes	Yes	Yes
14/02/2014	Yes	No	Yes	Yes	Yes
15/02/2014	Yes	No	Yes	Yes	Yes

**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
16/02/2014	Yes	No	Yes	Yes	Yes
17/02/2014	Yes	Yes	Yes	Yes	Yes
18/02/2014	Yes	Yes	Yes	Yes	Yes
19/02/2014	Yes	Yes	Yes	Yes	Yes
20/02/2014	Yes	Yes	Yes	Yes	Yes
21/02/2014	Yes	Yes	Yes	Yes	Yes
22/02/2014	Yes	Yes	Yes	Yes	Yes
23/02/2014	Yes	Yes	Yes	Yes	Yes
24/02/2014	Yes	Yes	Yes	Yes	Yes
25/02/2014	Yes	Yes	Yes	Yes	Yes
26/02/2014	Yes	Yes	Yes	Yes	Yes
27/02/2014	Yes	Yes	Yes	Yes	Yes
28/02/2014	Yes	Yes	Yes	Yes	Yes
01/03/2014	Yes	Yes	Yes	Yes	Yes
02/03/2014	Yes	Yes	Yes	Yes	Yes
03/03/2014	Yes	Yes	Yes	Yes	Yes
04/03/2014	Yes	Yes	Yes	Yes	Yes
05/03/2014	Yes	Yes	Yes	Yes	Yes
06/03/2014	Yes	Yes	Yes	Yes	Yes
07/03/2014	Yes	Yes	Yes	Yes	Yes
08/03/2014	Yes	Yes	Yes	Yes	Yes
09/03/2014	Yes	Yes	Yes	Yes	Yes
10/03/2014	Yes	Yes	Yes	Yes	Yes
11/03/2014	Yes	Yes	Yes	Yes	Yes
12/03/2014	Yes	Yes	Yes	Yes	Yes
13/03/2014	Yes	Yes	Yes	Yes	Yes
14/03/2014	Yes	Yes	Yes	Yes	Yes
15/03/2014	Yes	Yes	Yes	Yes	Yes
16/03/2014	Yes	Yes	Yes	Yes	Yes
17/03/2014	Yes	Yes	Yes	Yes	Yes
18/03/2014	Yes	Yes	Yes	Yes	Yes
19/03/2014	Yes	Yes	Yes	Yes	Yes
20/03/2014	Yes	Yes	Yes	Yes	Yes
21/03/2014	Yes	Yes	Yes	Yes	Yes
22/03/2014	Yes	Yes	Yes	Yes	Yes
23/03/2014	Yes	Yes	Yes	Yes	Yes
24/03/2014	Yes	Yes	Yes	Yes	Yes
25/03/2014	Yes	Yes	Yes	Yes	Yes
26/03/2014	Yes	Yes	Yes	Yes	Yes
27/03/2014	Yes	Yes	Yes	Yes	Yes
28/03/2014	Yes	Yes	Yes	Yes	Yes
29/03/2014	Yes	Yes	Yes	Yes	Yes
30/03/2014	Yes	Yes	Yes	Yes	Yes
31/03/2014	Yes	Yes	Yes	Yes	Yes
01/04/2014	Yes	Yes	Yes	Yes	Yes
02/04/2014	Yes	Yes	Yes	Yes	Yes



**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
03/04/2014	Yes	Yes	Yes	Yes	Yes
04/04/2014	Yes	Yes	Yes	Yes	Yes
05/04/2014	Yes	Yes	Yes	Yes	Yes
06/04/2014	Yes	Yes	Yes	Yes	Yes
07/04/2014	Yes	Yes	Yes	Yes	Yes
08/04/2014	Yes	Yes	Yes	Yes	Yes
09/04/2014	Yes	Yes	Yes	Yes	Yes
10/04/2014	Yes	Yes	Yes	Yes	Yes
11/04/2014	Yes	Yes	Yes	Yes	Yes
12/04/2014	Yes	Yes	Yes	Yes	Yes
13/04/2014	Yes	Yes	Yes	Yes	Yes
14/04/2014	Yes	Yes	Yes	Yes	Yes
15/04/2014	Yes	Yes	Yes	Yes	Yes
16/04/2014	Yes	Yes	Yes	Yes	Yes
17/04/2014	Yes	Yes	Yes	Yes	Yes
18/04/2014	Yes	Yes	Yes	Yes	Yes
19/04/2014	Yes	Yes	Yes	Yes	Yes
20/04/2014	Yes	Yes	Yes	Yes	Yes
21/04/2014	Yes	Yes	Yes	Yes	Yes
22/04/2014	Yes	Yes	Yes	Yes	Yes
23/04/2014	Yes	Yes	Yes	Yes	Yes
24/04/2014	Yes	Yes	Yes	Yes	Yes
25/04/2014	Yes	Yes	Yes	Yes	Yes
26/04/2014	Yes	Yes	Yes	Yes	Yes
27/04/2014	Yes	Yes	Yes	Yes	Yes
28/04/2014	Yes	Yes	Yes	Yes	Yes
29/04/2014	Yes	Yes	Yes	Yes	Yes
30/04/2014	Yes	Yes	Yes	Yes	Yes
01/05/2014	Yes	Yes	Yes	Yes	Yes
02/05/2014	Yes	Yes	Yes	Yes	Yes
03/05/2014	Yes	Yes	Yes	Yes	Yes
04/05/2014	Yes	Yes	Yes	Yes	Yes
05/05/2014	Yes	Yes	Yes	Yes	Yes
06/05/2014	Yes	Yes	Yes	Yes	Yes
07/05/2014	Yes	Yes	Yes	Yes	Yes
08/05/2014	Yes	Yes	Yes	Yes	Yes
09/05/2014	Yes	Yes	Yes	Yes	Yes
10/05/2014	Yes	Yes	Yes	Yes	Yes
11/05/2014	Yes	Yes	Yes	Yes	Yes
12/05/2014	Yes	Yes	Yes	Yes	Yes
13/05/2014	Yes	Yes	Yes	Yes	Yes
14/05/2014	Yes	Yes	Yes	Yes	Yes
15/05/2014	Yes	Yes	Yes	Yes	Yes
16/05/2014	Yes	Yes	Yes	Yes	Yes
17/05/2014	Yes	Yes	Yes	Yes	Yes
18/05/2014	Yes	Yes	Yes	Yes	Yes

**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
19/05/2014	Yes	Yes	Yes	Yes	Yes
20/05/2014	Yes	Yes	Yes	Yes	Yes
21/05/2014	Yes	Yes	Yes	Yes	Yes
22/05/2014	Yes	Yes	Yes	Yes	Yes
23/05/2014	Yes	Yes	Yes	Yes	Yes
24/05/2014	Yes	Yes	Yes	Yes	Yes
25/05/2014	Yes	Yes	Yes	Yes	Yes
26/05/2014	Yes	Yes	Yes	Yes	Yes
27/05/2014	Yes	Yes	Yes	Yes	Yes
28/05/2014	Yes	Yes	Yes	Yes	Yes
29/05/2014	Yes	Yes	Yes	Yes	Yes
30/05/2014	Yes	Yes	Yes	Yes	Yes
31/05/2014	Yes	Yes	Yes	Yes	Yes
01/06/2014	Yes	Yes	Yes	Yes	Yes
02/06/2014	Yes	Yes	Yes	Yes	Yes
03/06/2014	Yes	Yes	Yes	Yes	Yes
04/06/2014	Yes	Yes	Yes	Yes	Yes
05/06/2014	Yes	Yes	Yes	Yes	Yes
06/06/2014	Yes	Yes	Yes	Yes	Yes
07/06/2014	Yes	Yes	Yes	Yes	Yes
08/06/2014	Yes	Yes	Yes	Yes	Yes
09/06/2014	Yes	Yes	Yes	Yes	Yes
10/06/2014	Yes	Yes	Yes	Yes	Yes
11/06/2014	Yes	Yes	Yes	Yes	Yes
12/06/2014	Yes	Yes	Yes	Yes	Yes
13/06/2014	Yes	Yes	Yes	Yes	Yes
14/06/2014	Yes	Yes	Yes	Yes	Yes
15/06/2014	Yes	Yes	Yes	Yes	Yes
16/06/2014	Yes	Yes	Yes	Yes	Yes
17/06/2014	Yes	Yes	Yes	Yes	Yes
18/06/2014	Yes	Yes	Yes	Yes	Yes
19/06/2014	Yes	Yes	Yes	Yes	Yes
20/06/2014	Yes	Yes	Yes	Yes	Yes
21/06/2014	Yes	Yes	Yes	Yes	Yes
22/06/2014	Yes	Yes	Yes	Yes	Yes
23/06/2014	Yes	Yes	Yes	Yes	Yes
24/06/2014	Yes	Yes	Yes	Yes	Yes
25/06/2014	Yes	Yes	Yes	Yes	Yes
26/06/2014	Yes	Yes	Yes	Yes	Yes
27/06/2014	Yes	Yes	Yes	Yes	Yes
28/06/2014	Yes	Yes	Yes	Yes	Yes
29/06/2014	Yes	Yes	Yes	Yes	Yes
30/06/2014	Yes	Yes	Yes	Yes	Yes
01/07/2014	Yes	Yes	Yes	Yes	Yes
02/07/2014	Yes	Yes	Yes	Yes	Yes
03/07/2014	Yes	Yes	Yes	Yes	Yes

**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
04/07/2014	Yes	Yes	Yes	Yes	Yes
05/07/2014	Yes	Yes	Yes	Yes	Yes
06/07/2014	Yes	Yes	Yes	Yes	Yes
07/07/2014	Yes	Yes	Yes	Yes	Yes
08/07/2014	Yes	Yes	Yes	Yes	Yes
09/07/2014	Yes	Yes	Yes	Yes	Yes
10/07/2014	Yes	Yes	Yes	Yes	Yes
11/07/2014	Yes	Yes	Yes	Yes	Yes
12/07/2014	Yes	Yes	Yes	Yes	Yes
13/07/2014	Yes	Yes	Yes	Yes	Yes
14/07/2014	Yes	Yes	Yes	Yes	Yes
15/07/2014	Yes	Yes	Yes	Yes	Yes
16/07/2014	Yes	Yes	Yes	Yes	Yes
17/07/2014	Yes	Yes	Yes	Yes	Yes
18/07/2014	Yes	Yes	Yes	Yes	Yes
19/07/2014	Yes	Yes	Yes	Yes	Yes
20/07/2014	Yes	Yes	Yes	Yes	Yes
21/07/2014	Yes	Yes	Yes	Yes	Yes
22/07/2014	Yes	Yes	Yes	Yes	Yes
23/07/2014	Yes	Yes	Yes	Yes	Yes
24/07/2014	Yes	Yes	Yes	Yes	Yes
25/07/2014	Yes	Yes	Yes	Yes	Yes
26/07/2014	Yes	Yes	Yes	Yes	Yes
27/07/2014	Yes	Yes	Yes	Yes	Yes
28/07/2014	Yes	Yes	Yes	Yes	Yes
29/07/2014	Yes	Yes	Yes	Yes	Yes
30/07/2014	Yes	Yes	Yes	Yes	Yes
31/07/2014	Yes	Yes	Yes	Yes	Yes
01/08/2014	Yes	Yes	Yes	Yes	Yes
02/08/2014	Yes	Yes	Yes	Yes	Yes
03/08/2014	Yes	Yes	Yes	Yes	Yes
04/08/2014	Yes	Yes	Yes	Yes	Yes
05/08/2014	Yes	Yes	Yes	Yes	Yes
06/08/2014	Yes	Yes	Yes	Yes	Yes
07/08/2014	Yes	Yes	Yes	Yes	Yes
08/08/2014	Yes	Yes	Yes	Yes	Yes
09/08/2014	Yes	Yes	Yes	Yes	Yes
10/08/2014	Yes	Yes	Yes	Yes	Yes
11/08/2014	Yes	Yes	Yes	Yes	Yes
12/08/2014	Yes	Yes	Yes	Yes	Yes
13/08/2014	Yes	Yes	Yes	Yes	Yes
14/08/2014	Yes	Yes	Yes	Yes	Yes
15/08/2014	Yes	Yes	Yes	Yes	Yes
16/08/2014	Yes	Yes	Yes	Yes	Yes
17/08/2014	Yes	Yes	Yes	Yes	Yes
18/08/2014	Yes	Yes	Yes	Yes	Yes

**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
19/08/2014	Yes	Yes	Yes	Yes	Yes
20/08/2014	Yes	Yes	Yes	Yes	Yes
21/08/2014	Yes	Yes	Yes	Yes	Yes
22/08/2014	Yes	Yes	Yes	Yes	Yes
23/08/2014	Yes	Yes	Yes	Yes	Yes
24/08/2014	Yes	Yes	Yes	Yes	Yes
25/08/2014	Yes	Yes	Yes	Yes	Yes
26/08/2014	Yes	Yes	Yes	Yes	Yes
27/08/2014	Yes	Yes	Yes	Yes	Yes
28/08/2014	Yes	Yes	Yes	Yes	Yes
29/08/2014	Yes	Yes	Yes	Yes	Yes
30/08/2014	Yes	Yes	Yes	Yes	Yes
31/08/2014	Yes	Yes	Yes	Yes	Yes
01/09/2014	Yes	Yes	Yes	Yes	Yes
02/09/2014	Yes	Yes	Yes	Yes	Yes
03/09/2014	Yes	Yes	Yes	Yes	Yes
04/09/2014	Yes	Yes	Yes	Yes	Yes
05/09/2014	Yes	Yes	Yes	Yes	Yes
06/09/2014	Yes	Yes	Yes	Yes	Yes
07/09/2014	Yes	Yes	Yes	Yes	Yes
08/09/2014	Yes	Yes	Yes	Yes	Yes
09/09/2014	Yes	Yes	Yes	Yes	Yes
10/09/2014	Yes	Yes	Yes	Yes	Yes
11/09/2014	Yes	Yes	Yes	Yes	Yes
12/09/2014	Yes	Yes	Yes	Yes	Yes
13/09/2014	Yes	Yes	Yes	Yes	Yes
14/09/2014	Yes	Yes	Yes	Yes	Yes
15/09/2014	Yes	Yes	Yes	Yes	Yes
16/09/2014	Yes	Yes	Yes	Yes	Yes
17/09/2014	Yes	Yes	Yes	Yes	Yes
18/09/2014	Yes	Yes	Yes	Yes	Yes
19/09/2014	Yes	Yes	Yes	Yes	Yes
20/09/2014	Yes	Yes	Yes	Yes	Yes
21/09/2014	Yes	Yes	Yes	Yes	Yes
22/09/2014	Yes	Yes	Yes	Yes	Yes
23/09/2014	Yes	Yes	Yes	Yes	Yes
24/09/2014	Yes	Yes	Yes	Yes	Yes
25/09/2014	Yes	Yes	Yes	Yes	Yes
26/09/2014	Yes	Yes	Yes	Yes	Yes
27/09/2014	Yes	Yes	Yes	Yes	Yes
28/09/2014	Yes	Yes	Yes	Yes	Yes
29/09/2014	Yes	Yes	Yes	Yes	Yes
30/09/2014	Yes	Yes	Yes	Yes	Yes
01/10/2014	Yes	Yes	Yes	Yes	Yes
02/10/2014	Yes	Yes	Yes	Yes	Yes
03/10/2014	Yes	Yes	Yes	Yes	Yes

**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
04/10/2014	Yes	No	Yes	Yes	Yes
05/10/2014	Yes	Yes	Yes	Yes	Yes
06/10/2014	Yes	Yes	Yes	Yes	Yes
07/10/2014	Yes	Yes	Yes	Yes	Yes
08/10/2014	Yes	Yes	Yes	Yes	Yes
09/10/2014	Yes	Yes	Yes	Yes	Yes
10/10/2014	Yes	Yes	Yes	Yes	Yes
11/10/2014	Yes	Yes	Yes	Yes	Yes
12/10/2014	Yes	Yes	Yes	Yes	Yes
13/10/2014	Yes	Yes	Yes	Yes	Yes
14/10/2014	Yes	Yes	Yes	Yes	Yes
15/10/2014	Yes	Yes	Yes	Yes	Yes
16/10/2014	Yes	Yes	Yes	Yes	Yes
17/10/2014	Yes	Yes	Yes	Yes	Yes
18/10/2014	Yes	Yes	Yes	Yes	Yes
19/10/2014	Yes	Yes	Yes	Yes	Yes
20/10/2014	Yes	Yes	Yes	Yes	Yes
21/10/2014	Yes	Yes	Yes	Yes	Yes
22/10/2014	Yes	Yes	Yes	Yes	Yes
23/10/2014	Yes	Yes	Yes	Yes	Yes
24/10/2014	Yes	Yes	Yes	Yes	Yes
25/10/2014	Yes	Yes	Yes	Yes	Yes
26/10/2014	Yes	Yes	Yes	Yes	Yes
27/10/2014	Yes	Yes	Yes	Yes	Yes
28/10/2014	Yes	Yes	Yes	Yes	Yes
29/10/2014	Yes	Yes	Yes	Yes	Yes
30/10/2014	Yes	Yes	Yes	Yes	Yes
31/10/2014	Yes	Yes	Yes	Yes	Yes
01/11/2014	Yes	Yes	Yes	Yes	Yes
02/11/2014	Yes	Yes	Yes	Yes	Yes
03/11/2014	Yes	Yes	Yes	Yes	Yes
04/11/2014	Yes	Yes	Yes	Yes	Yes
05/11/2014	Yes	Yes	Yes	Yes	Yes
06/11/2014	Yes	Yes	Yes	Yes	Yes
07/11/2014	Yes	Yes	Yes	Yes	Yes
08/11/2014	Yes	Yes	Yes	Yes	Yes
09/11/2014	Yes	Yes	Yes	Yes	Yes
10/11/2014	Yes	Yes	Yes	Yes	Yes
11/11/2014	Yes	Yes	Yes	Yes	Yes
12/11/2014	Yes	Yes	Yes	Yes	Yes
13/11/2014	Yes	Yes	Yes	Yes	Yes
14/11/2014	Yes	Yes	Yes	Yes	Yes
15/11/2014	Yes	Yes	Yes	Yes	Yes
16/11/2014	Yes	Yes	Yes	Yes	Yes
17/11/2014	Yes	Yes	Yes	Yes	Yes
18/11/2014	Yes	Yes	Yes	Yes	Yes

**NOISE EVENTS**

<b>DATE</b>	<b>NMT1 Events</b>	<b>NMT2 Events</b>	<b>NMT3 Events</b>	<b>NMT4 Events</b>	<b>FIDS</b>
19/11/2014	Yes	Yes	Yes	Yes	Yes
20/11/2014	Yes	Yes	Yes	Yes	Yes
21/11/2014	Yes	Yes	Yes	Yes	Yes
22/11/2014	Yes	Yes	Yes	Yes	Yes
23/11/2014	Yes	Yes	Yes	Yes	Yes
24/11/2014	Yes	Yes	Yes	Yes	Yes
25/11/2014	Yes	Yes	Yes	Yes	Yes
26/11/2014	Yes	Yes	Yes	Yes	Yes
27/11/2014	Yes	Yes	Yes	Yes	Yes
28/11/2014	Yes	Yes	Yes	Yes	Yes
29/11/2014	Yes	Yes	Yes	Yes	Yes
30/11/2014	Yes	Yes	Yes	Yes	Yes
01/12/2014	Yes	Yes	Yes	Yes	Yes
02/12/2014	Yes	Yes	Yes	Yes	Yes
03/12/2014	Yes	Yes	Yes	Yes	Yes
04/12/2014	Yes	Yes	Yes	Yes	Yes
05/12/2014	Yes	Yes	Yes	Yes	Yes
06/12/2014	Yes	Yes	Yes	Yes	Yes
07/12/2014	Yes	Yes	Yes	Yes	Yes
08/12/2014	Yes	Yes	Yes	Yes	Yes
09/12/2014	Yes	Yes	Yes	Yes	Yes
10/12/2014	Yes	Yes	Yes	Yes	Yes
11/12/2014	Yes	Yes	Yes	Yes	Yes
12/12/2014	Yes	Yes	Yes	Yes	Yes
13/12/2014	Yes	Yes	Yes	Yes	Yes
14/12/2014	Yes	Yes	Yes	Yes	Yes
15/12/2014	Yes	Yes	Yes	Yes	Yes
16/12/2014	Yes	Yes	Yes	Yes	Yes
17/12/2014	Yes	Yes	Yes	Yes	Yes
18/12/2014	Yes	Yes	Yes	Yes	Yes
19/12/2014	Yes	Yes	Yes	Yes	Yes
20/12/2014	Yes	Yes	Yes	Yes	Yes
21/12/2014	Yes	Yes	Yes	Yes	Yes
22/12/2014	Yes	Yes	Yes	Yes	Yes
23/12/2014	Yes	Yes	Yes	Yes	Yes
24/12/2014	Yes	Yes	Yes	Yes	Yes
25/12/2014	Yes	Yes	Yes	Yes	Yes
26/12/2014	Yes	Yes	Yes	Yes	Yes
27/12/2014	Yes	Yes	Yes	Yes	Yes
28/12/2014	Yes	Yes	Yes	Yes	Yes
29/12/2014	Yes	Yes	Yes	Yes	Yes
30/12/2014	Yes	Yes	Yes	Yes	Yes
31/12/2014	Yes	Yes	Yes	Yes	Yes

A summary of the correlation rate for each month from 1<sup>st</sup> January 2014 up to and including the 31<sup>st</sup> December 2014 is given in Table 2 below. In order to calculate the rate of correlation, the number of departures correlated has been compared against the number of operations at London City Airport during the same period. It has been assumed that the number of departures constitute 50% of the total number of operations.

<b>Month</b>	<b>No. Operations</b>	<b>No. Correlated (dep)<sup>1</sup></b>	<b>Correlation Rate</b>
January	5864	2622	89%
February	5622	2374	84%
March	6157	2945	96%
April	5989	2929	98%
May	6224	2932	94%
June	6588	3230	98%
July	6508	3195	98%
August	5481	2635	96%
September	6590	3268	99%
October	7157	3333	93%
November	6957	3417	98%
December	6500	2770	85%

**Table 2 – 2014 Monthly summary of correlation rate**

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<sup>1</sup> Slight differences can be found for some month's totals between the submitted quarterly NTK status reports during 2014, and those in Table 2 above. This is because the data on the NTK system was updated subsequent to the report, or training and engineering flights were erroneously included in initial calculations (see December 2014).

Quarter	Operational Summary <sup>1</sup>
January – March	During the quarterly period from 1 <sup>st</sup> January 2014 to 31 <sup>st</sup> March 2014 FIDS was received for all days and the NMTs were fully operational with the exception of NMT 2 on 26 <sup>th</sup> January and 14 <sup>th</sup> to 16 <sup>th</sup> February due to a power supply failure. A total of 7,941 departure events were successfully recorded and a correlation rate of 84% or greater achieved.
April – June	During the quarterly period from 1 <sup>st</sup> April 2014 to 30 <sup>th</sup> June 2014, FIDS was received for all days and the NMTs were fully operational. A total of 9,091 departure events were successfully recorded and a correlation rate of 94% or above achieved.
July – September	During the quarterly period from 1 <sup>st</sup> July 2014 to 30 <sup>th</sup> September 2014, FIDS was received for ally days and the NMTs were fully operational. A total of 9,098 departure events were successfully recorded and a correlation rate of 96% or above achieved.
October – November	During the quarterly period from 1 <sup>st</sup> October 2014 to 31 <sup>st</sup> December 2014, FIDS was received for all days and the NMTs were fully operational with the exception of NMT 2 on 4 <sup>th</sup> October due to a power supply failure. A total of 9,520 departure events were successfully recorded and a correlation rate of 85% or above achieved.

**Table 3 – 2014 Quarterly operations summary**

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<sup>1 1</sup> Slight differences can be found for some month's totals between the submitted quarterly NTK status reports during 2014, and those in Table 2 above. This is because the data on the NTK system was updated subsequent to the report, or training and engineering flights were erroneously included in initial calculations (see December 2014).