Annual
Performance
Report 2024

Annexes

LONDON CITY AIRPORT

01 June 2025

Contents

Annual
Performance
Report 2024

Annex 1

Summary of CADP1 APR Requirements & References

LONDON CITY AIRPORT

Requirements	Source: Approved Document or Condition	Condition /AOD References	APR Section	Format	APR Reference/ Source
APPROVED PCCS (AODs)					
Condition 18 AOD Aircraft Noise Categorisation Scheme – paras 4.1.3 & 5.2.2 (5.2.2) Produce a report as part of the APR that records the results of the assessments undertaken as part of the quota count regime. Including but not limited to: the quota counts for each aircraft type; the total annual quota arising from aircraft operations; the results of noise monitoring, expressed for each aircraft and airline as averages in relation to sideline, flyover and approach noise levels, quota counts to be used for each aircraft and the expected total annual quota for the forthcoming calendar year. (4.1.3) publish in the APR a league table setting out the performance of each aircraft type, by airline, relative to its previous years' performance.	Condition & Approved Document 22/00807/AOD	18 AOD paras 4.1.3 & 5.2.2 19 31 31 AOD A.7, Appendix C paras C.2.3 and C.7	Environment	Summary in text and report in Annex	Section 2.3 Section 2.5 Annex 2 NOMMS Section 11 & Appendix 10 Annex 3 ANCS Report Annex 4 Annual Community & Airline Report
Condition 31 AOD NOMMS A.7 – Complaints Handling Report complaints about environmental impact of the operation of the airport and any action taken to address such complaints in the APR.	Condition & Approved Document 22/02035/AOD	31 31 AOD A.7 59	Environment	Summary in text	Section 2.12
Condition 31 AOD NOMMS A.8 – Reporting Publish noise monitoring data in APR in June each year, including reports from the Noise and Track Monitoring System:- i) Track plots showing the actual tracks flown by departing aircraft. ii) Average departure and arrival noise levels by aircraft type and airline iii) Data on reverse thrust by aircraft type and airlines.	Condition & Approved Document 22/02035/AOD	18 AOD 5.2.2 31 31 AOD A.8	Environment	Summary on text, report in Annex	Section 2.4 Annex 2 NOMMS Annex 3 ANCS
Condition 31 AOD NOMMS – Appendix C para C.2.7 Produce an annual Community and Airline Report as part of the APR describing aircraft/airline performance with regard to noise monitoring in terms of good and poor performance and league tables.	Condition & Approved Document 22/02035/AOD	31 31 AOD Appendix C para C.7	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 4, Appendix 2 Annex 4 Community & Airline Annual Report
Condition 31 AOD NOMMS Appendix C para C.3 (iv) and (v) Publish an annual Community and Airline Report that highlights the performance of the scheme and identify the most improved airline for the previous calendar year. Identify the details of the community projects	Condition & Approved Document 22/02035/AOD	31 31 AOD Appendix C para C.3 (iv) and (v)	Environment	Summary in text and report in Annex	Section 2.5 Annex 2 NOMMS Section 4, Appendix 2 Annex 4 Community & Airline Annual Report

Requirements	Source: Approved Document or Condition	Condition /AOD References	APR Section	Format	APR Reference/ Source
that have been sponsored in the previous year in partnership with the winning airline. Publish as part of the APR.					
Condition 31 AOD NOMMS – Appendix F.3 (Annual Noise Contours) Produce annual daytime noise contours depicting air noise produced during an average summer day following defined method.	Condition & Approved Document 22/02035/AOD	31 31 AOD Appendix F	Environment	Contours in Annex and summary in text	Section 2.8 Annex 2 NOMMS Appendix 5
Condition 31 AOD NOMMS – H.1 Report in the APR details of the use of APUs at the airport the previous calendar year.	Condition & Approved Document 22/02035/AOD	31 31 AOD, H.1 58 AOD para 1.9 (measure 2)	Environment	Summary in text and report in Annex	Section 2.6 NOMMS Section 8 Annex 6 Air Quality Action Plan Progress Updates
Condition 31 AOD NOMMS – Appendix I (Reverse Thrust) Any exceedances of the noise threshold levels from an arriving aircraft shall be reported in the Annual Performance Report	Approved Document 22/02035/AOD	31 AOD Appendix I	Environment	Report in Annex	Annex 2 NOMMS Section 9
Condition 44 AOD Ground Power Strategy – para 1.7 Monitoring of Ground Power performance to be reported annually in APR. Paragraph 1.6 confirms the monitoring approach is described in the Air Quality Management Strategy (AQMS) (condition 58). Relevant measures in the AQMS are: 1, 2 and 3.	Approved Document 20/01200/NONMAT	44 44 AOD para 1.7 58 AOD para 1.5 56 AOD	Environment	Summary of AQMS progress	Section 2.6 NOMMS Section 8 Annex 6 Air Quality Action Plan Progress Update
Condition 47 AOD Auxiliary Power Units Strategy – para 1.9 Report annually as part of the APR all current aircraft operational at the airport which require essential use of APUs and APU run times that have ran for longer than specified in the Airport Operating Instructions	Condition & Approved Document 20/00373/AOD	47 AOD para 1.9 31 31 AOD Appendix H.1	Environment	Summary in text and report in Annex	Section 2.6 NOMMS Section 8 Annex 6 Air Quality Action Plan Progress Update
Condition 48 AOD Ground Engine Running Strategy - para 6.2.1 A report as part of the APR on the performance and or compliance during the previous calendar year with the approved targets in the Ground Engine Running Strategy. To compare against the stated targets, by aircraft type and airline, including the: average engine running time on stands; average time for aircraft to taxi into a stand on arrival; and average time from an aircraft leaving a stand to the time of departure.	Condition & Approved Document 23/01194/AOD	48 AOD para 6.2.1 31 31 AOD Appendix D para D.2	Environment	Summary in text and report in Annex	Section 2.6 Annex 2 NOMMS Section 5, Appendix 4

Requirements	Source: Approved Document or Condition	Condition /AOD References	APR Section	Format	APR Reference/ Source
Condition 49 AOD Ground Running, testing and Maintenance Strategy – para 5.1.1. A report as part of the APR recording engine ground running during the preceding calendar year, including details of the number, duration and power setting of ground runs and the types of aircraft involved and written measurements and calculations to show whether the Ground Running Noise Limit has been exceeded during the preceding calendar year.	Condition and Approved Document 23/01194/AOD	49 49 AOD para 5.1 31 AOD Appendix D para D.5.2	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
Condition 51 AOD Ground Running Noise Limit Strategy - para 4.1.2 Provide written measurements and calculations in the APR to show whether the Ground Running Noise Limit is being approached.	Condition & Approved Document 17/00226/AOD	51 AOD para 4.1.2 52 48 49 31 AOD Appendix D para D.5.4	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
Condition 56 AOD Sustainability and Biodiversity Strategy – para 1.8 Report on the individual targets in the APR.	Condition & Approved Document 23/01195/AOD	56 56 AOD para 1.8 70 AOD para 4.7	Environment	Summary in text and report in Annex	Section 2.11 Annex 7 Sustainability and Biodiversity Action Plan Progress Update
Condition 57 AOD Air Quality Monitoring Strategy – para 2.10 Include the annual Air Quality Monitoring Report in the APR	Condition & Approved Document 23/01196/AOD	57 57 AOD para 2.10	Environment	Summary in text and report in Annex	Section 2.7 Annex 5 Annual Air Quality Report
Condition 58 AOD Air Quality Management Strategy - Measures 1 to 18 – para 1.5 Progress on each measure/target will be set out in the APR each year. All targets and strategies are set out in Box 1 of the approved strategy.	Approved Document 23/01196/AOD	58 AOD para 1.5 44 AOD para 1.7	Environment	Report in Annex	Section 2.7 Annex 6 Air Quality Action Plan Progress Update
Condition 60 AOD Use of River Thames For Construction – Para 4.2 Report the number of vehicles taken off the road each year as part of APR.	Approved Document 17/00534/AOD	60 AOD para 4.2	Environment	Summary in text	Section 4.4
Condition 70 AOD Waste Management Strategy – Para 4.7 Report progress annually on the targets for the management and recycling of CADP1 construction wastes.	Approved Document 19/02559/AOD	70 AOD para 4.7 56 56 AOD para 1.8	Environment	Summary in text and report in Annex	Section 2.11 Annex 7 Sustainability and Biodiversity Action Plan Progress Updates
Condition 71 AOD Travel Plan – Para 6.13 Results of passenger and staff travel surveys will be included within the APR.	Approved Document 22/02830/AOD	71 AOD para 6.13	Surface Access	Summary in text	Section 4.2 Section 4.3 Annex 11 Employee Travel Survey

Requirements	APR Section	Format	APR Reference / Source
Schedule 8 produce noise contours – Para 2 (30 Noise Monitoring System & 31 NOMMS – Appendix F) Publish noise contours each year as part of the APR (to include 54Db contour), noise contours for the Sound Insulation Scheme & produce annual daytime noise contours depicting air noise produced during an average summer day following defined method.	Environment	Contours in Annex and summary in text	Section 2.8 Annex 2 NOMMS Appendix 5
Schedule 9 Reinspection Scheme – Para 5.3 - a list of properties which have become eligible for the Reinspection Scheme in the preceding 12 months.	Environment	Report in Annex	Section 2.9 Annex 2 NOMMS Appendix 8
Schedule 9 NIPS 1 para 6.2 - which payments have been made under NIPS 1	Financial Contribution	Summary on text, report in Annex	Section 5.2 Annex 2 NOMMS Section 10
Schedule 9 NIPS 2 para 7.2 - which payments have been made under NIPS 2	Financial Contribution	Summary in text, report in Annex	Section 5.2 Annex 2 NOMMS Section 10
Schedule 9 Purchase Offer – Para 8.2 - any residential dwelling with any part of its external elevation which is situated within the actual 69 db contour for the purposes of the purchase scheme and within three months of that date they shall notify the owner/occupier of any dwelling so identified in the APR that they are entitled to benefit from the purchase scheme and invite applications from the owner/occupier under the purchase scheme.	Environment	Summary in text and report in Annex	Section 5.2 Annex 2 NOMMS Section 10
Schedule 11 – Para 1.3 Provide list of existing employers	Employment	Summary in text and schedule in Annex	Section 3.3 Annex 8 List of Employers Onsite
Schedule 11 – Recruitment Policy – Para 1.4 - to continue to provide the Council annually with details in writing of the policy adopted by the Operator to fill its job vacancies and the Operator shall consult the Council about such policy on not fewer than one occasion each year in conjunction with the APR	Employment	Summary in text and policy in Annex	Annex 10 LCY Employment Policy
Schedule 11 – Paras 1.5 Report job numbers and target performance to LBN and LCACC (a) the percentage of jobs advertised at the Airport in the preceding calendar year to which residents living (i) in the Local Area; and (ii) the London Borough of Newham were recruited; (b) the percentage of jobs advertised by the Operator in the preceding calendar year to which residents living in (i) the Local Area; and (ii) the London Borough of Newham were recruited; (c) the numbers of full-time equivalent jobs at the Airport and the number of full-time equivalent jobs made available directly by the Operator; (d) the total number of full-time and part-time employees at the Airport and those employed directly by the Operator	Employment	Stats in text	Section 3.2 Section 3.3

Requirements	APR Section	Format	APR Reference / Source
Schedule 11– Para 3.2 Maximise supply chain opportunities for LBN and local area businesses and report progress (a) the number of contractors being used on site; and (b) details of those based in Newham and the remainder of the Local Area; (c) name and postcode of contractor/supplier; and (d) the aggregate values of different categories of contracts	Employment	Stats in text and list in Annex	Section 3.4 Section 3.5
Schedule 12 Value Compensation Scheme (VCS) 1 - which payments have been made under VCS 1	Financial Contributions	Summary in text	N/A for 2024
Schedule 12 VCS 2 - which payments have been made under VCS 2 + The existence of the adopted VCS2 and its closing date will be published by its inclusion in the annual performance report which the Airport is obliged to publish every year and (within three months of the start of VCS2) through written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Financial Contributions	Summary in text	N/A for 2024
Annexure 2 – First Tier Scheme - para 3.1 - with effect from the Commencement of Development the APR shall specify the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	Summary in text, report in Annex	Section 2.8 Annex 2
Annexure 3 – NIPS – para 3.8 - the existence of NIPS (once adopted) will be published by its inclusion in the APR	Compensation	Summary in text and link to LCY website	Section 5.2
Annexure 4 – NIPS2 – para 3.8 - the existence of NIPS2 (once adopted) will be published by its inclusion in the APR	Compensation	Summary in text	Section 5.2
Annexure 7 – Second Tier Noise Insulation Scheme – para 3.1 - the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	Summary in text, report in Annex	Section 2.8 Annex 2
Annexure 8 – VCS – para 5.1 - written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Compensation	Summary in text and link to LCY website	Section 5.2
Annexure 9 – VCS2 – para 5.1 Publicise existence of VCS2 and closing date in APR and written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Compensation	Summary in text and link to LCY website	Section 5.2
Annexure 12 – Intermediate Tier Scheme – para 3 - specify the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	Summary in text, report in Annex	Section 2.8 Annex 2
Schedule of Payments Made	Financial Contributions	Summary of annual payments in text	Section 5.1

Condition Requirements	Source: Approved Document or Condition	Condition / AOD References	APR Section	Format	APR Reference / Source
CONDITIONS					
19 Review and Reporting on Aircraft Noise Categorisation Scheme (ANCS) A report as part of the APR on the performance and/or compliance with the approved ANCS during the previous calendar year.	Condition & Approved Document 22/00807/AOD	19 18 AOD paras 4.1.3 & 5.2.2	Environment	Summary in text and report in Annex	Section 2.3 Annex 3 ANCS Report
31 Noise Management and Mitigation Strategy (NOMMS) Report on the performance and compliance with the approved NOMMS during the previous 12 months in the APR	Condition & Approved Document 22/02035/AOD	31 31 AOD	Environment	Summary in text and report in Annex	Sections 2.2, 2.3 and 2.12 Annex 2 NOMMS
47 Auxiliary Power Units A report containing details of the use of Auxiliary Power Units at the Airport in the previous calendar year	Condition & Approved Document 20/00373/AOD	47 AOD para 1.9 31 AOD-H3	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 8
48 Ground Engine Running Strategy - para 6.2.1 A report as part of the APR on the performance and or compliance during the previous calendar year with the approved targets in the Ground Engine Running Strategy.	Condition & Approved Document 23/01194/AOD	48 48 AOD	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
49 Ground Running, Testing and Maintenance Strategy A report as part of the APR on the performance and or compliance during the previous calendar year with the targets in the Ground Running, Testing and Maintenance Strategy.	Condition & Approved Document 23/01194/AOD	49 49 AOD	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
52 Ground Running Annual Performance Report A report as part of the APR, including details of the number, duration and power setting of ground runs and the types of aircraft involved and written measurements and calculations to show whether the Ground Running Noise Limit has been exceeded as a result of Ground running during the preceding calendar year.	Condition & Approved Document 17/00226/AOD	52 51 AOD para 4.1.2 48 AOD para 6.2.1 49 AOD para 5.1.1)	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
56 Sustainability and Biodiversity Strategy A report as part of the APR on the performance and compliance during the previous calendar year with the targets in the approved Sustainability and Biodiversity Strategy.	Condition & Approved Document 23/01195/AOD	56 56 AOD para 1.8 57 AOD para 4.7	Environment	Summary in text and report as Annex	Section 2.11 Annex 7 Sustainability and Biodiversity Action Plan Progress Update
57 Air Quality Monitoring Report annually as part of the APR	Condition & Approved Document 23/01196/AOD	57 57 AOD para 2.11	Environment	Summary in text and report as Annex	Section 2.7 Annex 5 Air Quality Annual Report

Condition Requirements	Source: Approved Document or Condition	Condition / AOD References	APR Section	Format	APR Reference / Source
59 Complaints About Environmental Impact Report in the APR all complaints and any action taken in the preceding calendar year.	Condition	59 31 31 AOD A.7	Environment	Summary in text	Section 2.12

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Annex 2

Noise Management and Mitigation Strategy (NOMMS) Report

LONDON CITY AIRPORT

Bickerdike Allen Partners
Architecture
Acoustics
Technology

LONDON CITY AIRPORT

NOISE MANAGEMENT AND MITIGATION STRATEGY (NOMMS) REPORT 2024

Report to

London City Airport
The Royal Docks
London E16 2PB

A11327_05_RP074_4.0
7 May 2025

Bickerdike Allen Partners LLP is an integrated practice of Architects, Acousticians, and Construction Technologists, celebrating over 60 years of continuous practice.

Architects: Design and project management services which cover all stages of design, from feasibility and planning through to construction on site and completion.

Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

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1.0 INTRODUCTION

The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretary of State for Communities and Local Government and the Secretary of State for Transport in July 2016 following an appeal and public inquiry which was held in March and April 2016.

Condition 31 of this permission states that:

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

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

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

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

The NOMMS shall include, but not be limited to:

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

The NOMMS which addresses the above requirements was formally approved by the London Borough of Newham (LBN) on 18 May 2017 and was implemented on 18 August 2017. The latest version of the NOMMS was approved on 27 September 2022 (LBN reference 22/02035/AOD).

This report reviews the performance and compliance with the latest NOMMS in 2024, as part of the Condition 31 requirements.

Information is also provided on the number of aircraft movements that have taken place at London City Airport (LCA) over the period 1st January 2024 up to and including 31st December 2024, to show compliance with CADP1 Conditions 17 and 23 to 27.

2.0 COMBINED NOISE AND TRACK MONITORING SYSTEM

2.1 Noise Monitoring

A continuous noise monitoring system was first installed and became operational at the airport in 1992, and a system of this type has been in place ever since. Since 1999 it has also included a flight track monitoring system and has been known as the Noise and Track Keeping (NTK) system. The noise monitoring system has since been upgraded and expanded and now comprises six fixed noise monitoring terminals (NMTs) and one mobile NMT. The fixed NMTs (NMTs 1-6) are used to measure arrivals and departures of aircraft using the airport. The mobile NMT (NMT 7) is used primarily for the monitoring of aircraft related ground noise. The location of NMTs 1-7 is shown in Figure 1.

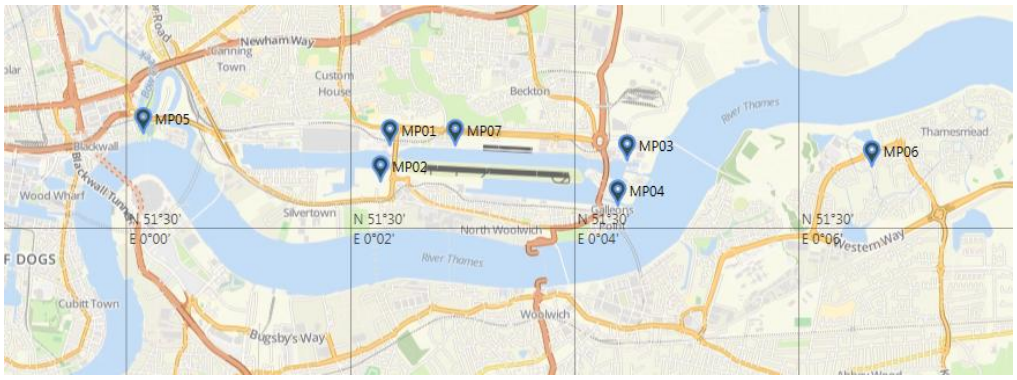


Figure 1: Location of NMTs 1-7

Noise data is collected from the NMTs and processed for the purposes of aircraft monitoring and also noise management. The NTK system is designed to ensure that a minimum correlation rate of 80% of all aircraft departures is achieved over the calendar year. Quarterly NTK status reports are issued to the London Borough of Newham, reporting on the correlation rate achieved over the quarter as discussed in 2.2.1 below.

The average departure and arrival noise levels measured in 2024, by aircraft type and airline, are reported elsewhere as part of the Aircraft Noise Categorisation Scheme (ANCS) summary.

As stated in their current Noise Action Plan, the airport have introduced an enhanced flight monitoring system, which will allow the community to review flight tracks and aircraft noise as measured by the airport's NMTs and review real-time and historical data. All all of the NMTs were replaced in 2024 and this included use of solar panels to replace the previously used fuel cell system.

2.2 Flight Track Monitoring

The flight track monitoring component of the system is permanently linked to the airport's radar feed, which is provided by the Air Traffic Control (ATC). Aircraft flight tracks are correlated with flight information and noise events. Based on this information, the airport use a web-based system (known as WebTrak[1]) to share data from the flight track monitoring system with the public.

Flight tracks are capable of real-time inspection and are also stored for later processing and analysis. This allows deviations from the departure and arrival flight paths at the airport both in plan and elevation to be determined.

LCA do not currently operate noise preferential routes such as those that are in place at some other airports. In the absence of an agreed swathe to assess against, in recent years analysis was carried out on the tracks flown to identify any aircraft which appear to be 'off track', based on whether they go through a 'gate' which was set up in the NTK system for each route.

As part of the review of the NOMMS in 2022, the requirement to report airline/aircraft performance with respect to track-keeping and the requirement to maintain a log of 'off track' departures was removed. This is due to the lack of an agreed swathe to assess against and the perception that 'off track' aircraft are not currently a significant issue at LCA. The airport will however continue to present the track plots in the quarterly and annual reports. If these, or a sudden influx of related complaints, suggest 'off track' flights has become an issue, the analysis undertaken previously will recommence.

Figure 2 shows a heat map of all departures from LCA during 2024. The colour of each tile represents the number of aircraft that passed through it. The dark blue tiles represent the lowest frequency of departures and the red tiles the highest frequencies.

Figure 3 shows a heat map of all departures from LCA during the previous year for comparison. It can be seen that there have not been any significant changes to the flight tracks.

[1] https://webtrak.emsbk.com/lcy

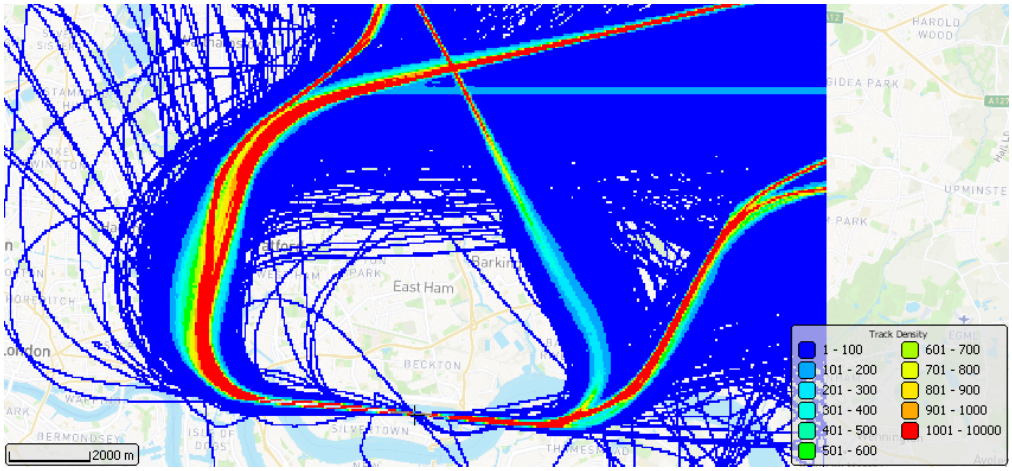


Figure 2: Departure Heat Map, 2024

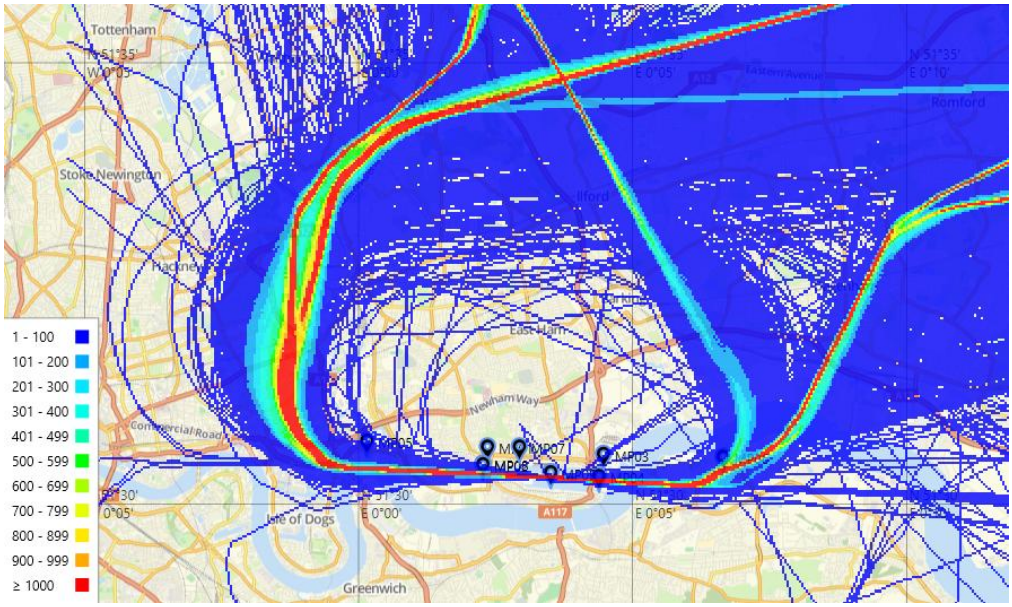


Figure 3: Departure Heat Map, 2023

2.2.1 NTK Status

Prior to the implementation of NOMMS, under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, the airport was required to provide quarterly reports on the status of the NTK system (NMTs 1-4) to the local authority. Each report was required to record the

daily operational status of each Noise Monitoring Terminal (NMT) together with the total monthly correlation rate of noise events to aircraft departures over a specified quarter year period.

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

Table A1.1 of Appendix 1 of this report details the daily operational status of each of NMTs 1-6 between 1st January 2024 and 31st December 2024. Table A1.2 sets out the monthly correlation rate of noise events to aircraft movements for the same period, and Table A1.3 gives a summary of the NTK operational status for each quarter.

The noise monitoring system remained in continuous operation throughout the whole twelve month period between 1st January 2024 and 31st December 2024. Each noise monitoring terminal was in operation every day with 3 exceptions:

- NMT 1 was offline from around 11:50 on 9th April to around 12:10 on 18th April
- A new Airport Noise Monitoring System (ANOMS) was installed, which included all of the NMTs being changed and their replacements calibrated. The previous system was operational until the end of 6th May. NMT 5 came back online on 7th May. NMTs 1, 3 and 4 came back online on 8th May. NMTs 2 and 6 came back online on 9th May
- NMT 6 was offline from around 08:00 on 14th October to around 12:00 on 18th October

The target correlation rate (80%) for departures measured at NMTs 1-4 was met for 2024. A total of 23,651 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 93% was achieved.

A total of 23,545 (93%) departures and 24,341 (96%) arrivals were correlated at NMTs 5 and 6 in 2024.

3.0 QUIET OPERATING PROCEDURES

The airport requires that every operator of aircraft adopt procedures which will produce the least noise disturbance compatible with safe operation, and where applicable, such procedures should follow any promulgated noise abatement routing for the airport. Where aircraft manufacturers have established special procedures for the purposes of reducing noise, these should be applied to operations at London City Airport, subject always to the safe operation of aircraft.

Quiet operating procedures at London City Airport include the following:-

- Minimum use of reverse thrust (see Section 9.0)
- Use of fixed electrical ground power where possible (see Section 8.0)
- Minimum use of auxiliary power units (see Section 8.0)
- Operation of a steep glide slope (5.5 degrees)
- An EFPS (Electronic Flight Progress Strips) system (see Section 5.0).

4.0 INCENTIVES AND PENALTIES SCHEME

4.1 Scheme Details

The NOMMS includes an Incentives and Penalties Scheme (IPS) which has financial penalties for noisy departures. The IPS was implemented on 18 August 2017 and was intended to introduce a more equitable approach to determining penalties and credits by utilising the fixed noise monitors at either end of the runway (NMTs 5 and 6) to monitor departure noise levels. The IPS focuses on incentivising quieter operation of aircraft on departure and penalising noisy departures.

The scheme works as follows:

- The flyover noise level for a given departure is defined as the $L_{Amax,s}$ noise level measured at the relevant NMT (NMT 5 for runway 27 departures, and NMT 6 for runway 09 departures).
- The measured noise levels are compared with the thresholds given in Table 1.
- If the Fixed Penalty Limit is exceeded, the airline responsible is fined £600[2] per dB(A) of exceedance, and one credit point is removed from the airline's credit account.
- If the Fixed Penalty Limit is not exceeded, but the Credit Removal Threshold is exceeded, one credit point is removed from the airline's credit account.
- If the Credit Award Threshold is not exceeded, one credit point is added to the airline's credit account.
- An airline may avoid a fixed penalty or credit removal for a particular flight, if they are able to provide a reasonable explanation for the noisy departure. Each exceedance event is considered on a case by case basis to establish whether or not a penalty or credit removal is applied.
- An airline's credit account is reset to zero at the beginning of each calendar year.

The fines for exceeding the Fixed Penalty Limit are paid into London City Airport's Community Fund, and are added to the annual contribution of £75,000 provided to the fund by LCA. The most improved airline each year, as determined by this review, partners the airport in delivering the fund.

The current penalty and credit limits (noise levels) are set out in Table 1 below.

[2] Fines were not payable prior to 1st November 2018

Threshold Description	Aircraft Category	Flyover Noise Level, dB L_{ASmax}	
		Runway 09	Runway 27
Fixed Penalty Limit	Turbofans	84	84[1]
	Turboprops	78	78
Credit Removal Threshold	Turbofans	81	82
	Turboprops	75	77
Credit Award Threshold	Turbofans	73	72
	Turboprops	66.5	65.5

[1] If aircraft is between 100m and 300m north of the extended runway centreline, a 0.2 dB reduction is applied to the measured noise level

N.B. All noise limits are expressed as dB L_{ASmax}

Table 1: IPS Fixed Penalty Noise Limits and Credit Thresholds

4.2 Community Fund

The Community Fund grant provides a financial boost to local groups, such as mental health charities, disability groups, community gardens and sports teams as well as those providing family support, mentoring programmes and employability training. The Community Fund awarded £76k in 2024, to 27 organisations, including Get Set Girls, SocietyLinks and Your Place (formerly known as Caritas Anchor House). A full list is available on the airport website[3].

Applications are considered twice a year by a board of Trustees from London City Airport and representatives from the local community, as well as an independent chair. This means that with great local insight and expertise, the Trustees evaluate applications using their knowledge to ensure the greatest possible benefit goes to the community.

To qualify for any of the available Grant, an applicant must be a charity or not for profit organisation and the project is expected to meet one or more of the following criteria:

- build stronger, safer and healthier communities;
- create more sustainable and greener communities;
- raise aspirations of East Londoners; or
- create pathways into employment.

[3] https://www.londoncityairport.com/corporate/responsible-growth/community-fund

The Community Fund advertises in local newspapers including, Newham & Stratford Recorder, Barking and Dagenham Post, Wharf Life and South London press & Mercury Paper. An example of the advert is reproduced in Figure 4. The fund was also advertised to local MPs and councillors to cascade the information and encourage charities and not-for profit organisations to apply.

Figure 4: Example of Community Fund Advert

4.3 Scheme Review

The IPS was previously subject to an annual review, independently of the review of the NOMMS. As part of the 2022 review of the NOMMS, this was amended such that going forward the IPS shall be reviewed as part of the NOMMS.

4.4 Reporting

A summary of the number of fixed penalties, credit awards and credit removals by month is given in Table 2.

Month	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded
January	0	£0	1	381
February	0	£0	1	325
March	0	£0	2	257
April	0	£0	0	194
May	0	£0	3	169
June	0	£0	2	156
July	0	£0	1	189
August	0	£0	0	153
September	0	£0	1	225
October	0	£0	2	102
November	0	£0	2	224
December	0	£0	2	239
Total	**0**	**£0**	**17**	**2,614**

Table 2: Monthly Penalties, Credit Removals and Credit Awards, 2024

The number of residual credits is given for the most commonly operating airlines (those with at least one departure per week on average) in Table 3. These are based on the thresholds given in Table 1. Full details of the fixed penalties, credit awards and credit removals for 2024 are given by airline and aircraft type in Appendix 2.

Airline Name	Airline Code	Residual Credits 2024	Residual Credits 2023	Residual Credits Difference 2024 - 2023
ITA Airways	ITY	666	104	562
Air Hamburg	VJH	64	12	52
Air Dolomiti	DLA	29	1	28
PAD Aviation	PVD	50	32	18
Jetfly Aviation	JFA	36	24	12
LOT Polish Airlines	LOT	1	2	-1
Pelican Express	PEX	51	62	-11
GlobeAir	GAC	76	89	-13
KLM Royal Dutch Airlines	KLM	116	155	-39
Lufthansa	DLH	36	90	-54
NetJets Europe	NJE	341	400	-59
BA Cityflyer	CFE	132	194	-62
Sun Air	SUS	60	124	-64
Luxair	LGL	42	121	-79
Swiss	SWR	553	1204	-651

Table 3: 2024 Residual Credits Ranking

The most improved airline has been determined by comparing the total residual credits in the last two years. Therefore, ITA Airways will partner LCA in delivering the Community Fund in 2026.

5.0 CONTROL OF GROUND NOISE

5.1 General

The airport seeks 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, all in accordance with the procedures set out in the Ground Engine Running Strategy in compliance with CADP1 Planning Condition 48. 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.

The introduction of nose-in parking at LCA remains under consideration. This procedure is expected to have a negligible effect on the future ground noise levels around LCA. This is because in general terms, the ground noise generated by an aircraft parking and departing a stand when nose in manoeuvring will differ little, albeit it will be possibly marginally less at a receptor, as compared to when self-manoeuvring.

An Electronic Flight Progress Strips (EFPS) system is in operation at LCA 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 purposes is also monitored. Any excessive or unnecessary operation of aircraft engines is investigated by the airport.

5.2 Ground Engine Running Strategy

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

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

The following parameters were required to be reported under the strategy in 2024:

5.2.1 Average Engine Running time on Stands (ERS)

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

Where ERS times are found to exceed 7.5 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring ERS time is reduced as far as practicable. The average time by aircraft type and airline is given in Appendix 3.

The overall average ERS time for 2024 was 4 minutes and 39 seconds. Taking the year as a whole there was 1 airline/aircraft combination with a minimum of one result per week which on average exceeded an ERS time of 7.5 minutes. This was the Pilatus PC24 operated by Jetfly Aviation which had an average ERS time of 8 minutes and 3 seconds. This airline has been contacted by LCY to investigate what can be done to reduce this as far as possible. A contributing factor is that this aircraft does not have an APU and therefore needs to start the engines earlier.

In the context of the overall airport operations this is not considered a significant impact when taking into account the amount the target was exceeded and the low number of operations by this aircraft type and airline combination (129 flights in 2024 out of 50,880 total).

5.2.2 Average Taxi Time on Arrival (TTA)

This is the time between an aircraft arriving at LCA and the time it arrives on the stand and is to be reported for each airline and aircraft type, with a target to keep it below 6 minutes on average.

Where the TTA is found to exceed 6 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring the TTA is reduced as far as practicable. The average time by aircraft type and airline is given in Appendix 3.

The overall average TTA for 2024 across all aircraft was 3 minutes and 49 seconds. Taking the year as a whole there were no airline/aircraft combinations with a minimum of one result per week which on average exceeded a TTA of 6 minutes.

5.2.3 Average Taxi Time on Departure (TTD)

This is the difference between the time of pushback on the stand and the time of departure and is to be reported for each airline and aircraft type, with a target to keep it below 11.5 minutes on average.

Where the TTD is found to exceed 11.5 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring the TTD is reduced as far as practicable. The average time by aircraft type and airline is given in Appendix 3.

The overall average TTD for 2024 across all aircraft was 6 minutes and 19 seconds. Taking the year as a whole there were no airline/aircraft combinations with a minimum of one result per week which on average exceeded a TTD of 11.5 minutes.

5.3 Ground Running of Engines for Testing and Maintenance Purposes

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 $L_{Aeq,12h}$. This is assessed against the worst-case month of the year.

The running of aircraft engines is permitted only during the approved operating times for the airport. The running of engines at high power settings for the purposes of test and maintenance is carried out in accordance with the Ground Running Testing and Maintenance Strategy in compliance with CADP1 Conditions 49 and 50. Aircraft operators wishing to carry out high power engine runs must obtain prior approval from the Airfield Operations Duty Manager. Approval to start the engine run is given by ATC.

High powered engine runs historically took place in the engine ground running locations on stands 23 and 24. A verification report was submitted in January 2020 and approved by LBN to support moving the Ground Running Location(s) to the eastern-most stand in operation at the time, as the CADP1 development is built out. The Ground Running Location(s) in use on a certain date will depend on the progress of the CADP1 development.

It is normally preferable to carry out engine testing on the eastern-most stand for operational reasons. The verification report also retained the option to use stands further to the west if this is more beneficial operationally, as the noise impact at the worst-affected sensitive receptors would be the same or slightly lower.

The airport records written details of ground running including details of the number, duration and power settings of ground runs (High and Low) and the types of aircraft involved.

In the event that the Ground Running Noise Limit is approached within 1 dB, proposals for the amelioration of this issue, for example undertaking ground running on alternative stands, will be submitted to LBN for their approval within 3 months of the identification of this risk and, thereafter, reported in the Annual Performance Report. Such measures shall ensure that Ground Running complies with the Ground Running Noise Limit and, once approved by LBN, these measures shall be implemented within 6 months.

In the event that the Ground Running Noise Limit has been exceeded, proposals will be submitted to the Council for their approval for the carrying out of measures to ensure that Ground Running complies with the Ground Running Noise Limit and such approved measures shall be carried out in accordance with the approved time scale, all in accordance with the Ground Running Noise Limit Strategy.

Appendix 4 of this report sets out the official record of ground running of engines for test and maintenance for 2024 (Table A4.1), the summary of high power running for the same period (Table A4.2), and the prediction of ground running noise for comparison with the Ground Running Noise Limit.

During 2024, the large majority of high powered engine runs took place on Stand 28. For the purpose of the compliance calculation, it has been assumed that Stand 28 was used at all times, which is the worst case in noise terms.

In 2024 LCA's ground running noise level was 56.9 dB $L_{Aeq,12h}$ which is 3.1 dB below the Ground Running Noise Limit of 60 dB $L_{Aeq,12h}$. Therefore, no further action is required.

6.0 AIRPORT CONSULTATIVE COMMITTEE

The airport holds regular quarterly meetings with the London City Airport Consultative Committee (LCYCC). 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 LCYCC website[4]. 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.

[4] https://www.lcycc.org/meetings-and-reports

7.0 ANNUAL NOISE CONTOURS

The following noise contours are required to be produced as part of the APR, in order to assess eligibility under the various sound insulation schemes run by the airport:

- Actual average mode summer daytime for 2024,
- Forecast average mode summer daytime for 2025,
- Forecast average mode summer daytime for 2025, factored to account for the typical differences between the forecast and actual movements (referred to as "forecast reduced")

These noise contours, presented in Appendix 5, are all produced at values of 57, 63, 66, and 69 dB $L_{Aeq,16h}$.

CADP1 Condition 33 requires that the area enclosed by the 57 dB $L_{Aeq,16h}$ actual average mode summer daytime contour shall not exceed 9.1 km^2.

The contours have been calculated by the Aviation Environmental Design Tool (AEDT) version 3d. The areas of each of the contours presented in Appendix 5 are given in Table 4.

Contour Value, dB $L_{Aeq,16h}$	Contour Area, km^2		
	2024 Actual Summer Average Mode	2025 Forecast Summer Average Mode	2025 Forecast Reduced Average Mode
57	5.5	5.9	5.5
63	1.4	1.5	1.4
66	0.8	0.8	0.8
69	0.5	0.5	0.4

Table 4: Contour Area Results

This demonstrates that LCA operated within their contour area limit in 2024 and are forecast to continue to do so in 2025.

8.0 AUXILIARY POWER UNITS

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 Mobile Ground Power (MGP) units or the airport's Fixed Electrical Ground Power (FEGP) are varied.

The typical need is to condition the aircraft cabin when temperatures become uncomfortable as fixed electrical power cannot normally be used for that purpose.

Need also 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 aircraft 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's policy is that APUs should be shut down as soon as practicable following arrivals and not restarted until 10 minutes prior to departure, except when the outside air temperature is below +5C or above +20C. FEGP or MGP must be used whenever available and serviceable. The airport has FEGP at Stands 3-10. All other stands are serviced by battery-powered electric MGP units.

The use of APUs are not permitted outside of published airfield operating hours, except for flights with departure times at or just after the published airfield opening time which are able to start their APUs 10 minutes prior to the scheduled departure time.

Appendix 6 sets out details of the aircraft types that may require use of their APUs to supplement the electrical ground power that is provided by the airport when an aircraft is on a stand on the apron.

9.0 REVERSE THRUST

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

A requirement as part of the CADP1 planning consent is that any instance of unusual or excessive use of thrust reversers will be investigated by the airport and a report generated. This will make reference to noise data collected at NMT 7, which has been installed for this purpose.

Noise events at NMT 7 are triggered by arriving aircraft. These are then correlated with the aircraft movement data. Many of these noise events are caused by arrivals which did not use reverse thrust, particularly those using runway 09. The loudest events are investigated to determine whether there were cases of unusual or excessive use of reverse thrust. When this is found to have been the case, the airport contacts the airline and seeks an explanation in order to minimise future occurrences.

BAP carried out a review of the NMT 7 data collected for the 12 month period from July 2017 to June 2018 in order to determine a suitable noise threshold above which events will be investigated. This has been defined as 88 dB L_{ASmax} for runway 09 arrivals and 90 dB L_{ASmax} for runway 27 arrivals.

Three aircraft arrivals exceeded these thresholds at NMT 7 in 2024. Details of these are presented in Table 5.

Date	Arrival Time	Runway	Aircraft Type	Airline	NMT 7 Noise Level, dB L_{ASmax}
19/03/2024	08:08:00	27	FA7X	ADN	91.1
29/03/2024	13:10:00	27	C56X	VJH	91.0
21/10/2024	11:18:00	27	GLEX	EJA	90.4

Table 5: Log of Potentially Unusual or Excessive Reverse Thrust Use, 2024

The following responses have been received from airlines:

- ADN (operating the FA7X on 19/03/2024) responded that there were no abnormalities reported during the flight, including landing, however reverse thrust is used more at LCA than other airports for safety reasons due to the steeper approach.

- VJH (operating the C56X on 29/03/2024) responded that the crew receive annual training on the regulations at LCA and so were aware of the restriction on the use of reverse thrust. However, for the flight in question it was necessary for safety reasons.
- EJA (operating the GLEX on 21/10/2024) have been contacted but a response has not yet been received. Once a response has been received this will be reported in the quarterly report.

The distribution of measured noise levels at NMT7 in 2024 are presented in Appendix 7 for reference.

10.0 SOUND INSULATION SCHEME

LCA are required to mitigate the impact of environmental noise on residential premises and public buildings as a result of airport operations. The Sound Insulation Scheme (SIS) offers the communities living close to the airport within the Scheme boundaries the opportunity to treat their homes and community buildings against noise.[5]

The airport previously operated a sound insulation scheme comprising a two tier system. Residential and Public Buildings became eligible under the scheme, subject to when they were built, when first exposed to air noise at the First Tier Eligibility Criterion of 57 dB $L_{Aeq,16h}$. Additional mitigation was offered at air noise exposure levels of 66 dB $L_{Aeq,16h}$.

As part of the CADP1 development, the airport improved the first tier of works, introduced an intermediate tier of treatment, and also upgraded the second tier to further protect those Residential and Public Buildings most affected by noise. The enhanced sound insulation scheme under CADP1 for Residential Buildings is summarised in Table 6 and described in more detail later in this section, alongside the other schemes in operation.

Scheme	Threshold ($L_{Aeq,16h}$)	Enhanced Scheme under CADP1
First Tier	57 dB	100% costs of secondary glazing or 100% costs of DG to existing single glazed properties, and acoustic vents
Intermediate Tier	63 dB	Secondary glazing and acoustic vents or £3,000 (index linked) towards HPDG and acoustic vents
Second Tier	66 dB	100% costs of secondary glazing or HPDG in place of only a contribution to HPDG, and acoustic vents

DG – Standard thermal double glazing, HPDG – High (Acoustic) Performance double glazing

Table 6: Sound Insulation Schemes – Residential Buildings

No properties have become newly eligible for any of the schemes as shown in Appendix 8. This is because all properties within the actual contours for 2024, or the forecast reduced contours for 2025, were also inside the eligibility contours presented in the 2020 APR and therefore any eligible properties would already have been offered insulation.

[5] The full details of the Scheme (with CADP1) are documented within Annexures 2, 7 and 12 of the Section 106 Agreement dated 27th April 2016.

The first tier of works has been improved under CADP1 by ensuring any existing single glazed properties that are eligible under the scheme will be offered 100% of the cost for replacement standard thermal double glazed windows or secondary glazing, whichever is preferred. Previously, only secondary glazing and acoustic vents were available to these single glazed properties. Residential premises in general will continue to be offered sound attenuating ventilators (acoustic ventilation) to provide background ventilation without the need to open windows.

The intermediate tier was a new requirement as part of the CADP1 permission. Under the intermediate tier works, for those residential properties that are already or become exposed to air noise at a level of 63 dB $L_{Aeq,16h}$, an offer of secondary glazing and acoustic ventilation will be made or alternatively, a contribution of £3,000 towards high performance acoustic double glazing and acoustic vents. Under this scheme, residents who prefer the high performance double glazing option may choose to treat only one or two rooms, such as those most affected by aircraft noise, as opposed to all rooms, to remain within the £3,000 budget available or they may use the £3,000 as a contribution towards more extensive works. Furthermore, this additional tier of works will be eligible to all existing dwellings exposed currently to 63 dB or more as well as any existing dwellings that come into the eligibility noise contour in the future.

For those most affected, that is those that become exposed to air noise at the Second Tier Eligibility Criterion of 66 dB $L_{Aeq,16h}$, they were previously offered improved secondary glazing or a monetary contribution of equivalent value towards high acoustic performance thermal double glazing, together with acoustic ventilation. The airport has enhanced the scheme under CADP1 to offer improved secondary glazing or a 100% contribution towards high performance double glazing, together with acoustic ventilation. This ensures that all of those most affected by noise are afforded the maximum noise protection opportunity. The airport will also inspect any previous treatments and rectify any damage caused by reasonable wear and tear.

An assessment of newly eligible properties is carried out every year as part of the Annual Performance Report and the eligibility boundaries are typically presented. In this 2024 APR there have been no newly eligible properties. The eligibility boundaries are presented in Appendix 5.

The scheme is delivered to eligible properties in accordance with a timescale agreed with the local authority and set out in detail in the Section 106 agreement. The timescales for treatment are devised as far as reasonably possible to ensure that the scheme will be delivered and in place by the time that residents become exposed to noise of 57 dB $L_{Aeq,16h}$ based on an average summer day. Second Tier and Intermediate Tier properties that are exposed to higher levels of noise will be treated as a priority in the new scheme.

The noise contours are produced annually (using actual summer-period operational data), in accordance with the calculation methodology agreed with LBN. This is reviewed every 3 years, with the most recent review approved on 19 October 2022 (LBN reference 22/02356/S106). The noise contours are used, along with information on when the properties were built, to determine eligibility for sound insulation treatment.

The sound insulation requirements of all public buildings in community use within the 57, 63 and 66 dB $L_{Aeq,16h}$ noise contours are assessed individually, based on the use of the building, the current and future levels of aircraft noise and recommended internal noise standards, and works agreed as necessary with the local authority.

Where new properties are granted planning consent within the airport's noise contours, the airport will encourage local planning authorities to incorporate published noise contours into decisions on new residential development, with a view to ensuring that acceptable noise levels will be achieved within new homes and other noise sensitive developments through the use of reasonable, robust and enforceable design standards.

10.1 Purchase Scheme

Any eligible properties that fall within the 69 dB $L_{Aeq,16h}$ noise contour will receive an offer from the airport to purchase the property at the open market value within 6 months of the owner/occupier making an application for the airport to do so[6].

Any properties that are found to lie within the current 69 dB $L_{Aeq,16h}$ noise contour will be identified and contacted in accordance with the Purchase Scheme's requirements. No properties fell within this contour in 2024.

10.2 Re-Inspection Scheme

For those eligible residential properties that were treated under the scheme at least 10 years ago, a free inspection is offered and provided previous treatments are unaltered, rectification works will be undertaken where appropriate to bring the sound insulation up to the standard when the treatment was originally undertaken[7]. 594 residential properties and 1 public building

[6] The full details of the Scheme are documented within Annexure 5 of the Section 106 Agreement dated 27 April 2016 (with CADP1) and within Part 12 of the Fourth Schedule and Part 14 of the Ninth Schedule to the Section 106 Agreement dated 9 July 2009 (without CADP1).

[7] The full details of the Scheme are documented within Annexure 6 of the Section 106 Agreement dated 27 April 2016 (with CADP1) and Part 1 of the Fourth Schedule to the Section 106 Agreement dated 9 July 2009 (without CADP1).

have been identified for reinspection in 2025. A list of these properties is provided in Appendix 8.

10.3 Noise Insulation Payment Scheme (NIPS)

Developments which have received planning permission but have not yet been built may be eligible to receive a payment under the NIPS. The aim of the NIPS is to compensate landowners and developers for the reasonable incremental costs of supplying and fitting additional noise insulation measures at certain proposed developments to mitigate against the noise effects of the increase in aircraft movements permitted by the Airport's Planning Permission. There is a NIPS relating to the 2009 planning permission as well as the CADP1 planning permission (known as NIPS2). No claims were made in 2024 under either scheme.

11.0 AIRCRAFT MOVEMENT NUMBERS

Conditions 17 and 23 to 27 of the CADP1 planning permission of July 2016, which are reproduced in Appendix 9, detail the maximum number of aircraft movements that are permitted at the airport.

The CADP1 planning permission allows up to 111,000 total aircraft movements per annum, including both scheduled and general aviation aircraft. The planning permission also contains specific limits on daily and weekly movements.

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 in 2024 are presented in Appendix 10, where they are compared with the relevant daily, weekly and annual limits.

Appendix 10 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 late operating periods of 22:00 to 22:30 hours on weekdays and Sundays and from 12:30 to 13:00 hours on Saturdays.

The data shows that throughout 2024, LCA has operated within its planning consent with regard to the number of daily and annual aircraft movements, including those during early morning and late evening periods, as well as weekly and annual noise factored movements.

Nick Williams
for Bickerdike Allen Partners LLP

David Charles
Partner

APPENDIX 1
NTK STATUS REPORTS

Table A1.1 gives the daily operation status of each NMT for the 2024 calendar year.

Key:

- Yes: NMT operational for >22 hours
- No: NMT operational for <2 hours
- Part: NMT operational between 2 and 22 hours

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
01/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/01/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
22/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
31/01/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/02/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
19/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/02/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/03/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
18/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
31/03/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/04/2024	Part	Yes	Yes	Yes	Yes	Yes
10/04/2024	No	Yes	Yes	Yes	Yes	Yes
11/04/2024	No	Yes	Yes	Yes	Yes	Yes
12/04/2024	No	Yes	Yes	Yes	Yes	Yes
13/04/2024	No	Yes	Yes	Yes	Yes	Yes
14/04/2024	No	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
15/04/2024	No	Yes	Yes	Yes	Yes	Yes
16/04/2024	No	Yes	Yes	Yes	Yes	Yes
17/04/2024	No	Yes	Yes	Yes	Yes	Yes
18/04/2024	Part	Yes	Yes	Yes	Yes	Yes
19/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/04/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/05/2024	No	No	No	No	Part	No
08/05/2024	Part	No	Part	Part	Yes	No
09/05/2024	Yes	Part	Yes	Yes	Yes	Part
10/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/05/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
13/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
31/05/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/06/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
10/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/06/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/07/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
08/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
31/07/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/08/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
05/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
31/08/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/09/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
02/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/09/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
30/09/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/10/2024	Yes	Yes	Yes	Yes	Yes	Part
15/10/2024	Yes	Yes	Yes	Yes	Yes	No
16/10/2024	Yes	Yes	Yes	Yes	Yes	No
17/10/2024	Yes	Yes	Yes	Yes	Yes	No
18/10/2024	Yes	Yes	Yes	Yes	Yes	Part
19/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/10/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
28/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
31/10/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
23/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/11/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
25/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/11/2024	Yes	Yes	Yes	Yes	Yes	Yes
01/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
02/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
03/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
04/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
05/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
06/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
07/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
08/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
09/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
10/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
11/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
12/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
13/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
14/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
15/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
16/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
17/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
18/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
19/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
20/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
21/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
22/12/2024	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
23/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
24/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
25/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
26/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
27/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
28/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
29/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
30/12/2024	Yes	Yes	Yes	Yes	Yes	Yes
31/12/2024	Yes	Yes	Yes	Yes	Yes	Yes

Table A1.1: 2024 NTK daily operational status

A summary of the correlation rate for each month of 2024 is given in Table A1.2. In order to calculate the rate of correlation, the number of aircraft movements correlated has been compared against the number of operations at London City Airport during the same period. It has been assumed that the number of arrivals and departures each constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Departures (Sideline)	No. Correlated Departures (Flyover)	No. Correlated Arrivals
January	3,667	1,749	1,728	1,720
February	4,240	1,883	1,951	1,986
March	4,471	2,161	2,135	2,151
April	4,369	1,420	1,958	1,999
May	4,616	2,106	2,076	2,204
June	4,326	2,074	2,060	2,150
July	4,268	2,056	2,090	2,107
August	3,978	1,938	1,954	1,986
September	4,381	2,049	2,056	2,120
October	4,620	2,250	1,638	1,961
November	4,161	2,009	2,052	2,064
December	3,783	1863	1,847	1,893

Table A1.2: Summary of Correlated Aircraft Movements, 2024

Table A1.3 gives a summary of the NTK operational status for each quarter.

Quarter	Operational Summary
January – March	All 6 NMTs were operational, and data was received from each NMT for all days. The target correlation rate (80%) at NMTs 1-4 for departures was met for the first quarter of 2024. A total of 5,886 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 95% was achieved. In the first quarter of 2024, a total of 5,814 (94%) departures and 5,857 (95%) arrivals were correlated at NMTs 5 and 6.

Quarter	Operational Summary
April – June	All 6 NMTs were operational and data was received from each NMT on all days with two exceptions: • NMT 1 suffered a fault and was offline from around 11:50 am on 9th April, coming back online around 12:10 pm on 18th of April. • A new Airport Noise Monitoring System (ANOMS) was installed, which included all the NMTs being changed and their replacements calibrated. The previous system was operational until the end of 6th May. NMT 5 came back online on 7th May. NMTs 1, 3, and 4 came back online on 8th May. NMTs 2 and 6 came back online on 9th May. The target correlation rate (80%) at NMTs 1-4 for departures was met for the second quarter of 2024. A total of 5,600 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 84% was achieved. While still above the target, the correlation rate was lower than usual due to the fault with NMT 1 during April. In the second quarter of 2024, a total of 6,094 (92%) departures and 6,353 (95%) arrivals were correlated at NMTs 5 and 6.
July – September	All 6 NMTs were operational, and data was received from each NMT for all days. The target correlation rate (80%) at NMTs 1-4 for departures was met for the third quarter of 2024. A total of 6,043 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 96% was achieved. This is well above the target correlation rate of 80%. In the third quarter of 2024, a total of 6,100 (97%) departures and 6,213 (98%) arrivals were correlated at NMTs 5 and 6.
October - December	All 6 NMTs were operational and data was received on all days except for NMT 6 which was offline from around 08:00 on 14th October to around 12:00 on 18th October. The target correlation rate (80%) at NMTs 1-4 for departures was met for the fourth quarter of 2024. A total of 6,122 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 97% was achieved. This is well above the target correlation rate of 80%. In the fourth quarter of 2024, a total of 5,537 (88%) departures and 5,957 (95%) arrivals were correlated at NMTs 5 and 6.

Table A1.3: 2024 Quarterly Operations Summary

APPENDIX 2
INCENTIVES AND PENALTIES

The following table summarises the number of flights that incurred fixed penalties, credit removals and credit awards in the period between 1st January 2024 to 31st December 2024, by airline and aircraft type. Additionally, the total value of fixed penalties accrued and the residual number of credits are presented.

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
AAB	C25C	0	£0	0	3	3
AAB	C56X	0	£0	0	1	1
ABF	E550	0	£0	0	2	2
ABP	C56X	0	£0	0	3	3
ABP	E135	0	£0	0	7	7
ABP	FA7X	0	£0	0	3	3
ADN	CL35	0	£0	0	3	3
ADN	FA7X	0	£0	0	1	1
AOJ	FA7X	0	£0	0	1	1
ASJ	C510	0	£0	0	4	4
ASJ	C68A	0	£0	0	2	2
AUR	AT72	0	£0	1	0	-1
AWH	C56X	0	£0	0	8	8
AWH	C680	0	£0	0	4	4
AWH	C68A	0	£0	0	3	3
AWU	C25A	0	£0	0	7	7
BBA	GL7T	0	£0	0	1	1
BFD	F2TH	0	£0	0	2	2
BIB	F2TH	0	£0	0	5	5
BNJ	C25A	0	£0	0	1	1
BNJ	C510	0	£0	0	4	4
BNJ	C56X	0	£0	0	4	4
BNJ	E545	0	£0	0	0	0
BOM	E55P	0	£0	0	3	3
BTX	FA7X	0	£0	0	2	2
BTX	FA8X	0	£0	0	1	1

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
BTX	PC24	0	£0	0	1	1
CAZ	F2TH	0	£0	0	3	3
CAZ	FA7X	0	£0	0	2	2
CAZ	PC24	0	£0	0	1	1
CFE	E190	0	£0	6	138	132
CLF	FA8X	0	£0	0	1	1
CTM	F2TH	0	£0	0	1	1
DBE	F2TH	0	£0	0	1	1
DBH	E550	0	£0	0	3	3
DBO	F2TH	0	£0	0	1	1
DCA	C56X	0	£0	0	6	6
DCA	C680	0	£0	0	1	1
DCA	C68A	0	£0	0	2	2
DCS	C56X	0	£0	0	2	2
DLA	E190	0	£0	1	30	29
DLH	E190	0	£0	0	36	36
DRL	G280	0	£0	0	1	1
DSO	FA7X	0	£0	0	0	0
DSO	FA8X	0	£0	0	1	1
ECC	C56X	0	£0	0	1	1
ECC	G280	0	£0	0	2	2
EFD	C25B	0	£0	0	1	1
EFD	C25C	0	£0	0	1	1
EFD	C25M	0	£0	0	1	1
EFD	C56X	0	£0	0	1	1
EFD	C680	0	£0	0	2	2
EJA	GL5T	0	£0	0	2	2
EJA	GL7T	0	£0	0	0	0
EJA	GLEX	0	£0	0	7	7
ELJ	C56X	0	£0	0	2	2

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
ETI	C56X	0	£0	0	2	2
EUW	C680	0	£0	0	1	1
FHE	FA7X	0	£0	0	1	1
FHL	F2TH	0	£0	0	1	1
FJO	E550	0	£0	0	30	30
FLJ	E550	0	£0	0	7	7
FYG	C680	0	£0	0	1	1
FYG	FA7X	0	£0	0	1	1
FYG	GL5T	0	£0	0	3	3
FYL	PC24	0	£0	0	5	5
GAC	C510	0	£0	0	75	75
GAC	C56X	0	£0	0	1	1
GES	C56X	0	£0	0	2	2
GES	C680	0	£0	0	1	1
GES	PC24	0	£0	0	1	1
GUX	LJ45	0	£0	0	1	1
HBJ	FA7X	0	£0	0	2	2
HBJ	FA8X	0	£0	0	1	1
HUE	E55P	0	£0	0	1	1
IGA	F2TH	0	£0	0	1	1
IGA	FA7X	0	£0	0	1	1
IJM	C68A	0	£0	0	1	1
ITY	A221	0	£0	0	666	666
IXR	C25A	0	£0	0	6	6
IXR	C510	0	£0	0	6	6
JBD	F2TH	0	£0	0	1	1
JCO	FA7X	0	£0	0	0	0
JDI	E550	0	£0	0	1	1
JFA	GLEX	0	£0	0	1	1
JFA	PC24	0	£0	0	35	35

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
JNL	CL60	0	£0	0	1	1
JNL	E550	0	£0	0	1	1
JVW	C25B	0	£0	0	1	1
KL9	E190	0	£0	0	1	1
KLM	E190	0	£0	2	118	116
KOC	FA8X	0	£0	0	2	2
LEA	FA7X	0	£0	0	5	5
LGL	DH8D	0	£0	5	47	42
LOG	AT72	0	£0	2	0	-2
LOT	E190	0	£0	0	1	1
LUC	FA8X	0	£0	0	0	0
LXD	PC24	0	£0	0	1	1
LXG	C525	0	£0	0	1	1
LXZ	PC24	0	£0	0	2	2
MCK	C25A	0	£0	0	18	18
MCK	C25C	0	£0	0	2	2
MCK	C525	0	£0	0	5	5
MIL	F900	0	£0	0	1	1
MOZ	C25A	0	£0	0	1	1
MOZ	C25C	0	£0	0	1	1
MOZ	F900	0	£0	0	1	1
N14	GLEX	0	£0	0	1	1
N15	GLEX	0	£0	0	1	1
N31	F900	0	£0	0	1	1
N50	GLEX	0	£0	0	1	1
N68	FA7X	0	£0	0	1	1
NJE	C56X	0	£0	0	42	42
NJE	C68A	0	£0	0	112	112
NJE	CL35	0	£0	0	56	56
NJE	CL60	0	£0	0	1	1

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
NJE	E550	0	£0	0	4	4
NJE	E55P	0	£0	0	113	113
NJE	GL5T	0	£0	0	2	2
NJE	GLEX	0	£0	0	11	11
NJU	C56X	0	£0	0	10	10
NJU	C68A	0	£0	0	2	2
NJU	CL35	0	£0	0	1	1
NUM	FA8X	0	£0	0	3	3
OOA	C25A	0	£0	0	1	1
OOG	F2TH	0	£0	0	4	4
OOH	C56X	0	£0	0	1	1
OOR	C510	0	£0	0	1	1
OOS	C56X	0	£0	0	1	1
OOV	C56X	0	£0	0	1	1
PEA	E55P	0	£0	0	3	3
PEX	FA8X	0	£0	0	51	51
PHC	F2TH	0	£0	0	2	2
PJS	FA8X	0	£0	0	4	4
PNC	C56X	0	£0	0	2	2
PVD	E550	0	£0	0	4	4
PVD	E55P	0	£0	0	46	46
PVT	CL35	0	£0	0	4	4
PVT	F2TH	0	£0	0	7	7
PVT	FA7X	0	£0	0	8	8
PVT	GLEX	0	£0	0	1	1
PVT	GLF6	0	£0	0	7	7
PVT	PC24	0	£0	0	0	0
RJB	C56X	0	£0	0	2	2
SIO	FA7X	0	£0	0	1	1
SNM	G280	0	£0	0	1	1

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
SNM	GLF6	0	£0	0	2	2
SPO	E550	0	£0	0	1	1
SUA	C56X	0	£0	0	3	3
SUS	J328	0	£0	0	60	60
SVW	C25A	0	£0	0	0	0
SVW	F2TH	0	£0	0	1	1
SVW	GLF6	0	£0	0	1	1
SWR	A221	0	£0	0	240	240
SWR	E190	0	£0	0	1	1
SWR	E290	0	£0	0	312	312
SWW	E55P	0	£0	0	2	2
SXJ	C56X	0	£0	0	1	1
SXN	LJ45	0	£0	0	8	8
TVS	C680	0	£0	0	3	3
TWY	FA7X	0	£0	0	1	1
VJH	C56X	0	£0	0	57	57
VJH	E550	0	£0	0	7	7
VLJ	C25A	0	£0	0	3	3
VLJ	C510	0	£0	0	1	1
VSB	PC24	0	£0	0	2	2
WMN	GLF6	0	£0	0	1	1
XGO	P180	0	£0	0	0	0
XRO	FA7X	0	£0	0	1	1
Total		**0**	**£0**	**17**	**2,614**	**2,597**

Table A2.1: 2024 Penalties and Credits Summary

APPENDIX 3
SUMMARY OF EFPS DATA

The following table summarises the Engine Run on Stand (ERS), Taxi Time on Arrival (TTA), and Taxi Time on Departure (TTD) times for 2024, by airline and aircraft type. Airline and aircraft type combinations that operated less than once per week on average have been grouped in the "Other" category.

Aircraft Code	Airline	Count of TTA	Average of TTA (mm:ss)	Count of ERS	Average of ERS (mm:ss)	Count of TTD	Average of TTD (mm:ss)
A221	German Airways	1,897	03:39	1,898	06:54	1,898	05:36
A221	Swiss	748	03:43	749	06:54	749	05:33
AT75	Aurigny Air Services	474	03:52	472	05:58	472	05:20
AT75	Loganair	373	03:48	375	05:37	375	05:20
C510	Globe Air	107	03:11	108	06:57	108	06:08
C56X	NetJets	70	03:21	69	04:46	69	06:25
C56X	Air Hamburg	76	03:18	75	05:25	75	07:05
C68A	NetJets	226	03:09	227	05:58	227	06:23
CL35	NetJets	89	03:36	89	04:02	89	06:22
DH8D	Luxair	1,613	03:31	1,614	05:14	1,614	05:17
E190	BA CityFlyer	14,479	03:51	14,492	04:08	14,492	06:45
E190	Air Dolomiti	719	04:33	719	04:26	719	05:55
E190	Lufthansa	236	04:14	235	04:13	235	06:16
E190	KLM	2,415	03:45	2,416	03:46	2,416	05:41
E190	LOT	257	03:51	257	04:00	257	06:31
E290	Swiss	465	04:10	463	07:00	463	05:23
E55P	NetJets	167	03:16	167	05:34	167	06:03
E55P	PAD Aviation	63	03:12	62	06:11	62	06:09
FA8X	Pelican Express	63	03:35	63	05:45	63	06:31
J328	Sun Air	165	04:18	166	04:10	166	05:40
PC24	Jetfly Aviation	64	03:29	65	08:03	65	05:53
Other		682	03:39	686	05:05	686	07:01
Overall		**25,448**	**03:49**	**25,467**	**04:39**	**25,467**	**06:19**

Table A3.1: 2024 Ground Running Summary

APPENDIX 4
GROUND RUNNING OF ENGINES

Table A4.1 sets out the official record of ground running of engines for test and maintenance for 2024.

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
02/01/2024	Stand 27	NW	IDLE	E190	GLCAC	16:44	16:53	00:09
03/01/2024	Stand 27	NW	IDLE	E190	GLCYT	19:49	19:53	00:04
09/01/2024	Stand 24	NW	IDLE	E190	GLCXL	06:43	06:49	00:06
12/01/2024	Stand 27	NW	IDLE	E190	GLCAD	07:09	07:16	00:07
13/01/2024	Stand 22	NW	IDLE	E190	GLCYU	07:54	07:59	00:05
14/01/2024	Stand 25	NW	IDLE	E190	GLCYL	13:09	13:26	00:17
17/01/2024	Stand 21	NW	IDLE	E190	GLCYJ	06:38	06:46	00:08
17/01/2024	Stand 7	NW	IDLE	E190	GLCYU	14:52	14:57	00:05
19/01/2024	Stand 23	NW	IDLE	E190	GLCYU	12:56	13:03	00:07
26/01/2024	Stand 24	NW	IDLE	E190	GLCYM	18:05	18:12	00:07
27/01/2024	Stand 27	NW	IDLE	E190	GLCAH	06:36	06:44	00:08
29/01/2024	Stand 28	NW	IDLE	E190	GLCYM	21:12	21:28	00:16
31/01/2024	Stand 25	NW	IDLE	E190	GLCYK	07:09	07:17	00:08
31/01/2024	Stand 25	NW	IDLE	E190	GLCYK	07:57	08:02	00:05
31/01/2024	Stand 8	NW	IDLE	E190	GLCAB	14:01	14:06	00:05
01/02/2024	Stand 4	NW	IDLE	E190	GLCYL	06:47	06:52	00:05
11/02/2024	Stand 21	NW	IDLE	E190	GLCYV	12:43	12:52	00:09
11/02/2024	Abeam 28	W	HIGH	E190	GLCYV	14:35	15:00	00:25
22/02/2024	Abeam 28	W	HIGH	E190	GLCAD	06:49	07:18	00:29
22/02/2024	Stand 25	NW	IDLE	E190	GLCYZ	09:14	09:27	00:13
23/02/2024	Stand 7	NW	IDLE	E190	GLCYZ	10:53	11:13	00:20
23/02/2024	Stand 7	NW	IDLE	E190	GLCYZ	12:07	12:15	00:08
24/02/2024	Stand 8	NW	IDLE	E190	GLCYP	09:23	09:28	00:05
24/02/2024	Stand 8	W	HIGH	E190	GLCYP	10:07	10:25	00:18
26/02/2024	Stand 28	W	HIGH	E190	GLCAE	09:50	10:03	00:13
27/02/2024	Stand 28	W	HIGH	E190	GLCYJ	15:27	15:46	00:19
28/02/2024	Stand 23	NW	LOW	E190	GCLYZ	06:54	07:26	00:32
28/02/2024	Stand 23	NW	LOW	E190	GCLYZ	07:58	08:08	00:10
29/02/2024	Stand 28	NW	LOW	E190	GLCYP	08:43	08:56	00:13

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
01/03/2024	Stand 22	NW	IDLE	E190	GLCAG	06:51	06:55	00:04
01/03/2024	Abeam 28	W	HIGH	E190	GLCAD	10:20	10:52	00:32
02/03/2024	Stand 4	NW	IDLE	E190	GLCAD	06:52	06:58	00:06
03/03/2024	Stand 3	NW	IDLE	E190	GLCYZ	12:42	12:54	00:12
03/03/2024	Stand 4	NW	IDLE	E190	GLCYM	13:30	13:34	00:04
03/03/2024	Stand 8	NW	IDLE	E190	GLCYL	14:01	14:11	00:10
05/03/2024	Stand 28	W	HIGH	E190	GLCAD	09:46	10:08	00:22
05/03/2024	Stand 26	W	HIGH	E190	GLCAG	14:38	15:04	00:26
05/03/2024	Stand 24	NW	IDLE	E190	GLCAG	16:21	16:44	00:23
05/03/2024	Stand 24	NW	IDLE	E190	GLCAG	19:56	20:06	00:10
06/03/2024	Stand 24	NW	IDLE	E190	GLCAG	07:32	07:42	00:10
06/03/2024	Stand 28	W	HIGH	E190	GLCAD	13:42	14:16	00:34
06/03/2024	Stand 3	NW	IDLE	E190	GLCAD	15:50	15:55	00:05
08/03/2024	Stand 6	NW	IDLE	E190	GLCYT	06:56	07:02	00:06
09/03/2024	Stand 24	NW	IDLE	E190	GLCYK	06:58	07:05	00:07
09/03/2024	Stand 26	NW	IDLE	E190	GLCYM	07:52	08:07	00:15
09/03/2024	Abeam 28	W	HIGH	E190	GLCYJ	09:20	09:55	00:35
10/03/2024	Stand 25	PARKED	IDLE	E190	GLCYJ	12:52	12:57	00:05
10/03/2024	Stand 24	NW	IDLE	E190	GLCYZ	13:25	13:31	00:06
10/03/2024	Stand 3	NW	IDLE	E190	GLCYV	14:01	14:07	00:06
14/03/2024	Abeam 28	W	HIGH	E550	CSPHX	12:15	12:26	00:11
14/03/2024	Abeam 28	W	HIGH	E550	CSPHX	12:28	13:06	00:38
14/03/2024	Stand 26	NW	IDLE	E190	GLCYZ	20:01	20:08	00:07
17/03/2024	Stand 7	NW	IDLE	E190	GLCYN	14:19	14:25	00:06
20/03/2024	Stand 27	NW	IDLE	E190	GLCAD	13:44	13:52	00:08
21/03/2024	Stand 4	NW	IDLE	E190	GLCYN	06:57	07:02	00:05
21/03/2024	Stand 27	NW	IDLE	E190	GLCAB	07:33	07:46	00:13
22/03/2024	Stand 8	NW	IDLE	E190	GLCYO	12:50	13:01	00:11
23/03/2024	Stand 21	NW	IDLE	E190	GLCYJ	08:25	08:39	00:14
24/03/2024	Stand 4	NW	IDLE	E190	GLCYV	13:34	13:43	00:09
26/03/2024	Stand 21	NW	IDLE	E190	GLCYS	06:32	06:36	00:04
26/03/2024	Stand 24	NW	IDLE	E190	GLCYV	14:09	14:14	00:05

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
28/03/2024	Stand 7	NW	IDLE	E190	GLCYO	07:11	07:16	00:05
01/04/2024	Stand 8	NW	IDLE	E190	GLCAF	08:57	09:04	00:07
02/04/2024	Stand 27	NW	IDLE	BCS1	HBJBC	15:49	15:56	00:07
05/04/2024	Stand 6	NW	IDLE	E190	GLCYJ	05:31	05:37	00:06
06/04/2024	Stand 28	W	HIGH	E190	GLCAF	08:05	08:37	00:32
07/04/2024	Stand 8	NW	IDLE	E190	GLCYV	11:34	11:39	00:05
07/04/2024	Stand 25	NW	IDLE	E190	PHEZA	15:35	15:43	00:08
13/04/2024	Stand 28	W	HIGH	E190	GLCYN	07:59	08:23	00:24
14/04/2024	Stand 27	NW	IDLE	E190	GLCYS	15:22	15:28	00:06
16/04/2024	Stand 21	NW	IDLE	E190	GLCAE	13:35	13:41	00:06
17/04/2024	Stand 28	NW	IDLE	E190	GLLAC	08:44	08:54	00:10
20/04/2024	Stand 24	NW	IDLE	E190	GLCAH	05:37	05:42	00:05
21/04/2024	Stand 5	NW	IDLE	E190	GLCYM	11:36	11:42	00:06
23/04/2024	Stand 28	NW	IDLE	E190	GLCYL	05:52	05:58	00:06
23/04/2024	Stand 28	NW	IDLE	E190	GLCYL	18:26	18:31	00:05
24/04/2024	Stand 28	W	HIGH	E190	GLCAD	08:57	09:22	00:25
27/04/2024	Stand 7	NW	IDLE	E190	GLCYS	05:46	05:55	00:09
29/04/2024	Stand 22	NW	IDLE	E190	GLCYR	19:49	19:58	00:09
01/05/2024	Stand 23	NW	IDLE	E190	GLCAB	06:12	06:16	00:04
02/05/2024	Stand 25	NW	IDLE	E190	GLCYT	05:56	06:01	00:05
09/05/2024	Stand 6	NW	IDLE	E190	GLCAG	05:44	05:55	00:11
09/05/2024	Stand 23	NW	IDLE	E190	GLCYJ	05:30	05:36	00:06
09/05/2024	Stand 5	NW	IDLE	E190	GLCAH	17:14	17:28	00:14
11/05/2024	Stand 7	NW	IDLE	E190	GLCYR	08:37	08:50	00:13
13/05/2024	Stand 25	NW	IDLE	E190	GLCYS	05:38	05:49	00:11
13/05/2024	Stand 26	NW	IDLE	E190	GLCYL	16:58	17:04	00:06
14/05/2024	Stand 27	NW	IDLE	E190	GLCYL	19:52	19:56	00:04
16/05/2024	Stand 25	NW	IDLE	E190	GLCYO	18:35	18:45	00:10
17/05/2024	Stand 24	NW	IDLE	E190	GLCAG	05:45	05:52	00:07
19/05/2024	Stand 21	NW	IDLE	E190	GLCYJ	11:35	11:51	00:16
27/05/2024	Stand 27	NW	IDLE	E190	GLCYR	08:06	08:12	00:06
28/05/2024	Stand 3	NW	IDLE	E190	GLCYR	05:48	05:59	00:11

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
29/05/2024	Stand 25	NW	IDLE	E190	GLCYK	06:24	06:36	00:12
30/05/2024	Abeam 28	W	HIGH	E190	GLCAF	06:07	06:43	00:36
31/05/2024	Stand 3	NW	IDLE	E190	GLCYP	05:34	05:38	00:04
01/06/2024	Stand 3	NW	IDLE	E190	GLCYK	06:19	06:23	00:04
03/06/2024	Stand 3	NW	IDLE	E190	GLCAB	06:19	06:24	00:05
04/06/2024	Stand 24	NW	IDLE	E190	GLCAB	06:06	06:12	00:06
05/06/2024	Stand 24	NW	IDLE	E190	GLCYM	05:52	05:58	00:06
05/06/2024	Stand 27	NW	IDLE	E190	GLCYJ	17:59	18:03	00:04
07/06/2024	Stand 5	NW	IDLE	E190	GLCYJ	05:46	05:51	00:05
07/06/2024	Stand 21	NW	IDLE	E190	GLCYP	05:39	05:44	00:05
08/06/2024	Stand 7	NW	IDLE	E190	GLCAD	05:34	05:38	00:04
08/06/2024	Stand 4	NW	IDLE	E190	CLGMY	05:39	05:46	00:07
10/06/2024	Stand 28	W	HIGH	DH89	TX310	12:34	12:40	00:06
10/06/2024	Stand 28	W	IDLE	DH89	TX310	15:34	15:46	00:12
10/06/2024	Stand 28	W	IDLE	DH89	TX310	16:50	17:05	00:15
12/06/2024	Stand 25	NW	IDLE	E190	GLCYN	06:06	06:25	00:19
12/06/2024	Abeam 28	W	HIGH	E190	GLCYR	08:42	09:10	00:28
13/06/2024	Abeam 28	W	HIGH	E190	GLCYN	09:03	09:34	00:31
13/06/2024	Stand 4	NW	IDLE	E190	GLCAG	06:26	06:30	00:04
23/06/2024	Stand 26	PARKED	IDLE	E190	GLCYL	20:10	20:17	00:07
24/06/2024	Stand 7	NW	IDLE	E190	GLCYT	06:07	06:12	00:05
25/06/2024	Stand 28	PARKED	IDLE	E190	GLCYM	20:35	20:44	00:09
27/06/2024	Stand 23	NW	IDLE	E190	GLCYO	08:28	08:32	00:04
02/07/2024	Stand 22	NW	IDLE	E190	GLCAH	05:45	05:56	00:11
08/07/2024	Stand 27	NW	IDLE	E190	GLCYS	09:08	09:14	00:06
10/07/2024	Stand 26	PARKED	IDLE	E190	GLCAD	19:37	19:43	00:06
12/07/2024	Stand 4	PARKED	IDLE	E190	GLCYZ	05:46	05:55	00:09
15/07/2024	Stand 10	PARKED	IDLE	E190	GLCYS	09:26	09:30	00:04
16/07/2024	Stand 22	PARKED	IDLE	E190	GLCYS	05:49	05:53	00:04
20/07/2024	Stand 4	NW	IDLE	E190	GLCAH	05:34	05:40	00:06
22/07/2024	Stand 25	NW	IDLE	E190	GLCYAB	05:47	05:56	00:09
23/07/2024	Stand 27	NW	IDLE	E190	GLCYM	05:40	05:50	00:10

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
25/07/2024	Stand 25	NW	IDLE	E190	GLCYZ	05:44	05:52	00:08
26/07/2024	Stand 21	NW	IDLE	E190	GLCYL	05:52	05:57	00:05
26/07/2024	Stand 24	NW	IDLE	E190	GLCYS	07:12	07:25	00:13
26/07/2024	Abeam 28	NW	HIGH	E190	GLCYM	19:43	19:56	00:13
31/07/2024	Stand 27	NW	IDLE	E190	GLCYU	05:50	05:59	00:09
06/08/2024	Stand 25	NW	IDLE	E190	GLCAG	08:42	08:51	00:09
07/08/2024	Stand 25	NW	IDLE	E190	GLCAB	06:20	06:27	00:07
09/08/2024	Stand 22	NW	IDLE	E190	GLCYO	05:32	05:36	00:04
09/08/2024	Stand 24	NW	IDLE	E190	GLCYS	19:01	19:08	00:07
10/08/2024	Stand 8	NW	IDLE	E190	GLCYP	06:05	06:09	00:04
11/08/2024	Stand 6	NW	IDLE	E190	GLCAH	21:12	21:18	00:06
12/08/2024	Stand 25	NW	IDLE	E190	GLCYK	05:57	06:02	00:05
12/08/2024	Abeam 27	W	HIGH	E190	GLCYL	08:46	09:07	00:21
13/08/2024	Stand 25	NW	IDLE	E190	GLCHA	05:43	05:46	00:03
14/08/2024	Stand 26	NW	IDLE	E190	GLCYM	12:09	12:23	00:14
14/08/2024	Stand 26	NW	IDLE	E190	GLCYM	14:33	14:46	00:13
15/08/2024	Stand 22	NW	IDLE	E190	GLCAH	06:07	06:13	00:06
17/08/2024	Stand 10	NW	IDLE	E190	GLCAG	05:34	05:41	00:07
18/08/2024	Stand 7	NW	IDLE	E190	GLCAG	11:32	11:40	00:08
18/08/2024	Stand 5	NW	IDLE	E190	GLCYZ	12:08	12:16	00:08
18/08/2024	Stand 25	NW	IDLE	E190	GLCAH	20:52	21:04	00:12
20/08/2024	Stand 6	NW	IDLE	E190	GLCAD	10:24	10:34	00:10
20/08/2024	Stand 22	NW	IDLE	E190	GLCAH	13:36	13:47	00:11
20/08/2024	Stand 27	NW	IDLE	E190	GLCAH	19:24	19:30	00:06
21/08/2024	Stand 27	NW	IDLE	E190	GLCAH	08:03	08:07	00:04
21/08/2024	Stand 27	PARKED	IDLE	E190	GLCYM	20:36	20:41	00:05
28/08/2024	Stand 25	NW	IDLE	E190	GLCAG	05:41	05:46	00:05
28/08/2024	Stand 28	NW	IDLE	E190	GLCYM	18:35	18:42	00:07
29/08/2024	Stand 28	NW	IDLE	E190	GLCYM	13:22	13:28	00:06
05/09/2024	Stand 25	NW	IDLE	E190	GLCYL	06:09	06:17	00:08
10/09/2024	Stand 25	NW	IDLE	E190	GLCYO	18:51	18:56	00:05
10/09/2024	Stand 8	NW	IDLE	E190	GLCYP	19:19	19:24	00:05

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
11/09/2024	Stand 24	NW	IDLE	E190	GLCYL	12:58	13:03	00:05
13/09/2024	Stand 3	NW	IDLE	E190	GLCYZ	05:44	05:51	00:07
17/09/2024	Stand 28	NW	IDLE	E190	GLCYJ	05:49	05:58	00:09
18/09/2024	JC	-	IDLE	E55P	CSPHC	17:09	17:11	00:02
21/09/2024	Stand 8	NW	IDLE	E190	GLCAE	06:48	06:53	00:05
25/09/2024	Abeam 13	E	IDLE	E190	GLCAC	06:26	06:32	00:06
25/09/2024	Abeam 28	W	HIGH	E190	GLCAC	09:07	09:38	00:31
02/10/2024	Stand 25	NW	IDLE	E190	GLCYS	05:52	05:58	00:06
04/10/2024	Abeam 28	W	HIGH	E190	GLCYV	08:45	09:01	00:16
07/10/2024	Stand 25	NW	IDLE	E190	GLCYT	05:49	05:53	00:04
07/10/2024	Stand 10	NW	IDLE	BCS1	HBJBH	12:50	12:59	00:09
08/10/2024	Stand 26	NW	IDLE	E190	GLCYM	06:48	06:53	00:05
08/10/2024	Abeam 28	W	HIGH	E190	GLCYZ	08:54	09:01	00:07
08/10/2024	Stand 27	NW	IDLE	E190	GLCYJ	18:49	18:54	00:05
11/10/2024	Stand 4	PARKED	IDLE	E190	GLCAF	19:41	19:46	00:05
12/10/2024	Stand 7	NW	IDLE	E190	GLCYN	06:07	06:18	00:11
17/10/2024	Stand 26	NW	IDLE	E190	GLCYP	06:43	06:52	00:09
19/10/2024	Abeam 28	W	HIGH	E190	GLCAG	06:17	06:37	00:20
21/10/2024	Stand 27	NW	IDLE	E190	GLCYM	14:13	14:20	00:07
23/10/2024	Stand 27	NW	IDLE	E190	GLCYL	05:49	05:54	00:05
25/10/2024	Abeam 28	W	HIGH	E190	GLCYV	18:26	18:46	00:20
27/10/2024	Stand 22	NW	IDLE	E190	GLCYN	12:41	12:45	00:04
27/10/2024	Stand 22	NW	IDLE	E190	GLCYN	13:23	13:27	00:04
28/10/2024	Stand 27	NW	IDLE	E190	GLCYO	19:49	19:54	00:05
03/11/2024	Stand 8	NW	IDLE	E190	GLCAB	12:31	12:38	00:07
03/11/2024	Stand 3	NW	IDLE	E190	GLCYP	19:21	19:25	00:04
09/11/2024	Stand 21	NW	IDLE	E190	GLCYU	07:22	07:26	00:04
12/11/2024	Abeam 28	W	HIGH	E190	GLCYN	06:49	07:11	00:22
13/11/2024	Stand 23	NW	IDLE	E190	GLCYN	18:40	18:45	00:05
14/11/2024	Stand 25	NW	IDLE	E190	GLCYN	-	-	-
16/11/2024	Abeam 28	W	HIGH	E190	GLCYN	09:09	09:29	00:20
18/11/2024	Stand 27	NW	LOW	E190	GLCYS	06:37	06:42	00:05

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
18/11/2024	JC	E	LOW	FALON	HBJFS	11:15	11:22	00:07
18/11/2024	Stand 21	NW	LOW	E190	GLCYM	14:25	14:38	00:13
18/11/2024	Stand 21	NW	IDLE	E190	GLCYM	15:37	15:55	00:18
20/11/2024	Stand 26	NW	IDLE	E190	GLCYZ	07:32	08:02	00:30
20/11/2024	Stand 26	Parked	IDLE	AT76	GLMTD	20:37	20:42	00:05
21/11/2024	Abeam 28	W	HIGH	E190	GLCYZ	09:38	09:49	00:11
21/11/2024	Stand 22	NW	IDLE	E190	GLCAF	07:49	07:53	00:04
27/11/2024	Stand 28	NW	IDLE	E190	GLCAF	07:17	07:23	00:06
29/11/2024	Stand 7	NW	IDLE	E190	GLCYK	06:38	06:45	00:07
04/12/2024	Stand 27	NW	IDLE	E190	GLCYK	13:09	13:36	00:27
05/12/2024	Stand 26	NW	IDLE	E190	GLCYJ	06:47	06:55	00:08
09/12/2024	JC	S	IDLE	PC24	DCVPB	13:05	13:14	00:09
15/12/2024	Stand 24	NW	IDLE	E190	GLCYZ	12:56	13:09	00:13
19/12/2024	Stand 8	NW	IDLE	E190	GLCAF	07:01	07:07	00:06
22/12/2024	Stand 7	NW	IDLE	E190	GLCYL	12:33	12:36	00:03
24/12/2024	Stand 6	NW	IDLE	E190	GLCYO	06:59	07:04	00:05
30/12/2024	Stand 6	NW	IDLE	E190	GLCAG	18:28	18:33	00:05
31/12/2024	Stand 3	NW	IDLE	E190	GLCYP	07:25	07:29	00:04

Table A4.1: Official record of ground running of engines for test and maintenance for 2024

Table A4.2 gives a summary of high power running for 2024.

Month	Minutes	A/C Type
January[1]	0	-
February	104	E190
March	198	E190, E550
April	81	E190
May	36	E190
June	65	DH89, E190
July	13	E190
August	21	E190
September	31	E190
October	63	E190
November	53	E190
December[1]	0	-
Total	**665**	**-**
[1] No high power running occurred in these months		

Table A4.2: Summary of high power ground running, 2024

Prediction of engine ground running as Appendix D2 of NOMMS

Values presented below have been rounded to 1 decimal place. Unrounded values have been used in the actual calculation.

Item (A) Determination of largest monthly duration:

As indicated in Table A4.2, that occurred in March 2024, specifically –

149 minutes of E190

49 minutes of E550

198 minutes total ground running

Item (B) Determination of average daily duration during worst case month:

198 minutes in a month of 31 days

6.4 minutes average daily duration

Item (C) Compute resultant noise level at reference distance (152 m)

Resultant noise level at 152 m

= reference noise level + 10 Log(duration) – 10 Log(12x60)

= 84 + 10 Log(6.4) – 10 log(12x60)

= 84 + 8.1 – 28.6

= 63.5 dB $L_{Aeq,12h}$

Item (D) Compute level at nearest properties in Silverland Street

Aircraft at Stand 28

Noise level at Silverland Street

= resultant noise level – 26.7 Log(267/152)

= 63.5 – 6.5

= 56.9 dB $L_{Aeq,12h}$

LCA ground running noise limit = 60 dB $L_{Aeq,12h}$

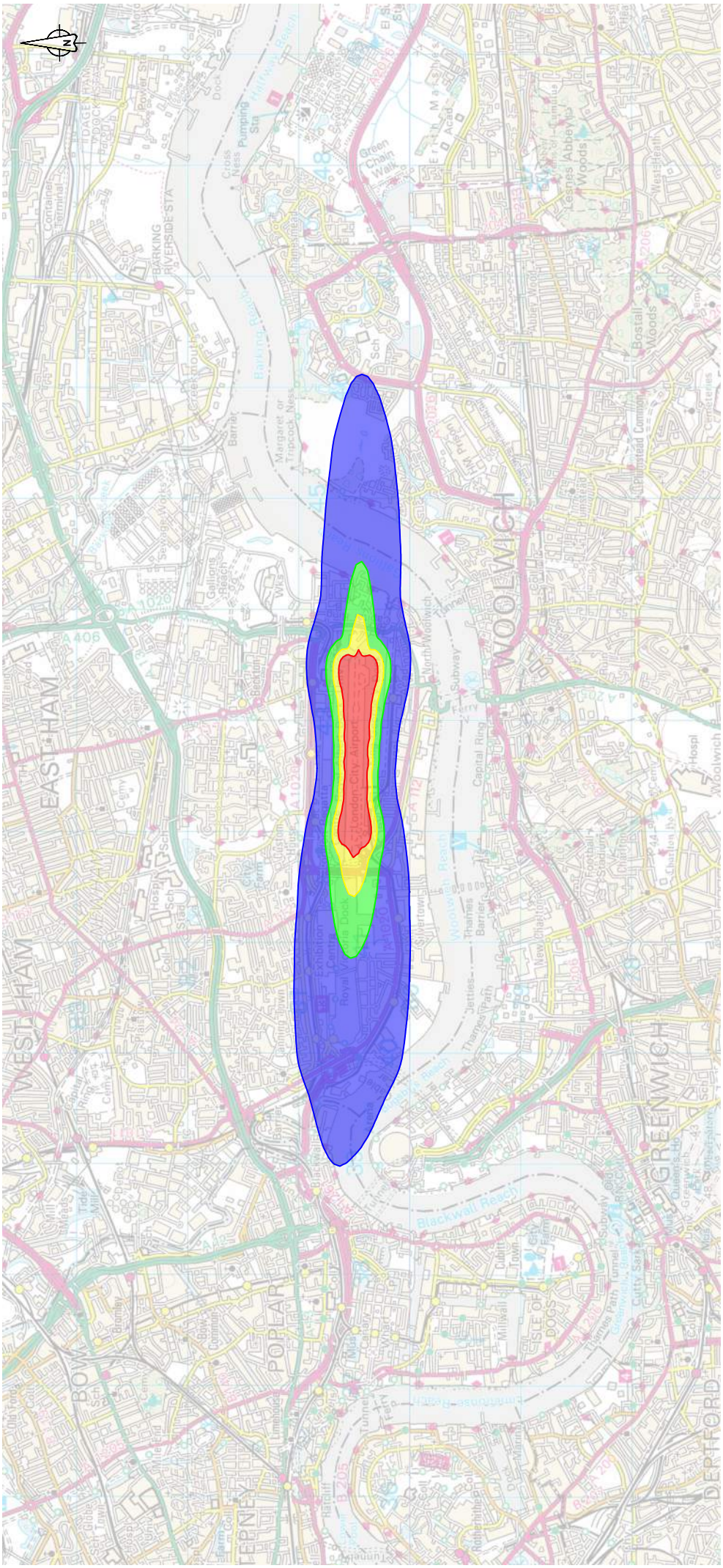
Conclusion

In 2024 LCA's ground running was 3.1 dB below the ground running noise limit.

APPENDIX 5
NOISE CONTOURS

The following noise contours are presented in this appendix:

- 2024 Actual average mode summer daytime
- 2025 Forecast average mode summer daytime
- 2025 Forecast reduced average mode summer daytime
- 1998 Planning Contour
- First Tier Eligibility Boundary
- Intermediate Tier Eligibility Boundary
- Second Tier Eligibility Boundary



LEGEND:

- 57 - 63 dB $L_{Aeq,16h}$
- 63 - 66 dB $L_{Aeq,16h}$
- 66 - 69 dB $L_{Aeq,16h}$
- > 69 dB $L_{Aeq,16h}$

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London City Airport
2024 NOMMS Report

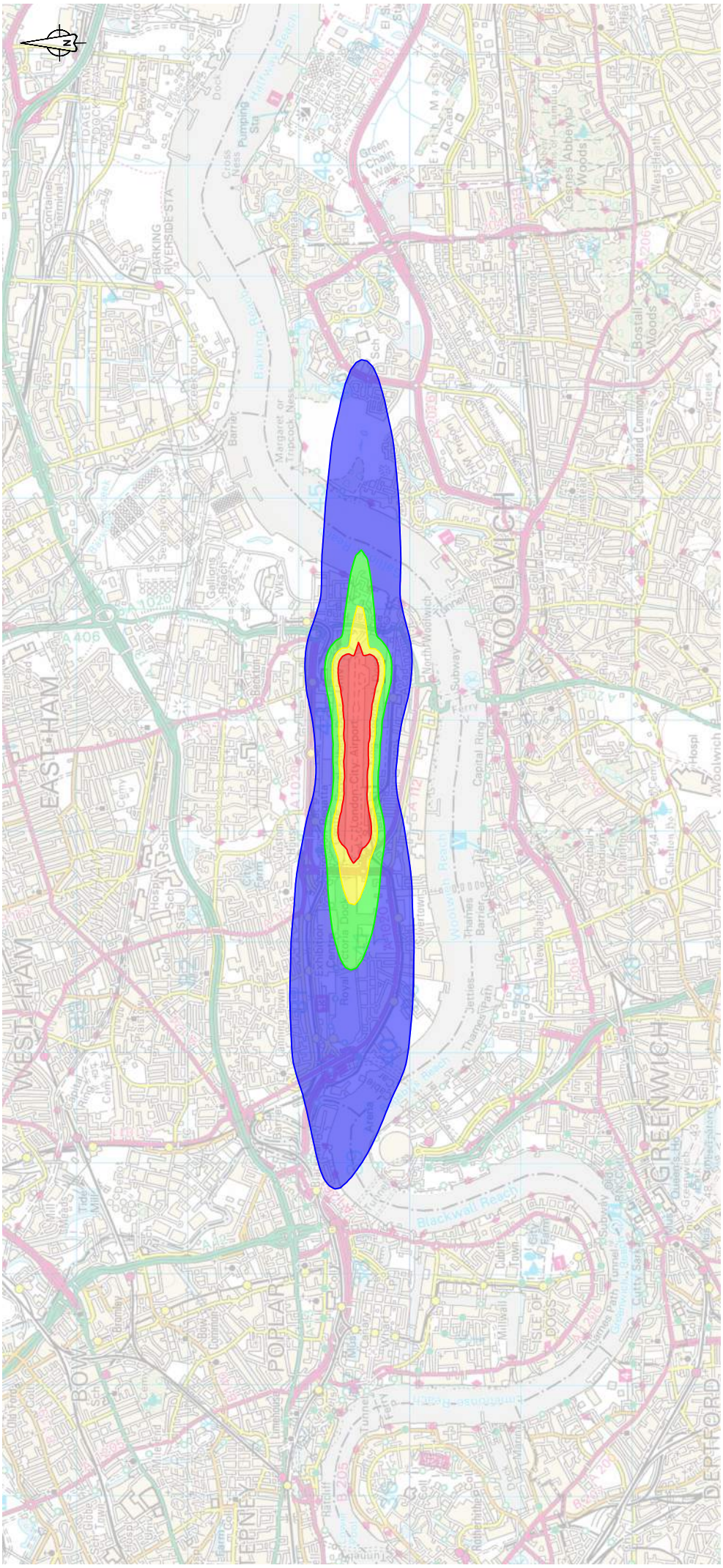
Actual Noise Contours
Summer 2024 Average Mode

DRAWN: MP CHECKED: NW

DATE: April 2025 SCALE: 1:50,000@A4

FIGURE No:

A11327_10_DR015_3.0



LEGEND:

- 57 - 63 dB $L_{Aeq,16h}$
- 63 - 66 dB $L_{Aeq,16h}$
- 66 - 69 dB $L_{Aeq,16h}$
- > 69 dB $L_{Aeq,16h}$

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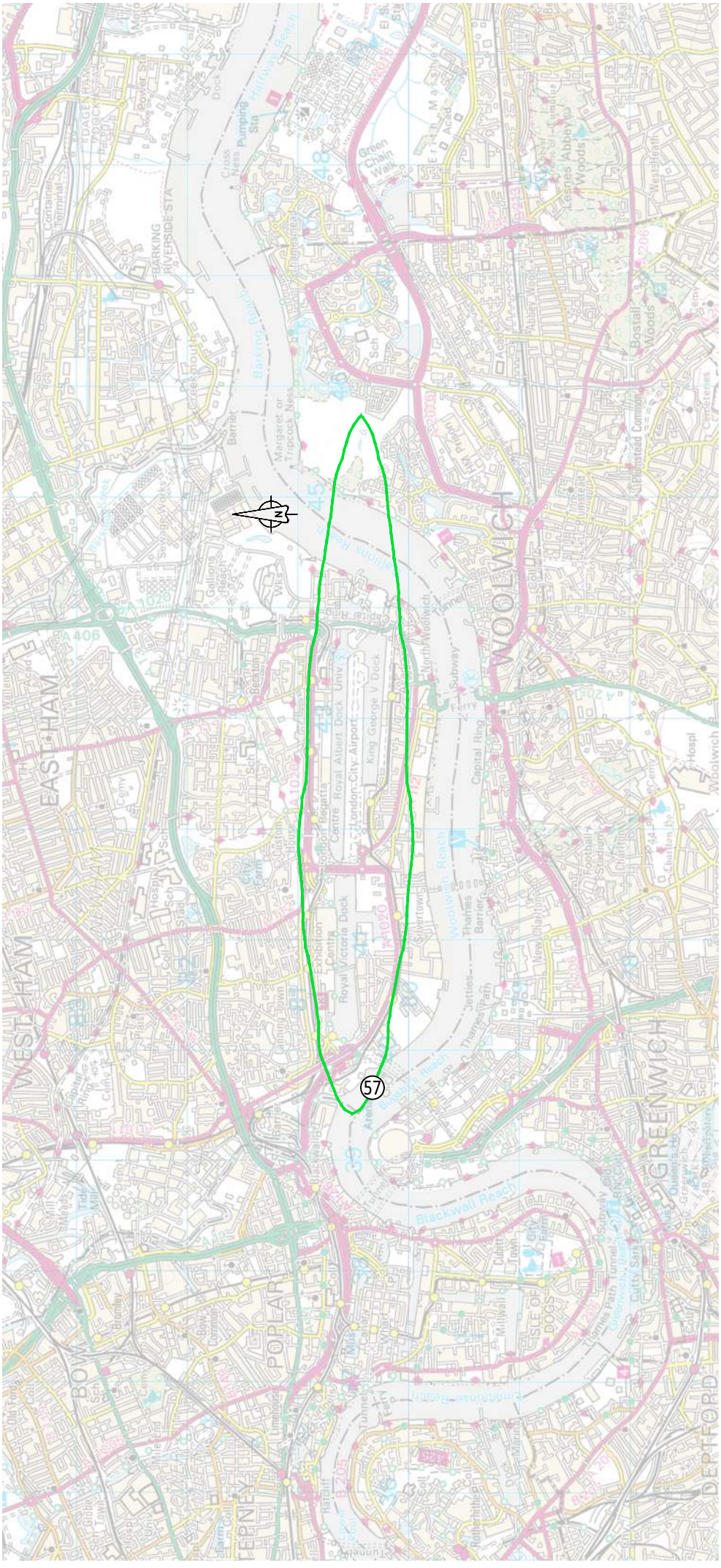
Forecast Noise Contours
Summer 2025 Average Mode

DRAWN: MP CHECKED: NW

DATE: April 2025 SCALE: 1:50,000@A4

FIGURE No:

A11327_10_DR016_3.0



LEGEND:

Noise Contours

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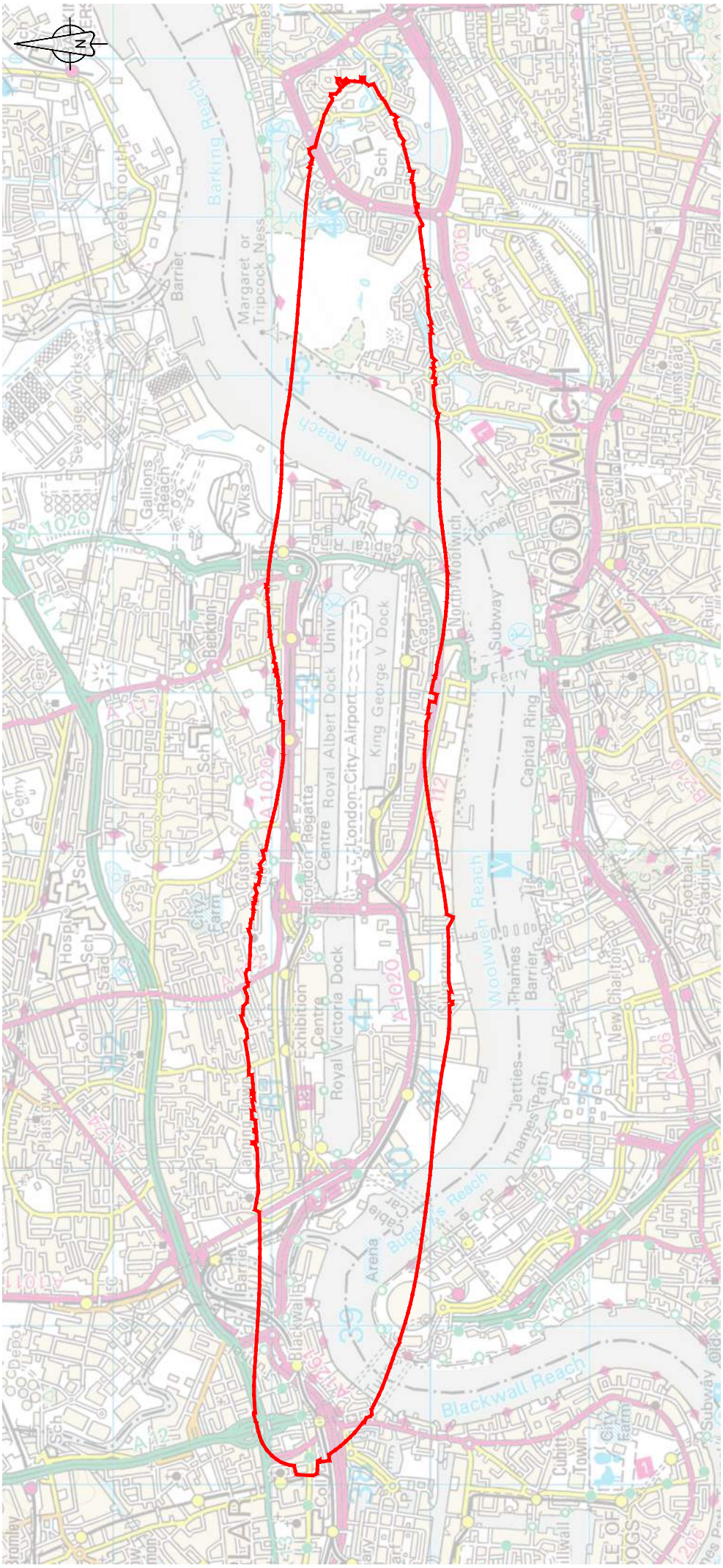
$L_{Aeq,16h}$ Noise Contours
1998 Planning Contour

DRAWN: NW CHECKED: DC

DATE: March 2025 SCALE: 1:50000@A4

FIGURE No:

A11327_10_DR002_3.0



LEGEND:

First Tier Eligibility Boundary

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2024 NOMMS Report

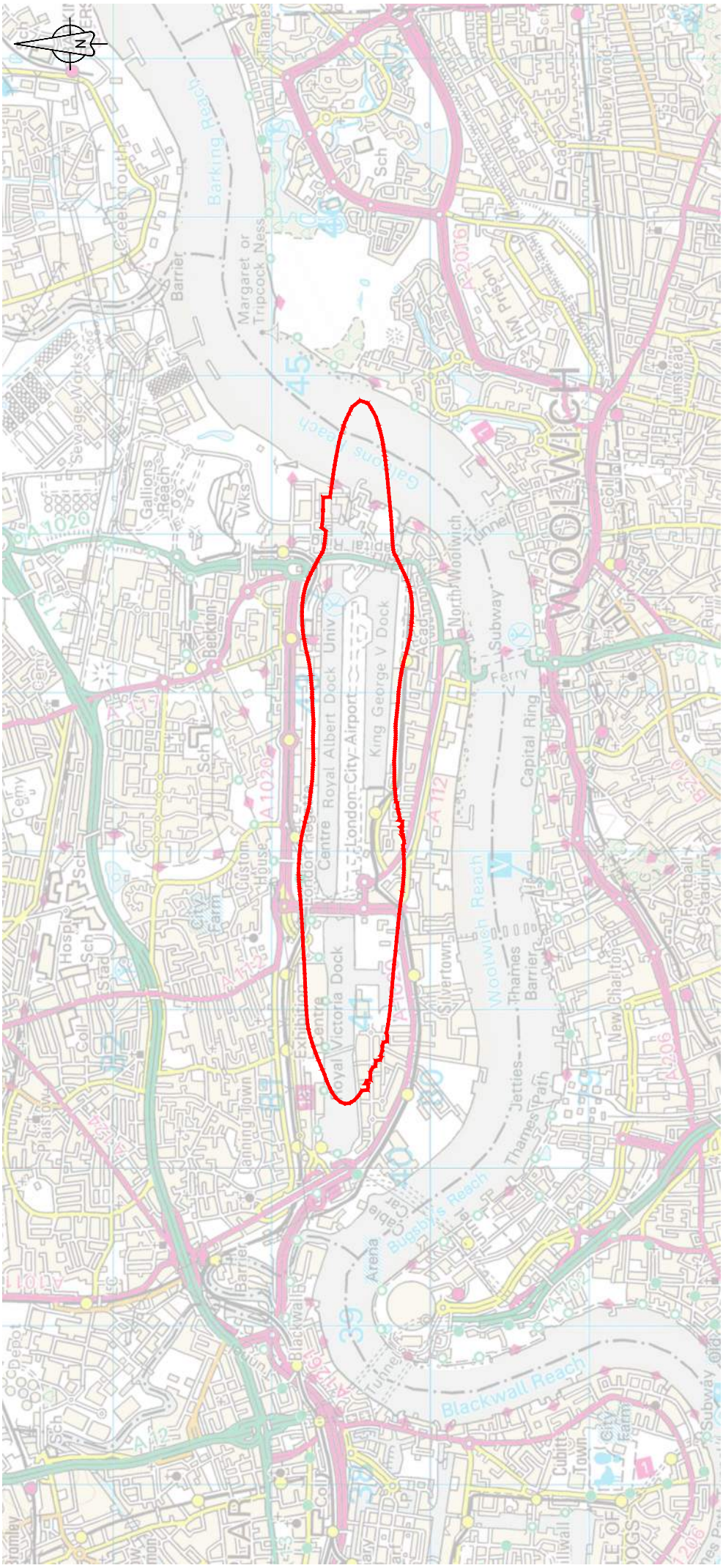
Residential First Tier Works and
Public Buildings First Tier Works
Eligibility Boundary

DRAWN: NW CHECKED: DC

DATE: March 2025 SCALE: 1:35,000@A4

FIGURE No:

A11327_11_DR012_1.0



LEGEND:

Intermediate Tier Eligibility Boundary

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2024 NOMMS Report

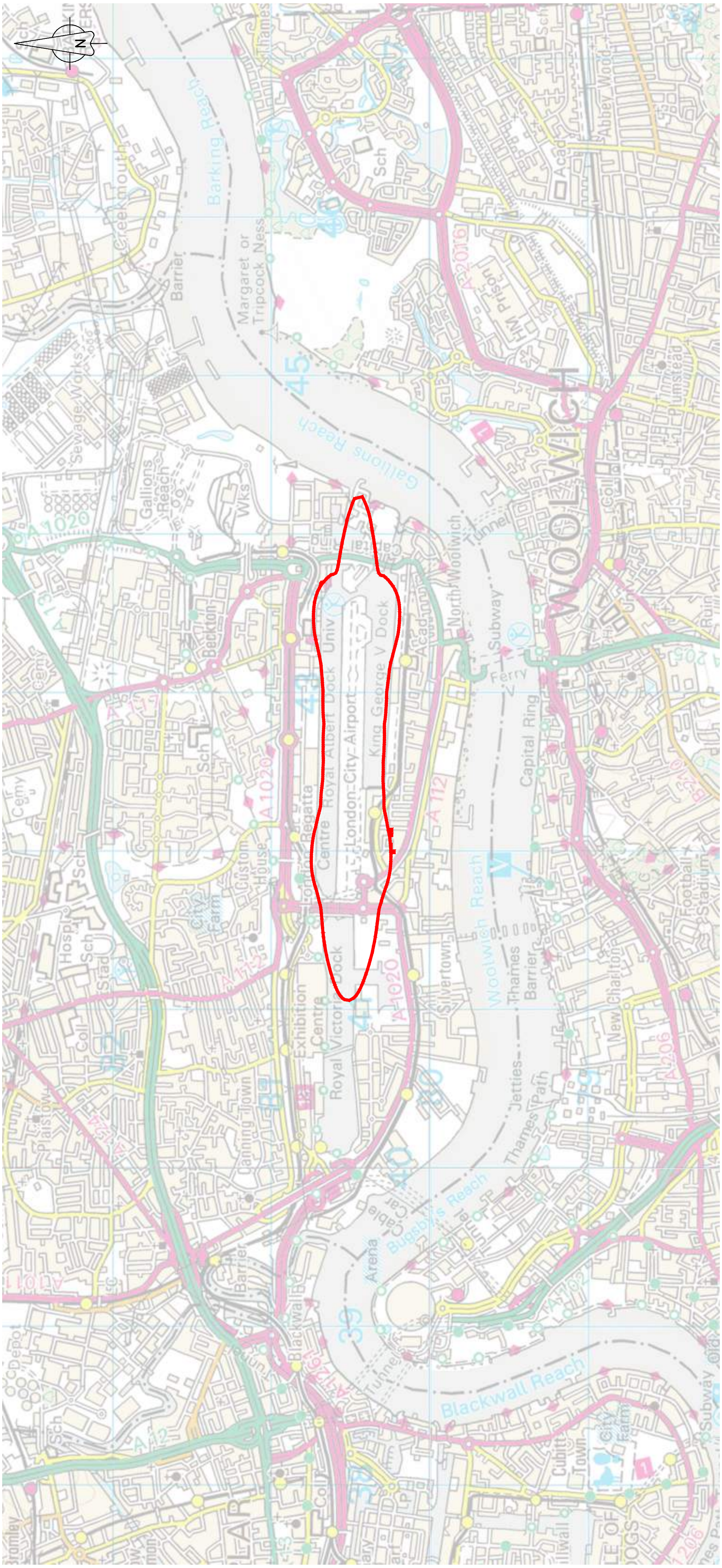
Residential Intermediate Tier Works and Public Buildings Intermediate Tier Works Eligibility Boundary

DRAWN: NW
CHECKED: DC

DATE: March 2025
SCALE: 1:35,000@A4

FIGURE No:

A11327_11_DR013_1.0



LEGEND:

Second Tier Eligibility Boundary

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London City Airport
2024 NOMMS Report

Residential Second Tier Works and Public Buildings Second Tier Works Eligibility Boundary

DRAWN: NW

CHECKED: DC

DATE: March 2025

SCALE: 1:35,000@A4

FIGURE No:

A11327_11_DR014_1.0

APPENDIX 6
AUXILIARY POWER UNIT USAGE

SCHEDULED AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
BAe 146	✓
RJ Series	✓
Airbus A221	✓
Airbus A318	✓
Embraer 135	✓
Embraer 170	✓
Embraer 190	✓
Embraer 290	✓
Embraer 295	✓
ATR 42	✓
ATR 72	✓
DHC 8-100	✓
DHC 8-300	✓
DHC 8-400	✓
Fokker 50	
Dornier 328	✓
Dornier 328 Jet	✓
Saab 2000	✓

Table A6.1: APU Usage Details, Scheduled Aircraft

GENERAL AVIATION AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
B300/350 Beechcraft Super King Air	
BE20 Beechcraft 200	
BE58 PA Beechcraft Baron	
BE9L Beechcraft 900	
Beech 400 A	

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
Bombardier Challenger 350	✓
Bombardier Challenger 600 Series	✓
Bombardier Global 5000/6000/7000 Series	✓
C510 (Citation Mustang)	
C525 Citation Jet Series (CJ1/2/3/4)	
C550 (Citation Bravo)	
C560 (Citation V)	
C56X (Citation Excel)	✓
C680 (Citation Sovereign)	✓
C680A (Citation Latitude)	✓
E545 Legacy 450	✓
E550 Legacy 500	✓
E55P Phenom 300	
FA900B	✓
FA10 (Falcon 10)	
FA50 (Falcon 50)	✓
F2TH (Falcon 2000EX)	✓
F900EX (Falcon 900EX)	✓
FA7X Falcon 7X	✓
FA8X Falcon 8X	✓
G150 Gulfstream 150	✓
G280 Gulfstream 280	✓
G500 Gulfstream GVII	✓
G600 Gulfstream GVII	✓
G650 Gulfstream GVI	✓
Hawker 800 XP	✓
Learjet 40/45	✓
P180 (Piaggio Avanti)	
P68C (Partenavia 68)	

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
PA31 (Navajo)	
PA34 (Seneca)	
Pilatus PC24	

Table A6.2: APU Usage Details, General Aviation Aircraft

APPENDIX 7
SUMMARY OF REVERSE THRUST DATA

The following charts show the distribution of measured levels of arriving aircraft at NMT7 in 2024, separately for runway 09 and runway 27. The decibel values on the x-axis in each chart are the maximum values for events in that column, e.g. the column above “83” contains events that recorded a measurement of 82.1 to 83.0 dB L_{ASmax}.

There are a higher number of recorded events compared to previous reports as the new NMT system has a lower threshold for NMT 7.

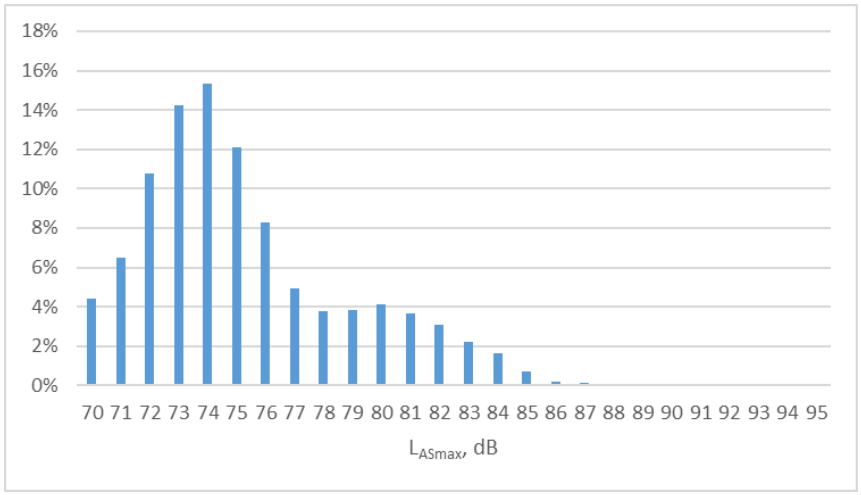

Figure A7.1: Runway 09 Distribution of NMT 7 Noise Levels, 2024 (4,232 events)

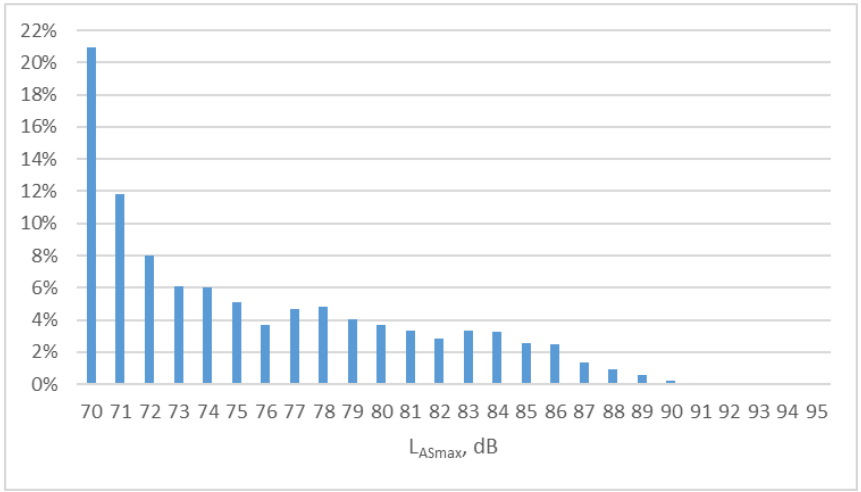

Figure A7.2: Runway 27 Distribution of NMT 7 Noise Levels, 2024 (2,169 events)

APPENDIX 8
SOUND INSULATION SCHEME PROPERTY LISTS

The tables in this appendix give the lists of properties that have become newly eligible for the following sound insulation schemes:

- First Tier Scheme – Residential Dwellings
- First Tier Scheme – Public Buildings
- Intermediate Tier Scheme – Residential Dwellings
- Intermediate Tier Scheme – Public Buildings
- Second Tier Scheme – Residential Dwellings
- Second Tier Scheme – Public Buildings
- Re-inspection Scheme

First Tier Scheme – Residential Dwellings						
Building Name	**No.**	**Sub Building Name**	**Thorough-fare**	**Post Code**	**uprn**	**Further Info**
n/a						

Table A8.1: Newly Eligible Residential Dwellings, First Tier Scheme

First Tier Scheme – Public Buildings						
Building Name	**No.**	**Sub Building Name**	**Thorough-fare**	**Post Code**	**uprn**	**Further Info**
n/a						

Table A8.2: Newly Eligible Public Buildings, First Tier Scheme

Intermediate Tier Scheme – Residential Dwellings						
Building Name	**No.**	**Sub Building Name**	**Thorough-fare**	**Post Code**	**uprn**	**Further Info**
n/a						

Table A8.3: Newly Eligible Residential Dwellings, Intermediate Tier Scheme

Intermediate Tier Scheme – Public Buildings						
Building Name	**No.**	**Sub Building Name**	**Thorough-fare**	**Post Code**	**uprn**	**Further Info**
n/a						

Table A8.4: Newly Eligible Public Buildings, Intermediate Tier Scheme

Second Tier Scheme – Residential Dwellings						
Building Name	**No.**	**Sub Building Name**	**Thorough-fare**	**Post Code**	**uprn**	**Further Info**
n/a						

Table A8.5: Newly Eligible Residential Dwellings, Second Tier Scheme

Second Tier Scheme – Public Buildings						
Building Name	**No.**	**Sub Building Name**	**Thorough-fare**	**Post Code**	**uprn**	**Further Info**
n/a						

Table A8.6: Newly Eligible Public Buildings, Second Tier Scheme

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		26	Barge House Road	E16 2NH	46003284	
		28	Barge House Road	E16 2NH	46087066	
		32	Barge House Road	E16 2NH	46003286	
		34	Barge House Road	E16 2NH	46003287	
		37	Barrier Point Road	E16 2SB	46090761	
		72	Barrier Point Road	E16 2SD	10008997727	
		78	Barrier Point Road	E16 2SD	10008997733	
		81	Barrier Point Road	E16 2SD	10008997736	
		89	Barrier Point Road	E16 2SD	10008997744	
		144	Battery Road	SE28 0JQ	10010211077	
		148	Battery Road	SE28 0JQ	10010211079	
		152	Battery Road	SE28 0JQ	10010211060	
		154	Battery Road	SE28 0JQ	10010211055	
		156	Battery Road	SE28 0JQ	10010211057	
		158	Battery Road	SE28 0JQ	10010211061	
		160	Battery Road	SE28 0JQ	10010211080	
		162	Battery Road	SE28 0JQ	10010211081	
		48	Berwick Road	E16 3DS	46005359	
		48B	Berwick Road	E16 3DS	46005322	
		50A	Berwick Road	E16 3DS	46005316	
		18	Birchdene Drive	SE28 8RL	10010210254	
		20	Birchdene Drive	SE28 8RL	10010223360	
		26	Birchdene Drive	SE28 8RL	10010223363	
		28	Birchdene Drive	SE28 8RL	10010223364	
		9	Camel Road	E16 2DE	46010600	
		21	Camel Road	E16 2DE	46010611	
		33	Camel Road	E16 2DE	46010623	
		39	Camel Road	E16 2DE	46010629	
		45	Camel Road	E16 2DE	46010635	
Flat 27	Shaw House		Claremont Street	E16 2LP	46015541	
		7	Crowfoot Close	SE28 0LT	10010210796	
		8	Crowfoot Close	SE28 0LT	10010210801	
		19	Delisle Road	SE28 0JD	10010203545	
		21	Delisle Road	SE28 0JD	10010203546	
		23	Delisle Road	SE28 0JD	10010203547	
		27	Delisle Road	SE28 0JD	10010203549	
		21	Ethel Road	E16 3AT	46024663	
Flat 226	New Providence	1	Fairmont Avenue	E14 9PL	6352888	
Flat 411	New Providence	1	Fairmont Avenue	E14 9PB	6352939	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		123	Fishguard Way	E16 2RU	46252978	
		147	Fishguard Way	E16 2RU	46252981	
		159	Fishguard Way	E16 2RU	46253034	
		161	Fishguard Way	E16 2RU	46253019	
		175	Fishguard Way	E16 2RU	46253021	
		181	Fishguard Way	E16 2RX	10008990630	
		187	Fishguard Way	E16 2RX	10008990656	
		235	Fishguard Way	E16 2RX	10008990643	
		1	Floathaven Close	SE28 8SN	10010210277	
		3	Floathaven Close	SE28 8SN	10010223627	
		5	Floathaven Close	SE28 8SN	10010223629	
		6	Floathaven Close	SE28 8SN	10010223630	
		9	Floathaven Close	SE28 8SN	10010223632	
		10	Floathaven Close	SE28 8SN	10010223633	
		11	Floathaven Close	SE28 8SN	10010223634	
		12	Floathaven Close	SE28 8SN	10010223635	
		16	Floathaven Close	SE28 8SN	10010223637	
		17	Floathaven Close	SE28 8SN	10010210258	
		20	Floathaven Close	SE28 8SN	10010223639	
		21	Floathaven Close	SE28 8SN	10010223640	
		25	Floathaven Close	SE28 8SN	10010210261	
		27	Floathaven Close	SE28 8SN	10010210279	
		29	Floathaven Close	SE28 8SN	10010223646	
		30	Floathaven Close	SE28 8SN	10010223647	
		31	Floathaven Close	SE28 8SN	10010210280	
		33	Floathaven Close	SE28 8SN	10010223649	
		36	Floathaven Close	SE28 8SN	10010210281	
		38	Floathaven Close	SE28 8SN	10010223653	
		43	Floathaven Close	SE28 8SN	10010210282	
		45	Floathaven Close	SE28 8SN	10010223657	
		46	Floathaven Close	SE28 8SN	10010210264	
		47	Floathaven Close	SE28 8SN	10010210265	
		48	Floathaven Close	SE28 8SN	10010210266	
		49	Floathaven Close	SE28 8SN	10010223658	
		50	Floathaven Close	SE28 8SN	10010223659	
		51	Floathaven Close	SE28 8SN	10010223660	
		53	Floathaven Close	SE28 8SN	10010210267	
		54	Floathaven Close	SE28 8SN	10010225089	
		58	Floathaven Close	SE28 8SN	10010210283	
		59	Floathaven Close	SE28 8SN	10010225091	
		61	Floathaven Close	SE28 8SN	10010225093	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		63	Floathaven Close	SE28 8SN	10010210270	
		66	Floathaven Close	SE28 8SN	10010225095	
		68	Floathaven Close	SE28 8SN	10010210271	
		69	Floathaven Close	SE28 8SN	10010210272	
		70	Floathaven Close	SE28 8SN	10010210273	
		71	Floathaven Close	SE28 8SN	10010210274	
		73	Floathaven Close	SE28 8SN	10010210276	
		27	Foxglove Path	SE28 0LR	10010210768	
		15	Gill Avenue	E16 3AF	46029274	
		10	Grasshaven Way	SE28 8TH	10010211232	
		14	Grasshaven Way	SE28 8TH	10010211236	
		26	Grasshaven Way	SE28 8TJ	10010211280	
		27	Grasshaven Way	SE28 8TJ	10010211267	
		28	Grasshaven Way	SE28 8TJ	10010211281	
		29	Grasshaven Way	SE28 8TJ	10010211268	
		31	Grasshaven Way	SE28 8TJ	10010211270	
		34	Grasshaven Way	SE28 8TJ	10010211272	
		35	Grasshaven Way	SE28 8TJ	10010211273	
		38	Grasshaven Way	SE28 8TJ	10010211276	
		43	Grasshaven Way	SE28 8TJ	10010211263	
		44	Grasshaven Way	SE28 8TJ	10010211264	
		45	Grasshaven Way	SE28 8TJ	10010211265	
		49	Grasshaven Way	SE28 8TJ	10010211248	
		50	Grasshaven Way	SE28 8TJ	10010211249	
		51	Grasshaven Way	SE28 8TJ	10010211250	
		52	Grasshaven Way	SE28 8TJ	10010211251	
		54	Grasshaven Way	SE28 8TJ	10010211253	
		56	Grasshaven Way	SE28 8TJ	10010211255	
		57	Grasshaven Way	SE28 8TJ	10010211256	
		58	Grasshaven Way	SE28 8TJ	10010211257	
		59	Grasshaven Way	SE28 8TJ	10010211258	
		62	Grasshaven Way	SE28 8TL	10010211307	
		69	Grasshaven Way	SE28 8TL	10010211283	
		75	Grasshaven Way	SE28 8TL	10010211289	
		77	Grasshaven Way	SE28 8TL	10010211304	
		95	Grasshaven Way	SE28 8TL	10010211317	
		9	Grimsby Grove	E16 2RH	46251410	
		15	Grimsby Grove	E16 2RH	46251398	
		17	Grimsby Grove	E16 2RH	46251397	
		19	Grimsby Grove	E16 2RH	46092906	
		20	Grimsby Grove	E16 2RJ	46252948	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		24	Grimsby Grove	E16 2RJ	46252950	
		26	Grimsby Grove	E16 2RJ	46252951	
		30	Grimsby Grove	E16 2RJ	46252927	
		82	Grimsby Grove	E16 2RJ	46252762	
		92	Grimsby Grove	E16 2RJ	46252766	
		6	Hampstead Close	SE28 8EL	100020972866	
		11	Hampstead Close	SE28 8EL	100020972871	
		15	Hampstead Close	SE28 8EL	100020972875	
		16	Hampstead Close	SE28 8EL	100020972876	
		17	Hampstead Close	SE28 8EL	100020972877	
		20	Hampstead Close	SE28 8EL	100020972880	
		5A	Hartlepool Court	E16 2RL	10090757174	
		7	High Tor View	SE28 0LN	10010210689	
		8	High Tor View	SE28 0LN	10010210691	
		9	High Tor View	SE28 0LN	10010210688	
		6	Hill View Drive	SE28 0LH	10010210586	
		23	Hill View Drive	SE28 0LJ	10010210644	
		24	Hill View Drive	SE28 0LH	10010210576	
		37	Hill View Drive	SE28 0LJ	10010210645	
		47	Hill View Drive	SE28 0LJ	10010210643	
		50	Hill View Drive	SE28 0LH	10010210579	
		51	Hill View Drive	SE28 0LJ	10010210619	
		52	Hill View Drive	SE28 0LH	10010210582	
		54	Hill View Drive	SE28 0LH	10010210583	
		62	Hill View Drive	SE28 0LH	10010210601	
		74	Hill View Drive	SE28 0LH	10010210604	
		76	Hill View Drive	SE28 0LH	10010210605	
		96	Hill View Drive	SE28 0LH	10010210591	
		112	Hill View Drive	SE28 0LL	10010210655	
		126	Hill View Drive	SE28 0LL	10010210673	
		128	Hill View Drive	SE28 0LL	10010210674	
		136	Hill View Drive	SE28 0LL	10010210665	
		150	Hill View Drive	SE28 0LL	10010210676	
		162	Hill View Drive	SE28 0LL	10010210679	
		2	Hull Place	E16 2SW	10008995293	
		10	Hull Place	E16 2SW	10008995278	
		18	Hull Place	E16 2SW	10008995286	
		49	Hutchins Road	SE28 8SE	100020976869	
		51	Hutchins Road	SE28 8SE	100020976870	
		55	Hutchins Road	SE28 8SE	100020976872	
		57	Hutchins Road	SE28 8SE	100020976873	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		59	Hutchins Road	SE28 8SE	100020976874	
		61	Hutchins Road	SE28 8SE	100020976875	
		63	Hutchins Road	SE28 8SE	100020976876	
		3	Inverness Mews	E16 2SP	46253035	
		5	Inverness Mews	E16 2SP	46253036	
		6	Inverness Mews	E16 2SP	46253009	
		10	Inverness Mews	E16 2SP	46253010	
		19	Inverness Mews	E16 2SP	46253043	
		27	Inverness Mews	E16 2SP	46252992	
		29	Inverness Mews	E16 2SP	46253029	
		32	Inverness Mews	E16 2SP	10008990679	
		37	Inverness Mews	E16 2SP	46253031	
		38	Inverness Mews	E16 2SP	10008990667	
		42	Inverness Mews	E16 2SP	10008990669	
		45	Inverness Mews	E16 2SP	46252996	
		46	Inverness Mews	E16 2SP	10008990671	
		52	Inverness Mews	E16 2SP	10008990657	
Flat 1	Wotton Court	6	Jamestown Way	E14 2DB	6082506	
Flat 17	Wotton Court	6	Jamestown Way	E14 2DB	6082522	
Flat 19	Wotton Court	6	Jamestown Way	E14 2DB	6082524	
Flat 21	Wotton Court	6	Jamestown Way	E14 2DB	6082526	
Flat 23	Wotton Court	6	Jamestown Way	E14 2DB	6082528	
Flat 26	Wotton Court	6	Jamestown Way	E14 2DB	6082502	
Flat 32	Wotton Court	6	Jamestown Way	E14 2DB	6082476	
Flat 3	Cape Henry Court	8	Jamestown Way	E14 2DD	6082479	
Flat 7	Cape Henry Court	8	Jamestown Way	E14 2DD	6082483	
Flat 8	Cape Henry Court	8	Jamestown Way	E14 2DD	6082484	
Flat 5	Atlantic Court	10	Jamestown Way	E14 2DH	6082211	
		15	Jamestown Way	E14 2DE	6082495	
		19	Jamestown Way	E14 2DE	6082497	
		23	Jamestown Way	E14 2DE	6082499	
		25	Jamestown Way	E14 2DE	6082500	
		45	Jamestown Way	E14 2DE	6082188	
		53	Jamestown Way	E14 2DE	6082192	
		1	Marathon Way	SE28 0JJ	10010211049	
		5	Marathon Way	SE28 0JJ	10010211051	
		7	Marathon Way	SE28 0JJ	10010211052	
		4	Martin Street	SE28 0JB	10010203525	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		10	Martin Street	SE28 0JB	10010203528	
		20	Martin Street	SE28 0JB	10010203533	
		24	Martin Street	SE28 0JB	10010203535	
		27	Martin Street	SE28 0BZ	10010210423	
		29	Martin Street	SE28 0BZ	10010210424	
		39	Martin Street	SE28 0BZ	10010210429	
		41	Martin Street	SE28 0BZ	10010210410	
		100	Martindale Avenue	E16 3AB	46048939	
		4	Martins Place	SE28 0LG	10010210550	
		8	Martins Walk	SE28 0LE	10010210497	
Flat 2	Tideham House		Merbury Close	SE28 0LW	10010211845	
Flat 12	Tideham House		Merbury Close	SE28 0LW	10010211855	
Flat 14	Tideham House		Merbury Close	SE28 0LW	10010211857	
Flat 22	Tideham House		Merbury Close	SE28 0LW	10010211865	
Flat 24	Tideham House		Merbury Close	SE28 0LW	10010211867	
Flat 25	Tideham House		Merbury Close	SE28 0LW	10010211868	
		13	Merbury Close	SE28 0NF	10010212012	
		25	Merbury Close	SE28 0NF	10010212017	
		29	Merbury Close	SE28 0NF	10010212018	
Flat 4	Trident House		Merbury Road	SE28 0NB	10010211942	
Flat 26	Trident House		Merbury Road	SE28 0NB	10010211964	
		5	Miles Drive	SE28 0NE	10010210817	
		7	Miles Drive	SE28 0NE	10010210818	
		10	Miles Drive	SE28 0JA	10010203522	
		11	Miles Drive	SE28 0NE	10010210820	
		17	Miles Drive	SE28 0NE	10010210803	
		18	Miles Drive	SE28 0JA	10010210433	
		20	Miles Drive	SE28 0JA	10010210434	
		24	Miles Drive	SE28 0JA	10010210436	
		26	Miles Drive	SE28 0JA	10010210437	
		28	Miles Drive	SE28 0JA	10010210438	
Flat 14	Tricorn House		Miles Drive	SE28 0ND	10010211982	
Flat 22	Tricorn House		Miles Drive	SE28 0ND	10010211990	
		30	Monk Drive	E16 1LE	46051470	
		32	Monk Drive	E16 1LE	46051472	
		18	Murray Square	E16 3AL	46052484	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
Flat 1	Romney House	64	Naval Row	E14 9JZ	6355764	
Flat 2	Romney House	64	Naval Row	E14 9JZ	6355765	
Flat 3	Romney House	64	Naval Row	E14 9JZ	6355766	
Flat 4	Romney House	64	Naval Row	E14 9JZ	6355767	
Flat 5	Romney House	64	Naval Row	E14 9JZ	6355768	
Flat 6	Romney House	64	Naval Row	E14 9JZ	6355769	
Flat 7	Romney House	64	Naval Row	E14 9JZ	6355770	
Flat 8	Romney House	64	Naval Row	E14 9JZ	6355771	
Flat 32		32	Naval Row	E14 9PS	6083022	
Flat 34		34	Naval Row	E14 9PS	6083023	
Flat 36		36	Naval Row	E14 9PS	6083024	
Flat 38		38	Naval Row	E14 9PS	6083025	
Flat 40		40	Naval Row	E14 9PS	6083026	
Flat 42		42	Naval Row	E14 9PS	6083027	
Flat 44		44	Naval Row	E14 9PS	6083028	
Flat 46		46	Naval Row	E14 9PS	6083029	
Flat 48		48	Naval Row	E14 9PS	6083030	
Flat 50		50	Naval Row	E14 9PS	6083031	
Flat 52		52	Naval Row	E14 9PS	6083032	
Flat 60		60	Naval Row	E14 9PS	6083035	
Flat 62		62	Naval Row	E14 9PS	6083036	
		64	Newacres Road	SE28 0LA	10010204291	
		2	Newmarsh Road	SE28 8TF	200001927646	
		4	Newmarsh Road	SE28 8TF	200001927647	
		14	Newmarsh Road	SE28 8TF	200001927652	
		25	Newmarsh Road	SE28 8TA	200002475978	
		29	Newmarsh Road	SE28 8TA	200002485233	
		40	Newmarsh Road	SE28 8TG	200001930379	
		42	Newmarsh Road	SE28 8TG	200001930380	
		44	Newmarsh Road	SE28 8TG	200001930381	
		46	Newmarsh Road	SE28 8TG	200001930382	
		48	Newmarsh Road	SE28 8TG	200001930383	
		49	Newmarsh Road	SE28 8TA	200002478268	
		50	Newmarsh Road	SE28 8TG	200001930384	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		51	Newmarsh Road	SE28 8TA	200002483822	
		52	Newmarsh Road	SE28 8TG	200001930385	
		54	Newmarsh Road	SE28 8TG	200001930386	
		56	Newmarsh Road	SE28 8TG	200001930387	
		58	Newmarsh Road	SE28 8TG	200001930388	
		60	Newmarsh Road	SE28 8TG	200001930389	
		61	Newmarsh Road	SE28 8TA	200001928911	
		65	Newmarsh Road	SE28 8TA	200001928913	
		66	Newmarsh Road	SE28 8TG	200001930392	
		67	Newmarsh Road	SE28 8TA	200001928914	
		69	Newmarsh Road	SE28 8TA	200001928915	
		73	Newmarsh Road	SE28 8TA	200001928917	
		74	Newmarsh Road	SE28 8TG	200001930396	
		79	Newmarsh Road	SE28 8TA	200001928920	
		81	Newmarsh Road	SE28 8TA	200001928921	
		83	Newmarsh Road	SE28 8TA	200001928922	
		85	Newmarsh Road	SE28 8TA	200001928923	
		87	Newmarsh Road	SE28 8TA	200001928924	
		89	Newmarsh Road	SE28 8TA	200001928925	
		91	Newmarsh Road	SE28 8TA	200001928926	
		93	Newmarsh Road	SE28 8TA	200001928927	
		95	Newmarsh Road	SE28 8TA	200001928928	
		97	Newmarsh Road	SE28 8TA	200001928929	
		163	Newmarsh Road	SE28 8TB	200002464788	
		169	Newmarsh Road	SE28 8TB	200002801798	
		171	Newmarsh Road	SE28 8TB	200002801799	
		179	Newmarsh Road	SE28 8TB	200002801803	
		207	Newmarsh Road	SE28 8TB	200002801817	
		213	Newmarsh Road	SE28 8TB	200002801820	
		237	Newmarsh Road	SE28 8TB	200002801832	
		279	Newmarsh Road	SE28 8TE	200001930359	
		289	Newmarsh Road	SE28 8TE	200001930364	
Flat 1	Settlers Court	17	Newport Avenue	E14 2DG	6137992	
Flat 3	Settlers Court	17	Newport Avenue	E14 2DG	6138014	
Flat 6	Settlers Court	17	Newport Avenue	E14 2DG	6138047	
Flat 8	Settlers Court	17	Newport Avenue	E14 2DG	6138066	
Flat 11	Settlers Court	17	Newport Avenue	E14 2DG	6137994	
Flat 15	Settlers Court	17	Newport Avenue	E14 2DG	6137998	
Flat 17	Settlers Court	17	Newport Avenue	E14 2DG	6138000	
Flat 23	Settlers Court	17	Newport Avenue	E14 2DG	6138007	
Flat 25	Settlers Court	17	Newport Avenue	E14 2DG	6138009	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
Flat 31	Settlers Court	17	Newport Avenue	E14 2DG	6138016	
Flat 37	Settlers Court	17	Newport Avenue	E14 2DG	6138022	
Flat 39	Settlers Court	17	Newport Avenue	E14 2DG	6138024	
Flat 40	Settlers Court	17	Newport Avenue	E14 2DG	6138026	
Flat 41	Settlers Court	17	Newport Avenue	E14 2DG	6138027	
Flat 42	Settlers Court	17	Newport Avenue	E14 2DG	6138028	
Flat 44	Settlers Court	17	Newport Avenue	E14 2DG	6138030	
Flat 45	Settlers Court	17	Newport Avenue	E14 2DG	6138031	
Flat 52	Settlers Court	17	Newport Avenue	E14 2DG	6138039	
Flat 55	Settlers Court	17	Newport Avenue	E14 2DG	6138042	
Flat 56	Settlers Court	17	Newport Avenue	E14 2DG	6138043	
Flat 57	Settlers Court	17	Newport Avenue	E14 2DG	6138044	
Flat 59	Settlers Court	17	Newport Avenue	E14 2DG	6138046	
Flat 61	Settlers Court	17	Newport Avenue	E14 2DG	6138049	
Flat 62	Settlers Court	17	Newport Avenue	E14 2DG	6138050	
Flat 69	Settlers Court	17	Newport Avenue	E14 2DG	6138057	
Flat 73	Settlers Court	17	Newport Avenue	E14 2DG	6138062	
Flat 1	Adventurers Court	12	Newport Avenue	E14 2DN	6082274	
Flat 3	Adventurers Court	12	Newport Avenue	E14 2DN	6082276	
Flat 4	Adventurers Court	12	Newport Avenue	E14 2DN	6082277	
Flat 5	Adventurers Court	12	Newport Avenue	E14 2DN	6082278	
Flat 8	Adventurers Court	12	Newport Avenue	E14 2DN	6082281	
Flat 9	Adventurers Court	12	Newport Avenue	E14 2DN	6082282	
Flat 11	Adventurers Court	12	Newport Avenue	E14 2DN	6082284	
Flat 16	Adventurers Court	12	Newport Avenue	E14 2DN	6082289	
Flat 19	Adventurers Court	12	Newport Avenue	E14 2DN	6082292	
Flat 25	Adventurers Court	12	Newport Avenue	E14 2DN	6082298	
Flat 34	Adventurers Court	12	Newport Avenue	E14 2DN	6082307	
Flat 42	Adventurers Court	12	Newport Avenue	E14 2DN	6082315	
Flat 49	Adventurers Court	12	Newport Avenue	E14 2DN	6082322	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
Flat 1	Susan Constant Court	14	Newport Avenue	E14 2DL	6082230	
Flat 6	Susan Constant Court	14	Newport Avenue	E14 2DL	6082235	
Flat 8	Susan Constant Court	14	Newport Avenue	E14 2DL	6082237	
Flat 11	Susan Constant Court	14	Newport Avenue	E14 2DL	6082240	
Flat 22	Susan Constant Court	14	Newport Avenue	E14 2DL	6082251	
Flat 23	Susan Constant Court	14	Newport Avenue	E14 2DL	6082252	
Flat 25	Susan Constant Court	14	Newport Avenue	E14 2DL	6082254	
Flat 26	Susan Constant Court	14	Newport Avenue	E14 2DL	6082255	
Flat 27	Susan Constant Court	14	Newport Avenue	E14 2DL	6082256	
Flat 28	Susan Constant Court	14	Newport Avenue	E14 2DL	6082257	
Flat 29	Susan Constant Court	14	Newport Avenue	E14 2DL	6082258	
Flat 30	Susan Constant Court	14	Newport Avenue	E14 2DL	6082259	
Flat 35	Susan Constant Court	14	Newport Avenue	E14 2DL	6082264	
Flat 43	Susan Constant Court	14	Newport Avenue	E14 2DL	6082272	
Flat 1	Bartholomew Court	10	Newport Avenue	E14 2DW	6082324	
Flat 11	Bartholomew Court	10	Newport Avenue	E14 2DW	6082334	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
Flat 18	Bartholomew Court	10	Newport Avenue	E14 2DW	6082341	
Flat 21	Bartholomew Court	10	Newport Avenue	E14 2DW	6082344	
Flat 40	Bartholomew Court	10	Newport Avenue	E14 2DW	6082363	
Flat 7	Wingfield Court	4	Newport Avenue	E14 2DR	6355819	
Flat 8	Wingfield Court	4	Newport Avenue	E14 2DR	6355820	
Flat 10	Wingfield Court	4	Newport Avenue	E14 2DR	6355786	
Flat 15	Wingfield Court	4	Newport Avenue	E14 2DR	6355790	
Flat 22	Wingfield Court	4	Newport Avenue	E14 2DR	6355798	
Flat 25	Wingfield Court	4	Newport Avenue	E14 2DR	6355800	
Flat 28	Wingfield Court	4	Newport Avenue	E14 2DR	6355803	
Flat 31	Wingfield Court	4	Newport Avenue	E14 2DR	6355807	
Flat 37	Wingfield Court	4	Newport Avenue	E14 2DR	6355813	
Flat 5	Sail Court	15	Newport Avenue	E14 2DQ	6137985	
Flat 7	Sail Court	15	Newport Avenue	E14 2DQ	6137989	
Flat 14	Sail Court	15	Newport Avenue	E14 2DQ	6137946	
Flat 22	Sail Court	15	Newport Avenue	E14 2DQ	6137955	
Flat 24	Sail Court	15	Newport Avenue	E14 2DQ	6137957	
Flat 26	Sail Court	15	Newport Avenue	E14 2DQ	6137959	
Flat 27	Sail Court	15	Newport Avenue	E14 2DQ	6137960	
Flat 32	Sail Court	15	Newport Avenue	E14 2DQ	6137966	
Flat 36	Sail Court	15	Newport Avenue	E14 2DQ	6137970	
Flat 37	Sail Court	15	Newport Avenue	E14 2DQ	6137971	
Flat 42	Sail Court	15	Newport Avenue	E14 2DQ	6137977	
Flat 47	Sail Court	15	Newport Avenue	E14 2DQ	6137982	
Flat 48	Sail Court	15	Newport Avenue	E14 2DQ	6137983	
Flat 50	Sail Court	15	Newport Avenue	E14 2DQ	6137986	
Flat 51	Sail Court	15	Newport Avenue	E14 2DQ	6137987	
Flat 10	Keel Court	11	Newport Avenue	E14 2DT	6355835	
Flat 32	Keel Court	11	Newport Avenue	E14 2DT	6086234	
Flat 2	Sexton Court	9	Newport Avenue	E14 2DU	6355824	
Flat 5	Sexton Court	9	Newport Avenue	E14 2DU	6355832	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
Flat 35	Sexton Court	9	Newport Avenue	E14 2DU	6355827	
Flat 56	Explorers Court	5	Newport Avenue	E14 2EA	6361820	
Flat 67	Explorers Court	5	Newport Avenue	E14 2EB	6361831	
Flat 78	Explorers Court	5	Newport Avenue	E14 2EB	6361842	
Flat 88	Explorers Court	5	Newport Avenue	E14 2EB	6361852	
Flat 95	Explorers Court	5	Newport Avenue	E14 2EB	6361859	
Flat 97	Explorers Court	5	Newport Avenue	E14 2EB	6361861	
Flat 105	Explorers Court	5	Newport Avenue	E14 2EB	6361869	
Flat 106	Explorers Court	5	Newport Avenue	E14 2EB	6361870	
Flat 113	Explorers Court	5	Newport Avenue	E14 2EB	6361877	
Flat 120	Explorers Court	5	Newport Avenue	E14 2EB	6361884	
Flat 126	Explorers Court	5	Newport Avenue	E14 2EB	6361890	
		1	Paradise Path	SE28 8SP	10010223758	
		2	Paradise Path	SE28 8SP	10010223759	
		3	Paradise Path	SE28 8SP	10010223760	
		4	Paradise Path	SE28 8SP	10010223761	
		7	Paradise Path	SE28 8SP	10010223764	
		9	Paradise Path	SE28 8SP	10010223766	
		10	Paradise Path	SE28 8SP	10010223767	
		11	Paradise Path	SE28 8SP	10010223768	
		12	Paradise Path	SE28 8SP	10010223769	
		13	Paradise Path	SE28 8SP	10010223770	
		14	Paradise Path	SE28 8SP	10010223771	
		15	Paradise Path	SE28 8SP	10010223772	
		16	Paradise Path	SE28 8SP	10010223773	
		7	Pilgrims Mews	E14 2DJ	6082224	
		11	Pilgrims Mews	E14 2DJ	6082228	
		15	Pitfield Crescent	SE28 8RG	100020993946	
		19	Pitfield Crescent	SE28 8RG	100020993950	
		25	Pitfield Crescent	SE28 8RG	100020993956	
		12	Pollard Close	E16 1LG	46058434	
		13	Pollard Close	E16 1LG	46058435	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		14	Pollard Close	E16 1LG	46058436	
Flat 4	Studley Court	5	Prime Meridian Walk	E14 2DA	6082116	
Flat 5	Studley Court	5	Prime Meridian Walk	E14 2DA	6082117	
Flat 6	Studley Court	5	Prime Meridian Walk	E14 2DA	6082118	
Flat 15	Studley Court	5	Prime Meridian Walk	E14 2DA	6082127	
Flat 19	Studley Court	5	Prime Meridian Walk	E14 2DA	6082131	
Flat 23	Studley Court	5	Prime Meridian Walk	E14 2DA	6082135	
Flat 28	Studley Court	5	Prime Meridian Walk	E14 2DA	6082140	
Flat 29	Studley Court	5	Prime Meridian Walk	E14 2DA	6082141	
Flat 32	Studley Court	5	Prime Meridian Walk	E14 2DA	6082144	
Flat 34	Studley Court	5	Prime Meridian Walk	E14 2DA	6082146	
Flat 44	Studley Court	5	Prime Meridian Walk	E14 2DA	6082156	
Flat 45	Studley Court	5	Prime Meridian Walk	E14 2DA	6082157	
Flat 57	Studley Court	5	Prime Meridian Walk	E14 2DA	6082169	
Flat 58	Studley Court	5	Prime Meridian Walk	E14 2DA	6082170	
Flat 60	Studley Court	5	Prime Meridian Walk	E14 2DA	6082172	
Flat 62	Studley Court	5	Prime Meridian Walk	E14 2DA	6082174	
Flat 71	Studley Court	5	Prime Meridian Walk	E14 2DA	6082534	
Flat 72	Studley Court	5	Prime Meridian Walk	E14 2DA	6082535	
Flat 78	Studley Court	5	Prime Meridian Walk	E14 2DA	6082541	
Flat 81	Studley Court	5	Prime Meridian Walk	E14 2DA	6082544	
Flat 86	Studley Court	5	Prime Meridian Walk	E14 2DA	6082549	
Flat 90	Studley Court	5	Prime Meridian Walk	E14 2DA	6082505	
Flat 91	Studley Court	5	Prime Meridian Walk	E14 2DA	6143044	
		1	Shepherds Lane	SE28 0LQ	10010210737	
		4	Shepherds Lane	SE28 0LQ	10010210734	
		5	Shepherds Lane	SE28 0LQ	10010210738	
		5	Silver Birch Close	SE28 8RW	100021003528	
		7	Silver Birch Close	SE28 8RW	100021003530	
		14	Silver Birch Close	SE28 8RW	100021003537	
		6	Station Street	E16 2NE	46070438	
		10	Station Street	E16 2NE	46070442	
		5	Swansea Court	E16 2RT	10008999254	
		20	Swansea Court	E16 2RT	46081383	
		26	Tarling Road	E16 1HP	46073103	
		10	Teasel Crescent	SE28 0LP	10010210712	
		19	Teasel Crescent	SE28 0LP	10010210705	
		21	Teasel Crescent	SE28 0LP	10010210706	
		25	Teasel Crescent	SE28 0LP	10010210708	
		39	Teasel Crescent	SE28 0LP	10010210724	
		41	Teasel Crescent	SE28 0LP	10010210725	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		47	Teasel Crescent	SE28 0LP	10010210728	
		17A	Throckmorton Road	E16 3DN	46074284	
		2	Tideslea Path	SE28 0LX	10010211873	
		3	Tideslea Path	SE28 0LX	10010211874	
		4	Tideslea Path	SE28 0LX	10010211875	
		22	Tideslea Path	SE28 0LX	10010211892	
		24	Tideslea Path	SE28 0LX	10010211894	
		28	Tideslea Path	SE28 0LX	10010211898	
		39	Tideslea Path	SE28 0LY	10010211911	
		40	Tideslea Path	SE28 0LY	10010211912	
		45	Tideslea Path	SE28 0LY	10010211917	
		47	Tideslea Path	SE28 0LY	10010211919	
		53	Tideslea Path	SE28 0LY	10010211924	
		56	Tideslea Path	SE28 0LY	10010211926	
		59	Tideslea Path	SE28 0LY	10010211929	
		71	Tideslea Path	SE28 0LZ	10010222486	
		72	Tideslea Path	SE28 0LZ	10010222487	
		79	Tideslea Path	SE28 0LZ	10010213339	
		83	Tideslea Path	SE28 0LZ	10010222497	
		88	Tideslea Path	SE28 0LZ	10010222502	
		89	Tideslea Path	SE28 0LZ	10010222503	
		111	Tideslea Path	SE28 0NA	10010222526	
		112	Tideslea Path	SE28 0NA	10010222527	
		113	Tideslea Path	SE28 0NA	10010222528	
		123	Tideslea Path	SE28 0NA	10010222538	
		126	Tideslea Path	SE28 0NA	10010222541	
		128	Tideslea Path	SE28 0NA	10010222543	
		132	Tideslea Path	SE28 0NA	10010222547	
		211	Tideslea Path	SE28 0NH	10010212068	
		212	Tideslea Path	SE28 0NH	10010212069	
		216	Tideslea Path	SE28 0NH	10010212072	
		218	Tideslea Path	SE28 0NH	10010212131	
		222	Tideslea Path	SE28 0NH	10010212077	
		226	Tideslea Path	SE28 0NH	10010212081	
		234	Tideslea Path	SE28 0NH	10010212089	
		236	Tideslea Path	SE28 0NH	10010212091	
		27	Tor Grove	SE28 0LF	10010210538	
		29	Tor Grove	SE28 0LF	10010210540	
		33	Tor Grove	SE28 0LF	10010210545	
		36	Tor Grove	SE28 0LF	10010225070	
		9	Waldstock Road	SE28 8SF	100021013659	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		11	Waldstock Road	SE28 8SF	100021013661	
		15	Waldstock Road	SE28 8SF	100021013665	
		16	Waldstock Road	SE28 8SF	100021013666	
		17	Waldstock Road	SE28 8SF	100021013667	
		18	Waldstock Road	SE28 8SF	100021013668	
		19	Waldstock Road	SE28 8SF	100021013669	
		20	Waldstock Road	SE28 8SF	100021013670	
		21	Waldstock Road	SE28 8SF	100021013671	
		22	Waldstock Road	SE28 8SF	100021013672	
		26	Waldstock Road	SE28 8SF	100021013676	
		27	Waldstock Road	SE28 8SF	100021013677	
		28	Waldstock Road	SE28 8SF	100021013678	
		30	Waldstock Road	SE28 8SF	100021013680	
		34	Waldstock Road	SE28 8SF	100021013684	
		42	Waldstock Road	SE28 8SF	100021013692	
		43	Waldstock Road	SE28 8SF	100021013693	
		44	Waldstock Road	SE28 8SF	100021013694	
		46	Waldstock Road	SE28 8SF	100021013696	
		1	Wards Wharf Approach	E16 2EY	10008986215	
		6	Wards Wharf Approach	E16 2EY	10008986197	
		7	Wards Wharf Approach	E16 2EY	10008986198	
		8	Wards Wharf Approach	E16 2EY	10008986199	
		17	Wards Wharf Approach	E16 2EY	10008986208	
		22	Wards Wharf Approach	E16 2EY	10008986181	
		24	Wards Wharf Approach	E16 2EY	10008986183	
		26	Wards Wharf Approach	E16 2EY	10008986185	
		29	Wards Wharf Approach	E16 2EY	10008986188	
		32	Wards Wharf Approach	E16 2EY	10008986191	
		33	Wards Wharf Approach	E16 2EY	10008986192	
		36	Wards Wharf Approach	E16 2EY	10008986163	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		39	Wards Wharf Approach	E16 2EY	10008986166	
		43	Wards Wharf Approach	E16 2EY	10008986170	
		51	Wards Wharf Approach	E16 2EX	10008986178	
		56	Wards Wharf Approach	E16 2EX	10008986151	
		66	Wards Wharf Approach	E16 2EX	10008986161	
		76	Wards Wharf Approach	E16 2EX	10008986140	
		77	Wards Wharf Approach	E16 2EX	10008986141	
		81	Wards Wharf Approach	E16 2EX	10008986116	
		88	Wards Wharf Approach	E16 2EX	10008986124	
		96	Wards Wharf Approach	E16 2EX	10008983830	
		98	Wards Wharf Approach	E16 2EX	10008983832	
		99	Wards Wharf Approach	E16 2EX	10008983833	
		105	Wards Wharf Approach	E16 2EX	10008983839	
		112	Wards Wharf Approach	E16 2EX	10008986233	
		118	Wards Wharf Approach	E16 2ER	10008986239	
		122	Wards Wharf Approach	E16 2ER	10008986243	
		123	Wards Wharf Approach	E16 2ER	10008986244	
		124	Wards Wharf Approach	E16 2ER	10008986245	
		130	Wards Wharf Approach	E16 2ER	10008986251	
		135	Wards Wharf Approach	E16 2ER	10008986256	
		136	Wards Wharf Approach	E16 2ER	10008986257	
		142	Wards Wharf Approach	E16 2ER	10008986278	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		147	Wards Wharf Approach	E16 2ER	10008986283	
		163	Wards Wharf Approach	E16 2ER	10008986299	
		164	Wards Wharf Approach	E16 2ER	10008986300	
		167	Wards Wharf Approach	E16 2ER	10008986303	
		171	Wards Wharf Approach	E16 2ER	10008986307	
		1	Waterfield Close	SE28 8DD	100021014253	
		2	Waterfield Close	SE28 8DD	100021014254	
		4	Waterfield Close	SE28 8DD	100021014256	
		6	Waterfield Close	SE28 8DD	100021014258	
		13	Waterfield Close	SE28 8DD	100021014265	
		14	Waterfield Close	SE28 8DD	100021014266	
		15	Waterfield Close	SE28 8DD	100021014267	
		16	Waterfield Close	SE28 8DD	100021014268	
		23	Waterfield Close	SE28 8DD	100021014275	
		25	Waterfield Close	SE28 8DD	100021014277	
		27	Waterfield Close	SE28 8DD	100021014279	
		28	Waterfield Close	SE28 8DD	100021014280	
		29	Waterfield Close	SE28 8DD	100021014281	
		31	Waterfield Close	SE28 8DD	100021014283	
		32	Waterfield Close	SE28 8DD	100021014284	
		33	Waterfield Close	SE28 8DD	100021014285	
		34	Waterfield Close	SE28 8DD	100021014286	
		35	Waterfield Close	SE28 8DD	100021014287	
		36	Waterfield Close	SE28 8DD	100021014288	
		39	Waterfield Close	SE28 8DD	100021014291	
		40	Waterfield Close	SE28 8DD	100021014292	
		41	Waterfield Close	SE28 8DD	100021014293	
		42	Waterfield Close	SE28 8DD	100021014294	
		43	Waterfield Close	SE28 8DD	100021014295	
		44	Waterfield Close	SE28 8DD	100021014296	
		46	Waterfield Close	SE28 8DD	100021014298	
		48	Waterfield Close	SE28 8DD	100021014300	
		1	Waterside Close	SE28 0GT	10010211017	
		7	Waterside Close	SE28 0GT	10010211020	
		45	Waterside Close	SE28 0GT	10010211021	
		52	Waterside Close	SE28 0GS	10010210930	
		84	Waterside Close	SE28 0GS	10010210247	

Re-inspection Scheme						
Flat/door number	**Building name**	**Street number**	**Street name**	**Post Code**	**uprn**	**Further Info**
		101	Waterside Close	SE28 0GT	10010210981	
		103	Waterside Close	SE28 0GT	10010210982	
		126	Waterside Close	SE28 0GS	10010222610	
	Faraday Primary School		Trinity Buoy Wharf	E14 0FH	6179221	

Table A8.7: Buildings Eligible for Re-Inspection

APPENDIX 9
EXTRACT FROM PLANNING CONDITIONS

LBN/107(b)

17. Aircraft Take-Off and Land Times
Except in cases of immediate emergency to an aircraft and/or the persons on board, the Airport shall not be used for the taking off or landing of aircraft at any time other than between:
Weekdays
0630 and 2200 hours Monday to Friday; and
Bank Holidays and Public Holidays (with the exception of Christmas Day – see condition 27)
0900 and 2200 hours on Bank Holidays and Public Holidays; and
Saturdays
0630 and 1230 hours on Saturdays; and
Sundays
1230 hours and 2200 hours on Sundays.
Provided that these restrictions shall not prevent an aircraft which was scheduled to take off from or land at the Airport but which has suffered unavoidable operational delays, from taking off or landing at the Airport between 2200 and 2230 Sunday to Friday and 1230 to 1300 on Saturday and where that taking off or landing would not result in there being more than 400 Aircraft Movements at the Airport per calendar year outside the above permitted hours of operation comprising no more than 150 such movements in any consecutive three months.
Reason: In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

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

21. Maximum Permitted Noise Factored Aircraft Movements

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

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

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

22. Maximum Permitted Actual Aircraft Movements per hour as Timetabled

The scheduled number of Actual Aircraft Movements including business, commercial, charter and private Aircraft Movements shall not exceed 45 in total in any given hour.

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

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

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

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

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

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

24. Maximum Permitted Actual Aircraft Movement on Other Bank Holidays
In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date not referred to in sub-paragraph (d) to (j) (inclusive) of Condition 23 above, then the number of Aircraft Movements permissible on that date shall not exceed 330 unless otherwise agreed in writing by the Local Planning Authority but in any event shall not exceed 396.
Reason: In the interests of limiting the number of Aircraft Movements in order to safeguard the quality of life in the local area.

25. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0659 Mondays to Saturdays
The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 on any day.
Reason: In the interests of limiting the number of movements in and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

26. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0645 on Mondays to Saturdays
Notwithstanding the restriction on Actual Aircraft Movements between 0630 and 0659 hours, as set out by Condition 25 above, the total number of Actual Aircraft Movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 on any day.
Reason: In the interests of limiting the number of Aircraft Movements and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

27. Christmas Day Closure
The Airport shall be closed on Christmas Day each year for the use or operation or maintenance of aircraft or for passengers, with no Aircraft Movements and no Ground Running by aircraft engines.
Reason: In the interests of limiting the number of Aircraft Movements to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

APPENDIX 10
NUMBER OF AIRCRAFT OPERATING AT LCA

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
01/01/2024	88	-	132	-	16	123.5	742.5	44	-	619.0	0	0	2	6	0	-
02/01/2024	108	-	592	-	21			484	-		0	1	2	5	0	-
03/01/2024	109	-	592	-	19			483	-		1	2	1	4	0	-
04/01/2024	120	-	592	-	21			472	-		1	2	1	4	0	-
05/01/2024	120	-	592	-	22			472	-		0	1	2	5	0	-
06/01/2024	40	133	100	280	7			60	147		1	2	1	4	2	-
07/01/2024	93		200		17			107			-	-	-	-	1	-
08/01/2024	154	-	592	-	29	149.8	742.5	438	-	592.7	0	2	2	4	0	-
09/01/2024	135	-	592	-	25			457	-		1	5	1	1	0	-
10/01/2024	136	-	592	-	24			456	-		0	2	2	4	0	-
11/01/2024	144	-	592	-	26			448	-		1	3	1	3	0	-
12/01/2024	136	-	592	-	24			456	-		0	2	2	4	0	-
13/01/2024	33	117	100	280	6			67	163		0	0	2	6	0	-
14/01/2024	84		200		16			116			-	-	-	-	0	-
15/01/2024	157	-	592	-	29	143.5	742.5	435	-	599.0	0	3	2	3	1	-
16/01/2024	133	-	592	-	25			459	-		1	4	1	2	0	-
17/01/2024	126	-	592	-	23			466	-		0	4	2	2	1	-
18/01/2024	163	-	592	-	29			429	-		0	1	2	5	0	-
19/01/2024	152	-	592	-	27			440	-		0	0	2	6	0	-
20/01/2024	33	61	100	280	6			67	219		0	0	2	6	1	-
21/01/2024	28		200		6			172			-	-	-	-	0	-
22/01/2024	152	-	592	-	28	166.3	742.5	440	-	576.2	0	0	2	6	0	-
23/01/2024	146	-	592	-	27			446	-		0	4	2	2	0	-
24/01/2024	143	-	592	-	27			449	-		0	2	2	4	0	-
25/01/2024	156	-	592	-	30			436	-		1	5	1	1	0	-
26/01/2024	164	-	592	-	31			428	-		0	4	2	2	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
27/01/2024	38	126	100	280	7			62	154		0	1	2	5	1	-
28/01/2024	88		200		17			112			-	-	-	-	0	-
29/01/2024	171	-	592	-	33			421	-		0	6	2	0	0	-
30/01/2024	163	-	592	-	29			429	-		2	4	0	2	0	-
31/01/2024	154	-	592	-	28			438	-		0	6	2	0	0	31
01/02/2024	166	-	592	-	29	176.6	742.5	426	-	565.9	0	4	2	2	0	-
02/02/2024	176	-	592	-	32			416	-		0	4	2	2	0	-
03/02/2024	39	135	100	280	7			61	145		0	1	2	5	0	-
04/02/2024	96		200		18			104			-	-	-	-	0	-
05/02/2024	190	-	592	-	35			402	-		1	5	1	1	0	-
06/02/2024	173	-	592	-	32			419	-		1	5	1	1	0	-
07/02/2024	161	-	592	-	30			431	-		1	3	1	3	0	-
08/02/2024	180	-	592	-	33	190.2	742.5	412	-	552.3	0	2	2	4	0	-
09/02/2024	182	-	592	-	33			410	-		1	3	1	3	0	-
10/02/2024	54	152	100	280	9			46	128		1	2	1	4	3	-
11/02/2024	98		200		18			102			-	-	-	-	1	-
12/02/2024	160	-	592	-	30			432	-		1	5	1	1	0	-
13/02/2024	165	-	592	-	32			427	-		1	5	1	1	0	-
14/02/2024	154	-	592	-	30			438	-		1	4	1	2	0	-
15/02/2024	172	-	592	-	32	182.1	742.5	420	-	560.4	0	4	2	2	0	-
16/02/2024	168	-	592	-	32			424	-		0	4	2	2	0	-
17/02/2024	48	151	100	280	9			52	129		0	1	2	5	0	-
18/02/2024	103		200		19			97			-	-	-	-	0	-
19/02/2024	183	-	592	-	35			409	-		1	4	1	2	0	-
20/02/2024	164	-	592	-	29	185.7	742.5	428	-	556.8	1	5	1	1	0	-
21/02/2024	170	-	592	-	32			422	-		0	3	2	3	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
22/02/2024	186	-	592	-	34			406	-		0	3	2	3	0	-
23/02/2024	168	-	592	-	31			424	-		0	4	2	2	0	-
24/02/2024	46	147	100	280	8			54	133		0	2	2	4	2	-
25/02/2024	101		200		18			99			-	-	-	-	0	-
26/02/2024	198	-	592	-	35			394	-		2	5	0	1	0	-
27/02/2024	176	-	592	-	32			416	-		1	5	1	1	0	-
28/02/2024	176	-	592	-	33			416	-		0	3	2	3	0	-
29/02/2024	187	-	592	-	34	193.7	742.5	405	-	548.8	0	3	2	3	0	31
01/03/2024	178	-	592	-	33			414	-		0	1	2	5	1	-
02/03/2024	44	143	100	280	8			56	137		0	2	2	4	1	-
03/03/2024	99		200		19			101			-	-	-	-	0	-
04/03/2024	197	-	592	-	36			395	-		1	5	1	1	2	-
05/03/2024	190	-	592	-	35			402	-		1	5	1	1	0	-
06/03/2024	177	-	592	-	33			415	-		0	3	2	3	0	-
07/03/2024	185	-	592	-	35	197.8	742.5	407	-	544.7	0	3	2	3	0	-
08/03/2024	178	-	592	-	32			414	-		0	2	2	4	0	-
09/03/2024	51	145	100	280	10			49	135		0	1	2	5	1	-
10/03/2024	94		200		18			106			-	-	-	-	0	-
11/03/2024	198	-	592	-	36			394	-		2	3	0	3	0	-
12/03/2024	183	-	592	-	34			409	-		1	5	1	1	0	-
13/03/2024	183	-	592	-	33			409	-		1	5	1	1	0	-
14/03/2024	187	-	592	-	34	199.2	742.5	405	-	543.3	1	5	1	1	0	-
15/03/2024	180	-	592	-	33			412	-		0	1	2	5	0	-
16/03/2024	50	148	100	280	9			50	132		0	1	2	5	2	-
17/03/2024	98		200		18			102			-	-	-	-	0	-
18/03/2024	192	-	592	-	37	199.2	742.5	400	-	543.3	1	5	1	1	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
19/03/2024	191	-	592	-	36			401	-		1	4	1	2	0	-
20/03/2024	180	-	592	-	33			412	-		1	5	1	1	0	-
21/03/2024	198	-	592	-	36			394	-		0	5	2	1	0	-
22/03/2024	171	-	592	-	32			421	-		0	2	2	4	0	-
23/03/2024	44	137	100	280	8			56	143		1	1	1	5	2	-
24/03/2024	93		200		18			107			-	-	-	-	0	-
25/03/2024	192	-	592	-	36			400	-		1	5	1	1	0	-
26/03/2024	184	-	592	-	35			408	-		2	6	0	0	0	-
27/03/2024	166	-	592	-	32			426	-		1	5	1	1	0	-
28/03/2024	133	-	592	-	27	175.9	742.5	459	-	566.6	1	3	1	3	0	-
29/03/2024	121	-	164	-	21			43	-		0	0	2	6	0	-
30/03/2024	46	134	100	280	8			54	146		0	2	2	4	0	-
31/03/2024	88		200		17			112			-	-	-	-	0	22
01/04/2024	129	-	198	-	23			69	-		0	0	2	6	0	-
02/04/2024	166	-	592	-	32			426	-		0	3	2	3	0	-
03/04/2024	166	-	592	-	32			426	-		0	2	2	4	0	-
04/04/2024	161	-	592	-	32	173.9	742.5	431	-	568.6	1	3	1	3	0	-
05/04/2024	166	-	592	-	32			426	-		0	3	2	3	1	-
06/04/2024	30	119	100	280	5			70	161		1	1	1	5	1	-
07/04/2024	89		200		18			111			-	-	-	-	0	-
08/04/2024	178	-	592	-	33			414	-		1	4	1	2	0	-
09/04/2024	175	-	592	-	33			417	-		1	4	1	2	0	-
10/04/2024	170	-	592	-	32	187.6	742.5	422	-	554.9	0	1	2	5	0	-
11/04/2024	174	-	592	-	33			418	-		1	2	1	4	1	-
12/04/2024	173	-	592	-	32			419	-		0	6	2	0	0	-
13/04/2024	40	137	100	280	6			60	143		0	3	2	3	2	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
14/04/2024	97		200		18			103			-	-	-	-	0	-
15/04/2024	176	-	592	-	33			416	-		0	3	2	3	0	-
16/04/2024	187	-	592	-	35			405	-		0	2	2	4	0	-
17/04/2024	177	-	592	-	33			415	-		1	2	1	4	0	-
18/04/2024	190	-	592	-	35	191.4	742.5	402	-	551.1	1	4	1	2	0	-
19/04/2024	182	-	592	-	33			410	-		0	3	2	3	0	-
20/04/2024	39	129	100	280	6			61	151		0	2	2	4	1	-
21/04/2024	90		200		17			110			-	-	-	-	0	-
22/04/2024	183	-	592	-	34			409	-		0	5	2	1	1	-
23/04/2024	188	-	592	-	34			404	-		1	3	1	3	0	-
24/04/2024	182	-	592	-	34			410	-		0	1	2	5	0	-
25/04/2024	178	-	592	-	34	192.7	742.5	414	-	549.8	0	1	2	5	0	-
26/04/2024	184	-	592	-	34			408	-		1	4	1	2	0	-
27/04/2024	39	132	100	280	6			61	148		0	2	2	4	1	-
28/04/2024	93		200		17			107			-	-	-	-	0	
29/04/2024	187	-	592	-	34			405	-		1	4	1	2	0	-
30/04/2024	180	-	592	-	34			412	-		0	1	2	5	0	23
01/05/2024	162	-	592	-	30			430	-		0	1	2	5	0	-
02/05/2024	175	-	592	-	33	187.7	742.5	417	-	554.8	0	2	2	4	1	-
03/05/2024	173	-	592	-	34			419	-		0	3	2	3	1	-
04/05/2024	36	126	100	280	6			64	154		1	3	1	3	0	-
05/05/2024	90		200		16			110			-	-	-	-	0	-
06/05/2024	137	-	248	-	25			111	-		0	0	2	6	0	-
07/05/2024	182	-	592	-	34	182.6	742.5	410	-	559.9	2	3	0	3	0	-
08/05/2024	169	-	592	-	31			423	-		0	0	2	6	0	-
09/05/2024	178	-	592	-	34			414	-		1	3	1	3	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
10/05/2024	170	-	592	-	34			422	-		0	3	2	3	0	-
11/05/2024	40	145	100	280	7			60	135		1	2	1	4	1	-
12/05/2024	105		200		18			95			-	-	-	-	2	-
13/05/2024	193	-	592	-	34			399	-		0	4	2	2	1	-
14/05/2024	184	-	592	-	34			408	-		0	3	2	3	0	-
15/05/2024	181	-	592	-	34			411	-		0	2	2	4	0	-
16/05/2024	183	-	592	-	34	194.7	742.5	409	-	547.8	0	1	2	5	1	-
17/05/2024	180	-	592	-	34			412	-		1	4	1	2	0	-
18/05/2024	39	140	100	280	7			61	140		1	4	1	2	2	-
19/05/2024	101		200		17			99			-	-	-	-	1	-
20/05/2024	183	-	592	-	33			409	-		1	3	1	3	0	-
21/05/2024	190	-	592	-	34			402	-		0	3	2	3	0	-
22/05/2024	178	-	592	-	33			414	-		0	2	2	4	0	-
23/05/2024	192	-	592	-	35	193.6	742.5	400	-	548.9	1	4	1	2	1	-
24/05/2024	180	-	592	-	34			412	-		0	3	2	3	0	-
25/05/2024	39	138	100	280	8			61	142		0	4	2	2	2	-
26/05/2024	99		200		17			101			-	-	-	-	3	-
27/05/2024	132	-	230	-	24			98	-		0	0	2	6	0	-
28/05/2024	186	-	592	-	35			406	-		1	3	1	3	0	-
29/05/2024	179	-	592	-	34			413	-		0	2	2	4	0	-
30/05/2024	196	-	592	-	36	191.6	742.5	396	-	550.9	1	3	1	3	0	-
31/05/2024	184	-	592	-	35			408	-		0	2	2	4	0	33
01/06/2024	54	172	100	280	9			46	108		1	4	1	2	2	-
02/06/2024	118		200		19			82			-	-	-	-	1	-
03/06/2024	187	-	592	-	34	196.2	742.5	405	-	546.3	0	1	2	5	0	-
04/06/2024	182	-	592	-	34			410	-		0	1	2	5	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
05/06/2024	185	-	592	-	34			407	-		1	2	1	4	0	-
06/06/2024	186	-	592	-	36			406	-		0	1	2	5	1	-
07/06/2024	178	-	592	-	33			414	-		0	3	2	3	0	-
08/06/2024	40	144	100	280	7			60	136		1	5	1	1	4	-
09/06/2024	104		200		18			96			-	-	-	-	1	-
10/06/2024	184	-	592	-	33			408	-		0	1	2	5	0	-
11/06/2024	180	-	592	-	32			412	-		0	2	2	4	0	-
12/06/2024	193	-	592	-	35			399	-		0	1	2	5	0	-
13/06/2024	177	-	592	-	35	194.4	742.5	415	-	548.1	0	1	2	5	0	-
14/06/2024	174	-	592	-	33			418	-		0	2	2	4	1	-
15/06/2024	40	151	100	280	7			60	129		0	2	2	4	5	-
16/06/2024	111		200		19			89			-	-	-	-	1	-
17/06/2024	172	-	592	-	32			420	-		0	2	2	4	0	-
18/06/2024	173	-	592	-	31			419	-		0	1	2	5	0	-
19/06/2024	171	-	592	-	31			421	-		0	1	2	5	0	-
20/06/2024	181	-	592	-	34	184.4	742.5	411	-	558.1	1	1	1	5	0	-
21/06/2024	171	-	592	-	32			421	-		0	1	2	5	0	-
22/06/2024	44	150	100	280	8			56	130		2	2	0	4	5	-
23/06/2024	106		200		18			94			-	-	-	-	0	-
24/06/2024	169	-	592	-	32			423	-		1	2	1	4	1	-
25/06/2024	171	-	592	-	30			421	-		0	1	2	5	0	-
26/06/2024	163	-	592	-	30			429	-		0	0	2	6	0	-
27/06/2024	174	-	592	-	33	185.2	742.5	418	-	557.3	1	2	1	4	0	-
28/06/2024	175	-	592	-	33			417	-		0	1	2	5	1	-
29/06/2024	48	163	100	280	8			52	117		0	3	2	3	4	-
30/06/2024	115		200		18			85			-	-	-	-	1	52

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
01/07/2024	172	-	592	-	32	181.8	742.5	420	-	560.7	0	3	2	3	1	-
02/07/2024	159	-	592	-	30			433	-		0	1	2	5	0	-
03/07/2024	159	-	592	-	30			433	-		0	0	2	6	0	-
04/07/2024	179	-	592	-	33			413	-		0	0	2	6	0	-
05/07/2024	167	-	592	-	32			425	-		0	1	2	5	3	-
06/07/2024	38	145	100	280	7			62	135		0	1	2	5	5	-
07/07/2024	107		200		18			93			-	-	-	-	4	-
08/07/2024	172	-	592	-	32	178.6	742.5	420	-	563.9	0	3	2	3	1	-
09/07/2024	169	-	592	-	31			423	-		1	1	1	5	1	-
10/07/2024	154	-	592	-	29			438	-		0	0	2	6	1	-
11/07/2024	176	-	592	-	32			416	-		0	1	2	5	0	-
12/07/2024	158	-	592	-	30			434	-		0	1	2	5	2	-
13/07/2024	41	140	100	280	8			59	140		0	3	2	3	5	-
14/07/2024	99		200		16			101			-	-	-	-	0	-
15/07/2024	160	-	592	-	31	174.0	742.5	432	-	568.5	0	0	2	6	2	-
16/07/2024	153	-	592	-	29			439	-		0	1	2	5	0	-
17/07/2024	161	-	592	-	30			431	-		0	1	2	5	0	-
18/07/2024	173	-	592	-	33			419	-		0	1	2	5	2	-
19/07/2024	146	-	592	-	29			446	-		1	2	1	4	3	-
20/07/2024	35	129	100	280	7			65	151		0	3	2	3	3	-
21/07/2024	94		200		16			106			-	-	-	-	3	-
22/07/2024	153	-	592	-	28	174.4	742.5	439	-	568.1	0	0	2	6	0	-
23/07/2024	159	-	592	-	30			433	-		1	2	1	4	2	-
24/07/2024	159	-	592	-	30			433	-		0	0	2	6	0	-
25/07/2024	158	-	592	-	30			434	-		0	2	2	4	1	-
26/07/2024	164	-	592	-	32			428	-		0	1	2	5	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
27/07/2024	43	145	100	280	8			57	135		0	4	2	2	3	-
28/07/2024	102		200		17			98			-	-	-	-	0	-
29/07/2024	160	-	592	-	30			432	-		1	2	1	4	1	-
30/07/2024	152	-	592	-	28			440	-		0	1	2	5	0	-
31/07/2024	146	-	592	-	29			446	-		0	1	2	5	0	87
01/08/2024	144	-	592	-	28	168.2	742.5	448	-	574.3	0	2	2	4	0	-
02/08/2024	148	-	592	-	29			444	-		0	0	2	6	0	-
03/08/2024	38	133	100	280	7			62	147		1	6	1	0	3	-
04/08/2024	95		200		17			105			-	-	-	-	2	-
05/08/2024	154	-	592	-	29			438	-		0	1	2	5	0	-
06/08/2024	149	-	592	-	28			443	-		0	1	2	5	0	-
07/08/2024	143	-	592	-	28			449	-		0	1	2	5	0	-
08/08/2024	158	-	592	-	31	173.1	742.5	434	-	569.4	0	0	2	6	0	-
09/08/2024	163	-	592	-	31			429	-		0	2	2	4	2	-
10/08/2024	38	142	100	280	7			62	138		1	5	1	1	2	-
11/08/2024	104		200		18			96			-	-	-	-	1	-
12/08/2024	160	-	592	-	30			432	-		0	2	2	4	1	-
13/08/2024	135	-	592	-	27			457	-		0	2	2	4	0	-
14/08/2024	138	-	592	-	27			454	-		0	0	2	6	0	-
15/08/2024	155	-	592	-	30	171.1	742.5	437	-	571.4	0	1	2	5	1	-
16/08/2024	160	-	592	-	31			432	-		0	2	2	4	2	-
17/08/2024	39	149	100	280	7			61	131		0	4	2	2	1	-
18/08/2024	110		200		19			90			-	-	-	-	2	-
19/08/2024	155	-	592	-	30			437	-		0	2	2	4	0	-
20/08/2024	149	-	592	-	28	172.5	742.5	443	-	570.0	0	3	2	3	0	-
21/08/2024	138	-	592	-	27			454	-		0	1	2	5	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
22/08/2024	160	-	592	-	31			432	-		0	1	2	5	0	-
23/08/2024	163	-	592	-	32			429	-		0	2	2	4	0	-
24/08/2024	41	150	100	280	7			59	130		1	3	1	3	2	-
25/08/2024	109		200		18			91			-	-	-	-	1	-
26/08/2024	143	-	230	-	26			87	-		0	0	2	6	1	-
27/08/2024	152	-	592	-	30			440	-		0	3	2	3	0	-
28/08/2024	157	-	592	-	30			435	-		0	1	2	5	0	-
29/08/2024	179	-	592	-	34	175.3	742.5	413	-	567.2	0	2	2	4	2	-
30/08/2024	158	-	592	-	31			434	-		1	3	1	3	0	-
31/08/2024	43	142	100	280	8			57	138		1	5	1	1	2	96
01/09/2024	99		200		17			101			-	-	-	-	1	-
02/09/2024	178	-	592	-	33			414	-		0	2	2	4	0	-
03/09/2024	176	-	592	-	32			416	-		0	3	2	3	0	-
04/09/2024	182	-	592	-	33			410	-		0	2	2	4	1	-
05/09/2024	177	-	592	-	33	179.2	742.5	415	-	563.3	0	2	2	4	0	-
06/09/2024	125	-	592	-	24			467	-		0	1	2	5	1	-
07/09/2024	47	141	100	280	9			53	139		1	5	1	1	3	-
08/09/2024	94		200		15			106			-	-	-	-	1	-
09/09/2024	184	-	592	-	33			408	-		0	2	2	4	0	-
10/09/2024	172	-	592	-	31			420	-		0	0	2	6	0	-
11/09/2024	177	-	592	-	33			415	-		0	0	2	6	1	-
12/09/2024	181	-	592	-	34	191.8	742.5	411	-	550.7	0	3	2	3	0	-
13/09/2024	176	-	592	-	35			416	-		0	2	2	4	0	-
14/09/2024	41	147	100	280	8			59	133		1	2	1	4	3	-
15/09/2024	106		200		18			94			-	-	-	-	0	-
16/09/2024	185	-	592	-	35	194.4	742.5	407	-	548.1	0	4	2	2	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
17/09/2024	184	-	592	-	34			408	-		0	2	2	4	0	-
18/09/2024	176	-	592	-	34			416	-		0	1	2	5	0	-
19/09/2024	181	-	592	-	34			411	-		0	0	2	6	0	-
20/09/2024	170	-	592	-	32			422	-		0	3	2	3	0	-
21/09/2024	39	147	100	280	8			61	133		0	4	2	2	2	-
22/09/2024	108		200		18			92			-	-	-	-	0	-
23/09/2024	190	-	592	-	35			402	-		0	2	2	4	0	-
24/09/2024	176	-	592	-	33			416	-		0	3	2	3	0	-
25/09/2024	184	-	592	-	34			408	-		0	2	2	4	0	-
26/09/2024	180	-	592	-	33	192.8	742.5	412	-	549.7	0	4	2	2	1	-
27/09/2024	170	-	592	-	33			422	-		0	3	2	3	0	-
28/09/2024	38	141	100	280	7			62	139		1	5	1	1	2	-
29/09/2024	103		200		18			97			-	-	-	-	0	-
30/09/2024	182	-	592	-	34			410	-		0	1	2	5	0	84
01/10/2024	179	-	592	-	34			413	-		0	3	2	3	0	-
02/10/2024	176	-	592	-	34			416	-		0	1	2	5	2	-
03/10/2024	186	-	592	-	35	197.9	742.5	406	-	544.6	0	3	2	3	0	-
04/10/2024	173	-	592	-	35			419	-		0	4	2	2	0	-
05/10/2024	49	152	100	280	8			51	128		1	6	1	0	5	-
06/10/2024	103		200		18			97			-	-	-	-	0	-
07/10/2024	179	-	592	-	33			413	-		0	3	2	3	0	-
08/10/2024	178	-	592	-	33			414	-		0	3	2	3	0	-
09/10/2024	186	-	592	-	34	196.0	742.5	406	-	546.5	1	3	1	3	0	-
10/10/2024	186	-	592	-	35			406	-		0	0	2	6	1	-
11/10/2024	189	-	592	-	34			403	-		1	1	1	5	0	-
12/10/2024	41	156	100	280	7			59	124		1	5	1	1	3	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
13/10/2024	115		200		19			85			-	-	-	-	0	-
14/10/2024	184	-	592	-	34			408	-		0	1	2	5	0	-
15/10/2024	174	-	592	-	33			418	-		0	1	2	5	0	-
16/10/2024	177	-	592	-	33			415	-		0	2	2	4	0	-
17/10/2024	176	-	592	-	34	187.6	742.5	416	-	554.9	0	2	2	4	0	-
18/10/2024	144	-	592	-	28			448	-		0	1	2	5	1	-
19/10/2024	45	147	100	280	8			55	133		0	4	2	2	4	-
20/10/2024	102		200		18			98			-	-	-	-	2	-
21/10/2024	189	-	592	-	35			403	-		0	2	2	4	1	-
22/10/2024	184	-	592	-	35			408	-		0	1	2	5	0	-
23/10/2024	155	-	592	-	28			437	-		0	2	2	4	0	-
24/10/2024	173	-	592	-	34	187.6	742.5	419	-	554.9	0	2	2	4	0	-
25/10/2024	160	-	592	-	31			432	-		0	1	2	5	1	-
26/10/2024	44	141	100	280	7			56	139		0	2	2	4	5	-
27/10/2024	97		200		18			103			-	-	-	-	0	-
28/10/2024	168	-	592	-	32			424	-		0	2	2	4	0	-
29/10/2024	165	-	592	-	31			427	-		0	3	2	3	0	-
30/10/2024	172	-	592	-	32			420	-		0	2	2	4	0	-
31/10/2024	171	-	592	-	33	185.7	742.5	421	-	556.8	0	3	2	3	0	66
01/11/2024	165	-	592	-	31			427	-		0	3	2	3	0	-
02/11/2024	48	149	100	280	8			52	131		0	1	2	5	1	-
03/11/2024	101		200		19			99			-	-	-	-	0	-
04/11/2024	177	-	592	-	33			415	-		0	1	2	5	0	-
05/11/2024	169	-	592	-	31	179.1	742.5	423	-	563.4	0	4	2	2	0	-
06/11/2024	127	-	592	-	25			465	-		0	1	2	5	0	-
07/11/2024	174	-	592	-	32			418	-		0	2	2	4	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
08/11/2024	178	-	592	-	32			414	-		0	1	2	5	0	-
09/11/2024	43	145	100	280	8			57	135		0	1	2	5	1	-
10/11/2024	102		200		18			98			-	-	-	-	0	-
11/11/2024	185	-	592	-	34			407	-		1	4	1	2	0	-
12/11/2024	169	-	592	-	32			423	-		0	2	2	4	0	-
13/11/2024	174	-	592	-	32			418	-		1	5	1	1	0	-
14/11/2024	186	-	592	-	34	190.7	742.5	406	-	551.8	0	2	2	4	0	-
15/11/2024	177	-	592	-	32			415	-		0	1	2	5	0	-
16/11/2024	46	147	100	280	9			54	133		1	2	1	4	1	-
17/11/2024	101		200		18			99			-	-	-	-	0	-
18/11/2024	179	-	592	-	33			413	-		0	2	2	4	2	-
19/11/2024	172	-	592	-	30			420	-		0	2	2	4	1	-
20/11/2024	176	-	592	-	32			416	-		0	0	2	6	0	-
21/11/2024	181	-	592	-	35	175.7	742.5	411	-	566.8	0	2	2	4	1	-
22/11/2024	176	-	592	-	33			416	-		0	2	2	4	0	-
23/11/2024	39	65	100	280	7			61	215		0	1	2	5	1	-
24/11/2024	26		200		5			174			-	-	-	-	1	-
25/11/2024	182	-	592	-	33			410	-		1	2	1	4	2	-
26/11/2024	164	-	592	-	30			428	-		0	2	2	4	0	-
27/11/2024	164	-	592	-	30			428	-		1	3	1	3	0	-
28/11/2024	171	-	592	-	32	182.2	742.5	421	-	560.3	0	1	2	5	0	-
29/11/2024	164	-	592	-	31			428	-		0	1	2	5	0	-
30/11/2024	45	148	100	280	8			55	132		0	1	2	5	3	55
01/12/2024	103		200		18			97			-	-	-	-	0	-
02/12/2024	177	-	592	-	33	174.0	742.5	415	-	568.5	0	4	2	2	0	-
03/12/2024	167	-	592	-	31			425	-		0	3	2	3	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
04/12/2024	179	-	592	-	32			413	-		0	3	2	3	0	-
05/12/2024	172	-	592	-	32			420	-		0	2	2	4	1	-
06/12/2024	161	-	592	-	30			431	-		0	0	2	6	0	-
07/12/2024	22	91	100	280	4			78	189		1	1	1	5	1	-
08/12/2024	69		200		12			131			-	-	-	-	0	-
09/12/2024	185	-	592	-	34			407	-		0	1	2	5	0	-
10/12/2024	168	-	592	-	31			424	-		0	2	2	4	0	-
11/12/2024	173	-	592	-	31			419	-		0	2	2	4	0	-
12/12/2024	177	-	592	-	33	189.6	742.5	415	-	552.9	0	2	2	4	0	-
13/12/2024	184	-	592	-	33			408	-		0	2	2	4	0	-
14/12/2024	56	161	100	280	10			44	119		0	1	2	5	3	-
15/12/2024	105		200		18			95			-	-	-	-	0	-
16/12/2024	161	-	592	-	30			431	-		0	4	2	2	0	-
17/12/2024	150	-	592	-	27			442	-		0	3	2	3	0	-
18/12/2024	142	-	592	-	26			450	-		0	1	2	5	0	-
19/12/2024	154	-	592	-	29	170.2	742.5	438	-	572.3	0	0	2	6	0	-
20/12/2024	171	-	592	-	32			421	-		0	1	2	5	1	-
21/12/2024	50	138	100	280	10			50	142		0	1	2	5	3	-
22/12/2024	88		200		16			112			-	-	-	-	0	-
23/12/2024	150	-	592	-	29			442	-		0	1	2	5	1	-
24/12/2024	114	-	592	-	20			478	-		0	3	2	3	0	-
25/12/2024	0	-	0	-	0			0	-		-	-	-	-	0	-
26/12/2024	96	-	100	-	17	100.9	742.5	4	-	641.6	0	0	2	6	0	-
27/12/2024	83	-	592	-	18			509	-		0	0	2	6	0	-
28/12/2024	34	83	100	280	7			66	197		0	0	2	6	7	-
29/12/2024	49		200		10			151			-	-	-	-	4	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements[2]	
								Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon	3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Day	Week-end	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	
30/12/2024	126	-	592	-	23			466	-		0	1	2	5	0	-
31/12/2024	117	-	592	-	22			475	-		0	1	2	5	0	60
01/01/2025	-	-	-	-	-			-	-		-	-	-	-	-	-
02/01/2025	-	-	-	-	-	44.8	742.5	-	-	697.7	-	-	-	-	-	-
03/01/2025	-	-	-	-	-			-	-		-	-	-	-	-	-
04/01/2025	-	-	-	-	-			-	-		-	-	-	-	-	-
05/01/2025	-		-		-			-			-	-	-	-	-	-
Annual Total	**50,880**		**111,000**		**9,429**		**22,000**	**60,120**		**12,571**	**89**	**719**	**-**	**-**	**218**	**-**

Annual
Performance
Report 2024

Annex 3
Aircraft Noise Categorisation Scheme (ANCS) Report

LONDON CITY AIRPORT

Bickerdike
Allen
Partners
Architecture
Acoustics
Technology

LONDON CITY AIRPORT

AIRCRAFT NOISE CATEGORISATION SCHEME (ANCS) REPORT 2024

Report to

London City Airport
The Royal Docks
London E16 2PB

A11327_05_RP073_2.0
16 April 2025

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Bickerdike Allen Partners LLP is an integrated practice of Architects, Acousticians, and Construction Technologists, celebrating over 60 years of continuous practice.

Architects: Design and project management services which cover all stages of design, from feasibility and planning through to construction on site and completion.

Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

Contents

Page No.

1.0 INTRODUCTION

The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretary of State for Communities and Local Government and the Secretary of State for Transport in July 2016 following an appeal and public inquiry which was held in March and April 2016.

Condition 18 of the permission required a new Aircraft Noise Categorisation Scheme (ANCS) to be submitted to and approved by the Local Planning Authority (LPA) prior to the first beneficial use of the development. The ANCS was approved in December 2017 and implemented in January 2018.

Condition 19 of the permission requires the ANCS to be reviewed periodically. Following its first four years of operation, the ANCS was reviewed in 2022 and an update to the scheme was approved by the LPA. This came into effect from April 2022 and resulted in changes to the procedure used to determine the Quota Count (QC) values of jet aircraft and formalisation of the procedure for light propeller aircraft.

Condition 19 also requires that "*a report shall be submitted to the local planning authority annually on 1 June or the first working day thereafter as part of the Annual Performance Report on the performance and/or compliance with the approved Aircraft Noise Categorisation Scheme during the previous calendar year*".

To satisfy this condition, the ANCS states that "*A report will also be produced as part of the Annual Performance Report that records the results of the assessments undertaken as part of the quota count regime, including but not limited to:-*

- *The quota counts used for each aircraft type during the calendar year in question;*
- *The total annual quota arising from aircraft operations during the calendar year;*
- *The results of noise monitoring undertaken during the calendar year, expressed for each aircraft and airline as averages in relation to sideline, flyover and approach noise levels as determined in accordance with Section 3.1 above;*
- *The quota counts to be used for each aircraft for the forthcoming calendar year; and*
- *The expected total annual quota for the forthcoming year.*"

This report covers the items listed above for 2024.

2.0 QUOTA COUNT CLASSIFICATION SYSTEM

The ANCS uses a Quota Count (QC) classification system which, in the case of departure noise, is based on official noise certification data derived from measurements made on actual aircraft which have been conducted in accordance with the International Civil Aviation Organisation (ICAO) certification process.

A similar noise certification process exists for civil aircraft on approach, but this is based on operations at a glide slope of 3 degrees, not 5.5 degrees as used at LCA. To account for this difference, the AEDT[1] software has been used to compute, at the approach noise certification point[2], the difference in noise level between a 3 degree and a 5.5 degree glide slope using the AEDT in-built aircraft database. This difference is then applied to the noise certification data to estimate a certification value based on a glide slope of 5.5 degrees.

Whereas this method for approach noise levels provides a reasonable correlation with measurements of turbofan aircraft at LCA, it does not reflect well the noisiness of turboprop aircraft on steeper approaches. As a result, measured data at LCA has been used to validate the turboprop aircraft types within the AEDT model to achieve a reasonable correlation between prediction of approach noise at the noise certification point and measurement.

The ANCS uses manufacturers' noise certification data to categorise aircraft and allocate a specific 'QC score' to each aircraft type permitted to fly into and out of the airport. Each aircraft has a certificated 'sideline', 'flyover' and 'approach' noise level. These are described in Appendix 1.

Each aircraft in operation at the airport is allocated a separate QC score for arrival and departure operations, based on its certificated noise levels (adjusted to reflect the approach glide slope used at LCA), and categorised into 1 dB bands (rather than 3 dB bands as is the case in most other QC schemes). The QC classification bands are set out in Table 1 below. As an example, the ANCS would allocate a QC score of 0.4 to an aircraft departure or arrival in a noise band range of 87.0 dB to 87.9 dB and a QC score of 0.1 to a quieter aircraft departure or arrival in a noise band range of 81.0 dB to 81.9 dB.

[1] The term AEDT throughout this document refers to the Aviation Environmental Design Tool version 3d, produced by the Federal Aviation Administration.

[2] 2.0 km from runway threshold.

Noise Level Band[3], EPNdB	Quota Count (QC) Classification	Noise Level Band[3], EPNdB	Quota Count (QC) Classification
90 – 90.9	0.8	78 – 78.9	0.05
89 – 89.9	0.63	77 – 77.9	0.04
88 – 88.9	0.5	76 – 76.9	0.0315
87 – 87.9	0.4	75 – 75.9	0.025
86 – 86.9	0.315	74 – 74.9	0.002
85 – 85.9	0.25	73 – 73.9	0.016
84 – 84.9	0.2	72 – 72.9	0.0125
83 – 83.9	0.16	71 – 71.9	0.01
82 – 82.9	0.125	70 – 70.9	0.008
81 – 81.9	0.1	69 – 69.9	0.0063
80 – 80.9	0.08	68 – 68.9	0.005
79 – 79.9	0.063		

Table 1: Aircraft Noise Classifications

(NB. This classification system is a modification and extension of that operated by the designated airports in their Night Noise Quota Count System)

[3] Aircraft operations falling in noise level bands above those presented would not be permitted to operate at LCA as a result of the need to comply with the noise certification level limits within the scheme.

2.1 Derivation of Noise Certification Levels - Departures

Under regulations laid out by the European Commission[4], all aircraft of the types used at LCA are required to hold a certificate that sets out the noise certification levels for the aircraft and states the weight at which the aircraft was certificated (a higher weight typically corresponds with a higher noise level).

The sideline and flyover noise levels on the noise certificate are used to describe the noise of departing aircraft for all aircraft other than light propeller aircraft. Noise certification data for a given aircraft type can exist at a variety of different take-off weights. In addition, some aircraft of a given type are fitted with modified (quieter) engines and are certificated accordingly. As a result of this, the selection of noise certification levels for an individual aircraft shall be based on:-

i. the sideline and flyover departure noise values set out on the noise certificate for the individual aircraft; or

ii. the values set out in the EASA[5] database for the specific aircraft type[6] accounting for the permitted Maximum Take-Off Weight (MTOW) of that aircraft at LCA. If no entry in the database is available for the specific aircraft at this MTOW, the entry for the next highest MTOW will be used; or

iii. under exceptional circumstances, evidence presented to LBN which demonstrates to their satisfaction, confirmed in writing, that the aircraft is capable of operating at its permitted MTOW at LCA within the noise constraints applicable at the airport.

Appendix 1 sets out how to derive the Departure Noise Level from the sideline and flyover noise certification values to enable a QC classification to be derived from Table 1. Appendix 2 provides the QC values that are assumed for each aircraft type where no noise certificate is available.

[4] Commission Regulation (EU) 748/2012

[5] European Aviation Safety Agency *Aircraft type certificate data sheets*, [Online], Available: http://www.easa.europa.eu/certification/type-certificates/aircraft.php [12/02/2024].

[6] This relates to the noise certification levels given for the aircraft at a MTOW in the EASA database that equals the average of the maximum take-off weights specified for that aircraft type.

2.2 Derivation of Noise Certification Levels - Arrivals

The approach noise levels on the noise certificate are used to describe the noise of arriving aircraft for all aircraft other than light propeller aircraft. This certificated noise level requires modification. This is because the certificated noise level appearing on the certificate is measured based on a glide slope of 3 degrees, whereas 5.5 degrees is used at LCA. This steeper approach is required to keep aircraft higher for longer for obstacle avoidance.

To account for this difference, the AEDT software is used to compute the approach noise level based on both a 3 degree and a 5.5 degree glide slope. The AEDT software contains an in-built database of aircraft types, flight, thrust and noise parameters. This database of information has been developed in consultation with aircraft manufacturers.

This computational method provides good correlation with measurements of turbofan aircraft at the different glide slopes; however it does not accurately reflect the noisiness of turboprop aircraft on steeper approaches. Data measured with noise monitors at LCA is therefore used to validate the turboprop aircraft types within AEDT.

The approach noise level for a given type of turbofan aircraft is derived by modelling the aircraft in AEDT using the matching or recommended built-in aircraft database entry at the approach noise certification point described in ICAO Annex 16[7]. This is done separately with a glide slope of 3 degrees and 5.5 degrees and the difference computed. This difference is then applied to the certificated (3 degree) approach noise level of the individual aircraft, obtained using the same criteria as for departing aircraft. The resulting value is equivalent to the noise certification level for that given turbofan aircraft type for a 5.5 degrees approach.

The approach noise level for a given type of turboprop aircraft is derived by firstly adjusting the noise profile of the most appropriate aircraft type within the AEDT to best match the approach noise level measured at LCA during a 5.5 degree approach. This aircraft type is then modelled with a glide slope of 5.5 degrees using the AEDT to derive the noise value at the approach noise certification point described in ICAO Annex 16. This resulting value is used as the approach noise certification level for that given turboprop aircraft type for the purposes of quota count classification. Appendix 1 sets out how to derive the Arrival Noise Level from the approach noise level to enable a QC classification to be derived from Table 1. Appendix 2 provides the assumed QC values used where no noise certificate is available, based on the EASA database.

[7] Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise

2.3 Derivation of Noise Certification Levels – Light Propeller Aircraft

Light propeller aircraft are not subject to the same measurements as part of the certification process and therefore comparable certificated noise levels are not available. For these aircraft the following procedure is followed to estimate the certificated noise levels:

i. Determine the reference aircraft, being the lightest propeller aircraft for which suitable measurements operating at LCA are available and which is subject to the ICAO Chapter 4 certification tests.

ii. Compare the measured EPNdB noise levels taken by the LCA NMTs with those for the reference aircraft, separately for sideline (NMTs 1-4), flyover (NMTs 5 6) and approach (NMTs 5-6).

iii. Use these difference to estimate the sideline, flyover and approach noise levels for the light propeller aircraft by comparing with noise certificates for the reference aircraft.

These estimated noise levels are then used to confirm that the aircraft meets the maximum noise limits. Light propeller aircraft are then treated as turboprop aircraft for the purposes of determining the arrival noise level and departure noise level.

3.0 QUOTA COUNT BUDGET

3.1 Quota Count Period

The quota count period applies throughout the operational hours of the airport as specified in the airport's entry given in the UK AIP[8]. For the purposes of an annual assessment of the quota count, the calendar year applies.

3.2 Quota Count Budget

LCA are required to operate within an overall noise quota budget set out in the ANCS, which limits the number of annual flight movements. Each aircraft landing or taking-off counts towards the overall quota budget at the airport. The noisier the aircraft type, the higher its QC score and the more it counts towards the total budget, resulting in fewer permitted flights within the limit. The use of 1 dB bands means that even a small reduction in noise levels may result in a lower QC score, thereby incentivising the use of quieter aircraft. Performance against the quota budget is calculated by multiplying the number of departures and arrivals by the respective QC scores for an aircraft and adding together the totals for each aircraft using the airport. All aircraft operating at LCA are included in the quota, other than those engaged in training, positioning, aircraft testing and/or evaluation.

The quota count budget is:

i) 22,000 per calendar year; and

ii) 742.5 in any one week

Each year's total quota count will be determined based on the schedule of actual aircraft movements for the year and established QC scores. The results will be compared against LCA's permitted noise quota budget as specified in i) and ii) above.

3.3 2024 QC Assessment

The QC score has been calculated for each aircraft movement during 2024. Totals for each day and week are presented in Appendix 3. These show that the airport has operated within its quota budget of 742.5 per week during this period.

[8] The UK Aeronautical Information Publication, NATS Aeronautical Information Service https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/

Table 2 presents the total QC score for 2024, broken down by aircraft type. This shows that the airport has operated within its quota budget of 22,000 for 2024.

Aircraft Type	Average QC Score[1]		2024 Total Mvts		2024 Quota Count[2]		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
Airbus A221	0.031	0.138	2,655	2,654	84	366	450
ATR 72	0.250	0.100	851	852	213	85	298
Dash 8-400	0.125	0.100	1,619	1,620	202	162	364
Dornier 328JET	0.016	0.125	167	167	3	21	24
Embraer E190	0.050	0.392	18,104	18,099	905	7,103	8,009
Embraer E190-E2	0.040	0.100	466	466	19	47	65
General Aviation: Jet Aircraft	0.025	0.113	1,573	1,571	40	177	217
General Aviation: Non-Jet Aircraft	0.244	0.083	8	8	2	1	3
TOTAL			**25,443**	**25,437**	**1,467**	**7,961**	**9,429**

[1] Some aircraft types can have different departure QC scores depending on the specific aircraft flown. Average QC score for each aircraft type has been rounded to three decimal places.

[2] QC totals rounded to nearest whole number. Overall totals are sum of unrounded values.

Table 2: 2024 QC Assessment

3.4 2025 QC Forecast

Based on the forecast provided by LCA, a predicted QC total for 2025 has been computed. An assumed QC score has been assigned to each aircraft operating at LCA and used to compute a predicted QC total for 2025.

Aircraft Type	Assumed QC Score		2025 Forecast Movements[1]		2025 Forecast Quota Count[2]		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
Airbus A221	0.031	0.138	2,872	2,872	90	396	487
ATR 72	0.250	0.100	1,212	1,212	303	121	424
Dash 8-400	0.125	0.100	1,368	1,368	171	137	308
Dornier 328JET	0.016	0.125	68	68	1	9	10
Embraer E190	0.050	0.392	19,000	19,000	950	7,457	8,407
Embraer E190-E2	0.040	0.100	660	660	26	66	92
Embraer E195-E2	0.040	0.125	20	20	1	3	3
General Aviation: Jet Aircraft	0.025	0.113	1,573	1,571	40	177	217
General Aviation: Non-Jet Aircraft	0.244	0.083	8	8	2	1	3
TOTAL			**26,781**	**26,779**	**1,585**	**8,365**	**9,950**

[1] Forecast annual totals are derived from a summer forecast provided by LCA. Therefore, arrival and departure totals may not match exactly. General Aviation forecast movements are based on 2024 activity.

[2] QC totals are rounded to nearest whole number. Overall totals are sum of unrounded values.

Table 3: 2025 QC Prediction

The above calculation shows that in 2025 the airport is predicted to be under the QC budget of 22,000.

4.0 NOISE MONITORING

4.1 Aircraft Noise Measurement

The airport's noise monitoring system records the noise levels in terms of Effective Perceived Noise Level (EPNL) during aircraft departures and landings at six locations (NMTs 1 to 6) shown in Figure 1.

Figure 1: Location of NMTs 1-6

This data is reviewed on an annual basis to establish for each aircraft type, separately for each airline, the following information:

- the average annual SIDELINE[9] departure noise level (in EPNdB), from NMTs 1 to 4,
- the average annual FLYOVER departure noise level (in EPNdB), from NMTs 5 and 6,
- the average annual APPROACH noise level (in EPNdB), from NMTs 5 and 6.

4.1.1 Calibration Details

The sound level meter and microphone systems that comprise the NMTs are calibrated by a UKAS accredited institution every two years as a minimum, in accordance with ISO 20906:2009/Amd.1:2013 "*Acoustics – Unattended monitoring of aircraft sound in the vicinity of airports*".

4.1.2 Monitoring Results

A literal interpretation of the ANCS requirement is to compare the year-on-year changes for every aircraft type and associated airline. However, it is often not appropriate to assess every combination, as when there are small numbers of results this will likely show large differences

[9] At LCA all aircraft types, both jet and propeller, are measured at the same "sideline" noise monitoring locations. Further explanation of "sideline" in this context is given in Appendix 1.

due to the natural variation in measurement results, for example due to variation in aircraft weights and weather conditions. Therefore, it was agreed with the London Borough of Newham (LBN) that only aircraft and airline combinations which recorded at least one arrival and departure measurement per day on average would be included in the comparison.

The 2024 noise levels are presented in Table 4, alongside their change from 2023. The 2024 noise levels for all aircraft and airline combinations are given in Appendix 1.

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		Avg Level, EPNdB	Change from 2023[1]	Avg Level, EPNdB	Change from 2023[1]	Avg Level, EPNdB	Change from 2023[1]
A221[2]	AZ	94.2	-	83.9	-	82.8	-
A221	LX	94.2	+0.2	84.3	+0.5	83.8	+0.0
AT75[2]	GR	92.9	-	84.1	-	88.4	-
DH8D	LG	93.2	+0.6	82.5	+0.6	85.0	+0.2
E190	BA	100.0	+0.5	88.6	+0.5	85.3	+0.1
E190[2]	EN	99.8	-	88.7	-	85.5	-
E190	KL	99.1	+0.4	88.0	+0.4	85.1	+0.1
E290	LX	94.0	+0.1	82.9	-0.1	84.0	+0.1

[1] Averages are rounded to 1 decimal place. Changes are based on the unrounded values.

[2] Aircraft type and airline combination had fewer than one measurement per day in 2023.

Table 4: 2024 Noise Monitoring Results and Comparison to 2023

The results in Table 4 show that for all the most commonly operating aircraft and airline combinations, there has been no significant change in the average measured arrival noise levels when compared to 2023. The QC classifications used in 2023 are therefore considered to remain appropriate.

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for Bickerdike Allen Partners LLP

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Partner

APPENDIX 1

DERIVATION OF DEPARTURE AND ARRIVAL LEVEL FOR QUOTA COUNT ASSESSMENT

The basic principles of how to calculate the departure and arrival level as part of the Night Noise Quota Counts that are in place at Heathrow, Gatwick and Stansted Airports are described in a report prepared by the Civil Aviation Authority[10].

These principles are adopted in the LCA Quota Count Scheme with some slight modifications and are as follows:-

i) The noise classification of aircraft into 1 EPNdB wide QC categories or bands is based on certificated (for departure) and calculated (for approach) Effective Perceived Noise Level (EPNL, in units EPNdB).

ii) The Departure Noise Level is determined from the aircraft's noise certification values (EPNLs) for sideline and flyover based on the following equation:

Departure Noise Level = (Sideline EPNL + Flyover EPNL)/2

iii) The Arrival Noise Level is determined from the approach noise level derived as described in Section 2.2 above and the equation:

Arrival Noise Level = Approach Noise Level EPNL – 9

iv) For propeller aircraft with maximum take-off weight (MTOW) not exceeding 5700 kg (i.e. those not subject to such criteria) and older propeller aircraft also not subject to these criteria, aircraft are classified according to assumptions based on available noise data.

v) The Departure Noise Level and (separately) the Arrival Noise Level are matched in Table A1.1 with the relevant noise band to determine the associated quota count (QC) classification for the specific aircraft type.

[10] ERCD Report 0204 Review of the Quota Count (QC) System: Re-Analysis of the Differences Between Arrivals and Departures

Noise Level Band, EPNdB	Quota Count (QC) Classification	Noise Level Band, EPNdB	Quota Count (QC) Classification
90 – 90.9	0.8	78 – 78.9	0.05
89 – 89.9	0.63	77 – 77.9	0.04
88 – 88.9	0.5	76 – 76.9	0.0315
87 – 87.9	0.4	75 – 75.9	0.025
86 – 86.9	0.315	74 – 74.9	0.002
85 – 85.9	0.25	73 – 73.9	0.016
84 – 84.9	0.2	72 – 72.9	0.0125
83 – 83.9	0.16	71 – 71.9	0.01
82 – 82.9	0.125	70 – 70.9	0.008
81 – 81.9	0.1	69 – 69.9	0.0063
80 – 80.9	0.08	68 – 68.9	0.005
79 – 79.9	0.063		

Table A1.1: Aircraft Noise Classifications

(NB. This classification system is a modification and extension of that operated by the designated airports in their Night Noise Quota Count System)

The terms “sideline” and “flyover” appear in this ANCS and also in LCA’s Noise Management and Mitigation Scheme (NOMMS) but carry different meanings in each. The following section provides an explanation of these terms in the context of both the ANCS and the NOMMS.

Explanation of "Sideline" and "Flyover" Points in the NOMMS and ANCS

The *terms* "sideline" and "flyover" are used in the NOMMS[11] and ANCS[12] to describe a point or location where aircraft noise is either measured or assessed. In the NOMMS, the terms are used to describe locations where London City Airport's (LCA's) fixed noise monitors are located. In the ANCS, the terms are used to describe noise certification points prescribed by the International Civil Aviation Organisation (ICAO). Although the terms "sideline" and "flyover" used in the NOMMS and ANCS are identical, they are not in the same position. To avoid confusion, this annex provides a short description of the location of the sideline and flyover points for both the NOMMS and ANCS.

NOMMS uses a number of fixed noise monitors to determine noise levels from departing and arriving aircraft at the airport. For historic reasons the location of these monitors are categorised as either *sideline* or *flyover* locations depending on where they are with respect to the flight path of departing or arriving aircraft. The results are used primarily for noise management purposes through a Penalties and Incentives Scheme.

The ANCS categorises and assesses aircraft by using noise certification data determined in accordance with procedures set out by ICAO. Each aircraft operating in the UK has a noise certificate describing its noise emissions under carefully controlled conditions, at three noise certification points. These certification levels are indicators of aircraft noise performance and are determined at three points in accordance with prescribed international procedures. These procedures also use the terms *sideline* and *flyover* for two of these three points (the third is the *approach* point).

NOMMS - noise monitor locations

A continuous noise monitoring system was first installed and became operational at the airport in 1992. A system of this type has been in place ever since that time and was upgraded in 2000 when a flight track monitoring system was also installed. The noise and flight track monitoring system was further updated in 2013. Historically, this noise and flight track monitoring system (NFTM) comprised four fixed noise monitors. These four monitors known as NMTs 1 to 4 are all located close to the airport.

Under the NOMMS, two new fixed noise monitors (NMTs 5 and 6) and a mobile noise monitor are incorporated within the NFTM.

[11] NOMMS – Noise Management and Mitigation Strategy

[12] ANCS – Aircraft Noise Categorisation Scheme

The six fixed noise monitors shown in Figure A1.1 are used to measure noise levels during an aircraft departure. These measured noise levels are used to determine the Sideline Noise Level and Flyover Noise Level for comparison with limits set in relation to the airport's Penalties and Incentives scheme which forms part of the NOMMS. The Sideline Noise Level and the Flyover Noise Level are compared against the fixed penalty limit and credit thresholds to determine whether a credit or penalty should be applied to the operator of the aircraft.

As NMTs 1 and 2, and 3 and 4 lie on either side of the flight path of a departing or an arriving aircraft these are designated as "sideline" locations.

For aircraft departures on Runway 27, the Sideline Noise Level is determined from the arithmetic average of the maximum noise level ($L_{Amax,S}$) measured at NMT 1 and 2. For aircraft departures on Runway 09, the Sideline Noise Level is determined from the arithmetic average of the maximum noise level ($L_{Amax,S}$) measured at NMT 3 and 4.

As NMTs 5 and 6 lie approximately underneath the flight path of a departing aircraft these are designated as "flyover" locations.

For aircraft departures on Runway 27, the Flyover Noise Level is the maximum noise level ($L_{Amax,S}$) measured at NMT 5. For aircraft departures on Runway 09, the Flyover Noise Level is the maximum noise level ($L_{Amax,S}$) measured at NMT 6.

The locations of NMTs 1 to 6 are shown in Figure A1.1.

Figure A1.1: NOMMS - Location of Noise Monitoring Terminals

ANCS - noise certification level positions

The ANCS uses a Quota Count (QC) system as a means of limiting the noise generated by aircraft movements in a transparent and easily administered manner. It operates in a similar manner to the Night Noise Quota Count scheme used at the designated airports such as Heathrow, Gatwick and Stansted, and used at other UK airports such as Manchester. The QC system at LCA however applies during the daytime, not the night-time. LCA are the first airport to operate a daytime QC system in the UK. As is the case for the Night Noise Quota Count scheme, the LCA QC system is

based on aircraft noise certification data where each aircraft type is allotted a QC value based on the noise generated by the aircraft type on departure and arrival under prescribed certification conditions[13].

Certification levels, determined in accordance with prescribed procedures under ICAO Annex 16[14] and given in terms of the Effective Perceived Noise Level (EPNL), are used within the ANCS for a variety of reasons, including:

- to comply with UK Regulations[15]
- they are reliable and independently verified indicators of aircraft noise performance;
- they are freely available for practically every relevant aircraft type[16].

Certificated noise levels for departing and arriving aircraft are determined under carefully controlled conditions at three positions:

- For jet-powered aeroplanes, 450 metres sideline at noisiest point during an aircraft departure. For propeller aircraft, depending on when the aircraft was certified, the point on the extended centre line of the runway 650 metres vertically below the climb-out flight path at full take-off power (referred to as Sideline or Lateral point);
- 6500 metres from start of roll, directly beneath the departing aircraft (referred to as Flyover point);
- 2000 metres from runway threshold, directly beneath the arriving aircraft (referred to as Approach point).

Figure A1.2, reproduced from ERCD 0205[17], illustrates these three noise certification points below.

[13] Based on the certified operating weight or maximum permitted operating weight at LCA or on evidence presented to LBN which demonstrates to their satisfaction, confirmed in writing, that the aircraft is capable of operating at its permitted MTOW at LCA within the noise constraints applicable at the airport.

[14] Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise

[15] Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003

[16] European Aviation Safety Agency (2016) *Aircraft type certificate data sheets*, [Online], Available: http://www.easa.europa.eu/certification/type-certificates/aircraft.php [12/02/2024].

[17] ERCD Report 0205 Quota Count Validation Study: Noise Measurements and Analysis, Civil Aviation Authority

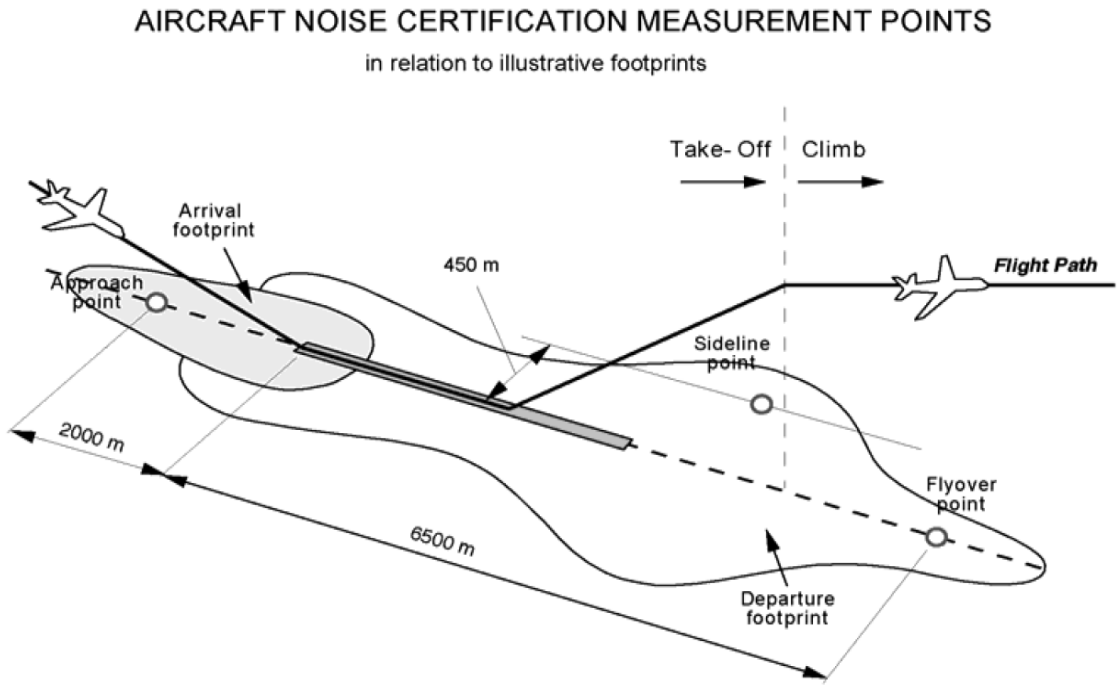

Figure A1.2: Aircraft noise certification measurement points

The Sideline point shown is for jet-powered aircraft. For propeller aircraft, depending on when the aircraft was certified, the sideline position may be the point on the extended centre line of the runway 650 metres vertically below the climb-out flight path at full take-off power. For reasons given in ERCD 0205, the use of a different measurement position for sideline noise from propeller aircraft is because of practical difficulties in measuring sideline noise at the 450 m sideline point required for jet-powered aircraft. ERCD found that the results obtained in the two locations are practically the same.

APPENDIX 2
ASSUMED QUOTA COUNT VALUES

The following table gives the Quota Count values which are assumed for each aircraft type in operation at LCA. These are used when a noise certificate is not available. The values are calculated using the noise certificate information set out in the EASA database for the specific aircraft type accounting for the permitted Maximum Take Off Weight (MTOW) of that aircraft at LCA.

Aircraft Code	Aircraft Description	Aircraft Category	Quota Count	
			Departures	Arrivals
A221	Airbus A220-100	Turbofan	0.16	0.0315
A318	Airbus A318	Turbofan	0.315	0.05
B461	BAe 146-100	Turbofan	0.16	0.063
B462	BAe 146-200	Turbofan	0.315	0.08
C25A	Cessna CitationJet CJ2	Turbofan	0.1	0.0315
C25B	Cessna CitationJet CJ3	Turbofan	0.1	0.0125
C25C	Cessna CitationJet CJ4	Turbofan	0.16	0.016
C510	Cessna Citation Mustang	Turbofan	0.063	0.0063
C525	Cessna CitationJet	Turbofan	0.05	0.016
C550	Cessna Citation II	Turbofan	0.16	0.025
C55B	Cessna Citation Bravo	Turbofan	0.063	0.0315
C560	Cessna Citation V	Turbofan	0.063	0.0125
C56X	Cessna Citation Excel	Turbofan	0.05	0.04
C680	Cessna Citation Sovereign	Turbofan	0.063	0.0315
C68A	Cessna Citation Latitude	Turbofan	0.08	0.016
CL30	Bombardier Challenger 300	Turbofan	0.1	0.016
CL35	Bombardier Challenger 350	Turbofan	0.125	0.016
CL60	Bombardier Challenger 600	Turbofan	0.125	0.025
E135	Embraer E135	Turbofan	0.1	0.0315
E170	Embraer E170	Turbofan	0.4	0.063
E175	Embraer E175	Turbofan	0.4	0.063
E190	Embraer E190	Turbofan	0.5	0.05
E290	Embraer E190-E2	Turbofan	0.1	0.04

Aircraft Code	Aircraft Description	Aircraft Category	Quota Count	
			Departures	Arrivals
E295	Embraer E195-E2	Turbofan	0.125	0.04
E545	Embraer EMB-545 (Legacy 450)	Turbofan	0.05	0.016
E550	Embraer EMB-550 (Legacy 500)	Turbofan	0.063	0.025
E55P	Embraer EMB-505 (Phenom 300)	Turbofan	0.063	0.02
F2TH	Dassault Falcon 2000	Turbofan	0.25	0.016
F900	Dassault Falcon 900	Turbofan	0.2	0.04
FA50	Dassault Falcon 50	Turbofan	0.4	0.1
FA7X	Dassault Falcon 7X	Turbofan	0.4	0.063
FA8X	Dassault Falcon 8X	Turbofan	0.25	0.04
G150	Gulfstream G150	Turbofan	0.25	0.0315
G280	Gulfstream G280	Turbofan	0.125	0.02
GA5C	Gulfstream GVII-G500	Turbofan	0.1	0.0315
GA6C	Gulfstream GVII-G600	Turbofan	0.16	0.04
GL5T	Bombardier Global 5000	Turbofan	0.2	0.02
GL7T	Bombardier Global 7000	Turbofan	0.25	0.02
GLEX	Bombardier Global 6000	Turbofan	0.25	0.02
GLF6	Gulfstream G650	Turbofan	0.125	0.02
H25B	Hawker 800	Turbofan	0.25	0.1
J328	Dornier 328JET	Turbofan	0.125	0.016
LJ45	Learjet 45	Turbofan	0.063	0.04
PC24	Pilatus PC-24	Turbofan	0.2	0.0315
RJ85	Avro RJ-85	Turbofan	0.25	0.1
AT42	ATR 42-200	Turboprop	0.08	0.2
AT45	ATR 42-500	Turboprop	0.04	0.2
AT75	ATR 72-500	Turboprop	0.08	0.25
D328	Dornier 328	Turboprop	0.125	0.125
DH8D	De Havilland Canada Dash 8 400	Turboprop	0.08	0.125

Aircraft Code	Aircraft Description	Aircraft Category	Quota Count	
			Departures	Arrivals
F50	Fokker 50	Turboprop	0.125	0.315
SB20	Saab 2000	Turboprop	0.125	0.08
SF34	Saab 340	Turboprop	0.1	0.125
B350	Beechcraft Super King Air 350	Light Prop	0.04	0.125
BE20	Beechcraft Super King Air 200	Light Prop	0.025	0.125
P180	Piaggio P-180 Avanti	Light Prop	0.1	0.315
PA31	Piper PA-31 Navajo	Light Prop	0.1	0.125

Table A2.1: 2024 Assumed Quota Counts

APPENDIX 3
QUOTA COUNT DAILY AND WEEKLY TOTALS

The following table gives the daily and weekly Quota Count totals for 2024. Daily values have been rounded to the nearest whole number and weekly values have been rounded to 1 decimal place, therefore in some cases the sum of the daily total may not match the weekly total.

Date	Daily Quota Count	Weekly Total
01/01/2024	16	
02/01/2024	21	
03/01/2024	19	
04/01/2024	21	123.5
05/01/2024	22	
06/01/2024	7	
07/01/2024	17	
08/01/2024	29	
09/01/2024	25	
10/01/2024	24	
11/01/2024	26	149.8
12/01/2024	24	
13/01/2024	6	
14/01/2024	16	
15/01/2024	29	
16/01/2024	25	
17/01/2024	23	
18/01/2024	29	143.5
19/01/2024	27	
20/01/2024	6	
21/01/2024	6	

Date	Daily Quota Count	Weekly Total
22/01/2024	28	
23/01/2024	27	
24/01/2024	27	
25/01/2024	30	166.3
26/01/2024	31	
27/01/2024	7	
28/01/2024	17	
29/01/2024	33	
30/01/2024	29	
31/01/2024	28	
01/02/2024	29	176.6
02/02/2024	32	
03/02/2024	7	
04/02/2024	18	
05/02/2024	35	
06/02/2024	32	
07/02/2024	30	
08/02/2024	33	190.2
09/02/2024	33	
10/02/2024	9	
11/02/2024	18	
12/02/2024	30	
13/02/2024	32	
14/02/2024	30	
15/02/2024	32	182.1
16/02/2024	32	
17/02/2024	9	
18/02/2024	19	

Date	Daily Quota Count	Weekly Total
19/02/2024	35	
20/02/2024	29	
21/02/2024	32	
22/02/2024	34	185.7
23/02/2024	31	
24/02/2024	8	
25/02/2024	18	
26/02/2024	35	
27/02/2024	32	
28/02/2024	33	
29/02/2024	34	193.7
01/03/2024	33	
02/03/2024	8	
03/03/2024	19	
04/03/2024	36	
05/03/2024	35	
06/03/2024	33	
07/03/2024	35	197.8
08/03/2024	32	
09/03/2024	10	
10/03/2024	18	
11/03/2024	36	
12/03/2024	34	
13/03/2024	33	
14/03/2024	34	199.2
15/03/2024	33	
16/03/2024	9	
17/03/2024	18	

Date	Daily Quota Count	Weekly Total
18/03/2024	37	199.2
19/03/2024	36	
20/03/2024	33	
21/03/2024	36	
22/03/2024	32	
23/03/2024	8	
24/03/2024	18	
25/03/2024	36	175.9
26/03/2024	35	
27/03/2024	32	
28/03/2024	27	
29/03/2024	21	
30/03/2024	8	
31/03/2024	17	
01/04/2024	23	173.9
02/04/2024	32	
03/04/2024	32	
04/04/2024	32	
05/04/2024	32	
06/04/2024	5	
07/04/2024	18	
08/04/2024	33	187.6
09/04/2024	33	
10/04/2024	32	
11/04/2024	33	
12/04/2024	32	
13/04/2024	6	
14/04/2024	18	

Date	Daily Quota Count	Weekly Total
15/04/2024	33	191.4
16/04/2024	35	
17/04/2024	33	
18/04/2024	35	
19/04/2024	33	
20/04/2024	6	
21/04/2024	17	
22/04/2024	34	192.7
23/04/2024	34	
24/04/2024	34	
25/04/2024	34	
26/04/2024	34	
27/04/2024	6	
28/04/2024	17	
29/04/2024	34	187.7
30/04/2024	34	
01/05/2024	30	
02/05/2024	33	
03/05/2024	34	
04/05/2024	6	
05/05/2024	16	
06/05/2024	25	182.6
07/05/2024	34	
08/05/2024	31	
09/05/2024	34	
10/05/2024	34	
11/05/2024	7	
12/05/2024	18	

Date	Daily Quota Count	Weekly Total
13/05/2024	34	194.7
14/05/2024	34	
15/05/2024	34	
16/05/2024	34	
17/05/2024	34	
18/05/2024	7	
19/05/2024	17	
20/05/2024	33	193.6
21/05/2024	34	
22/05/2024	33	
23/05/2024	35	
24/05/2024	34	
25/05/2024	8	
26/05/2024	17	
27/05/2024	24	191.6
28/05/2024	35	
29/05/2024	34	
30/05/2024	36	
31/05/2024	35	
01/06/2024	9	
02/06/2024	19	
03/06/2024	34	196.2
04/06/2024	34	
05/06/2024	34	
06/06/2024	36	
07/06/2024	33	
08/06/2024	7	
09/06/2024	18	

Date	Daily Quota Count	Weekly Total
10/06/2024	33	194.4
11/06/2024	32	
12/06/2024	35	
13/06/2024	35	
14/06/2024	33	
15/06/2024	7	
16/06/2024	19	
17/06/2024	32	184.4
18/06/2024	31	
19/06/2024	31	
20/06/2024	34	
21/06/2024	32	
22/06/2024	8	
23/06/2024	18	
24/06/2024	32	185.2
25/06/2024	30	
26/06/2024	30	
27/06/2024	33	
28/06/2024	33	
29/06/2024	8	
30/06/2024	18	
01/07/2024	32	181.8
02/07/2024	30	
03/07/2024	30	
04/07/2024	33	
05/07/2024	32	
06/07/2024	7	
07/07/2024	18	

Date	Daily Quota Count	Weekly Total
08/07/2024	32	
09/07/2024	31	
10/07/2024	29	
11/07/2024	32	178.6
12/07/2024	30	
13/07/2024	8	
14/07/2024	16	
15/07/2024	31	
16/07/2024	29	
17/07/2024	30	
18/07/2024	33	174.0
19/07/2024	29	
20/07/2024	7	
21/07/2024	16	
22/07/2024	28	
23/07/2024	30	
24/07/2024	30	
25/07/2024	30	174.4
26/07/2024	32	
27/07/2024	8	
28/07/2024	17	
29/07/2024	30	
30/07/2024	28	
31/07/2024	29	
01/08/2024	28	168.2
02/08/2024	29	
03/08/2024	7	
04/08/2024	17	

Date	Daily Quota Count	Weekly Total
05/08/2024	29	
06/08/2024	28	
07/08/2024	28	
08/08/2024	31	173.1
09/08/2024	31	
10/08/2024	7	
11/08/2024	18	
12/08/2024	30	
13/08/2024	27	
14/08/2024	27	
15/08/2024	30	171.1
16/08/2024	31	
17/08/2024	7	
18/08/2024	19	
19/08/2024	30	
20/08/2024	28	
21/08/2024	27	
22/08/2024	31	172.5
23/08/2024	32	
24/08/2024	7	
25/08/2024	18	
26/08/2024	26	
27/08/2024	30	
28/08/2024	30	
29/08/2024	34	175.3
30/08/2024	31	
31/08/2024	8	
01/09/2024	17	

Date	Daily Quota Count	Weekly Total
02/09/2024	33	179.2
03/09/2024	32	
04/09/2024	33	
05/09/2024	33	
06/09/2024	24	
07/09/2024	9	
08/09/2024	15	
09/09/2024	33	191.8
10/09/2024	31	
11/09/2024	33	
12/09/2024	34	
13/09/2024	35	
14/09/2024	8	
15/09/2024	18	
16/09/2024	35	194.4
17/09/2024	34	
18/09/2024	34	
19/09/2024	34	
20/09/2024	32	
21/09/2024	8	
22/09/2024	18	
23/09/2024	35	192.8
24/09/2024	33	
25/09/2024	34	
26/09/2024	33	
27/09/2024	33	
28/09/2024	7	
29/09/2024	18	

Date	Daily Quota Count	Weekly Total
30/09/2024	34	
01/10/2024	34	
02/10/2024	34	
03/10/2024	35	197.9
04/10/2024	35	
05/10/2024	8	
06/10/2024	18	
07/10/2024	33	
08/10/2024	33	
09/10/2024	34	
10/10/2024	35	196.0
11/10/2024	34	
12/10/2024	7	
13/10/2024	19	
14/10/2024	34	
15/10/2024	33	
16/10/2024	33	
17/10/2024	34	187.6
18/10/2024	28	
19/10/2024	8	
20/10/2024	18	
21/10/2024	35	
22/10/2024	35	
23/10/2024	28	
24/10/2024	34	187.6
25/10/2024	31	
26/10/2024	7	
27/10/2024	18	

Date	Daily Quota Count	Weekly Total
28/10/2024	32	
29/10/2024	31	
30/10/2024	32	
31/10/2024	33	185.7
01/11/2024	31	
02/11/2024	8	
03/11/2024	19	
04/11/2024	33	
05/11/2024	31	
06/11/2024	25	
07/11/2024	32	179.1
08/11/2024	32	
09/11/2024	8	
10/11/2024	18	
11/11/2024	34	
12/11/2024	32	
13/11/2024	32	
14/11/2024	34	190.7
15/11/2024	32	
16/11/2024	9	
17/11/2024	18	
18/11/2024	33	
19/11/2024	30	
20/11/2024	32	
21/11/2024	35	175.7
22/11/2024	33	
23/11/2024	7	
24/11/2024	5	

Date	Daily Quota Count	Weekly Total
25/11/2024	33	182.2
26/11/2024	30	
27/11/2024	30	
28/11/2024	32	
29/11/2024	31	
30/11/2024	8	
01/12/2024	18	
02/12/2024	33	174.0
03/12/2024	31	
04/12/2024	32	
05/12/2024	32	
06/12/2024	30	
07/12/2024	4	
08/12/2024	12	
09/12/2024	34	189.6
10/12/2024	31	
11/12/2024	31	
12/12/2024	33	
13/12/2024	33	
14/12/2024	10	
15/12/2024	18	
16/12/2024	30	170.2
17/12/2024	27	
18/12/2024	26	
19/12/2024	29	
20/12/2024	32	
21/12/2024	10	
22/12/2024	16	

Date	Daily Quota Count	Weekly Total
23/12/2024	29	100.9
24/12/2024	20	
25/12/2024	0	
26/12/2024	17	
27/12/2024	18	
28/12/2024	7	
29/12/2024	10	
30/12/2024	23	44.8
31/12/2024	22	
01/01/2025	-	
02/01/2025	-	
03/01/2025	-	
04/01/2025	-	
05/01/2025	-	

Table A3.1: 2024 Daily and Weekly Quota Count Totals

APPENDIX 4

2024 NOISE MONITORING RESULTS BY AIRLINE AND AIRCRAFT TYPE

Table A4.1 presents the 2024 noise monitoring results for each aircraft and airline combination. Results are given separately for sideline, flyover, and approach. Aircraft and airline combinations with fewer than 10 results have been grouped as "Other". Average noise levels have been rounded to 1 decimal place.

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB
A221	AZ	3488	94.2	1757	83.9	1815	82.8
A221	LX	1415	94.2	703	84.3	721	83.8
A221	Other	1	95.3	1	85.3	1	86.8
AT75	GR	889	92.9	447	84.1	462	88.4
AT75	LM	710	92.3	353	83.4	365	88.0
B350	Other	4	89.1	0	-	2	83.9
C25A	AW	17	91.5	7	78.1	5	77.6
C25A	IX	14	93.0	5	80.1	7	78.6
C25A	MC	47	92.1	22	79.8	22	79.1
C25A	Other	13	92.6	7	79.3	1	78.0
C25B	JV	10	91.7	2	82.8	3	79.3
C25B	Other	4	93.0	1	78.8	2	80.5
C25C	AA	12	91.7	2	81.9	5	80.3
C25C	Other	18	92.0	5	78.8	2	79.2
C510	AS	10	90.1	3	77.7	0	-
C510	GA	198	90.6	88	79.7	25	80.0
C510	IX	16	91.5	8	80.1	3	77.3
C510	Other	14	90.2	7	80.1	2	81.2
C525	MC	13	91.9	8	80.0	4	81.2
C525	Other	6	92.7	2	78.3	1	75.8
C56X	DC	35	90.3	16	78.5	14	81.4
C56X	NJ	148	90.8	50	78.1	78	80.7

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB
C56X	OO	12	90.4	6	78.3	7	80.0
C56X	Other	63	90.4	18	80.1	33	81.4
C56X	SU	12	92.0	4	80.8	6	79.7
C56X	VJ	143	90.6	59	79.6	71	81.2
C680	DC	22	91.0	5	78.7	4	76.5
C680	Other	25	91.8	8	77.3	13	77.4
C68A	AS	16	90.9	4	80.3	7	79.1
C68A	DC	24	90.8	6	77.7	11	76.6
C68A	NJ	430	90.6	110	77.1	183	77.5
C68A	Other	6	91.2	2	77.9	1	73.5
CL35	NJ	164	93.9	57	78.7	84	80.1
CL35	Other	14	94.7	6	77.6	8	80.2
CL60	NJ	12	89.6	1	76.4	6	80.5
CL60	Other	7	91.1	1	78.6	4	81.2
DH89	Other	2	91.3	1	86.3	1	92.6
DH8D	LG	2995	93.2	1431	82.5	1553	85.0
E135	AB	16	92.4	7	77.1	8	79.4
E190	BA	27050	100.0	13615	88.6	13922	85.3
E190	EN	1274	99.8	627	88.7	643	85.5
E190	KL	4574	99.1	2287	88.0	2343	85.1
E190	LH	401	98.6	213	87.1	220	85.5
E190	LO	492	101.1	246	89.1	252	84.8
E190	LX	22	100.2	10	88.5	8	85.2
E190	Other	4	97.8	2	85.4	2	85.8
E290	LX	884	94.0	450	82.9	454	84.0
E290	Other	1	91.8	0	-	0	-

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB
E545	Other	3	91.7	1	80.1	2	78.6
E550	DB	10	92.5	4	79.9	4	79.4
E550	FJ	87	94.1	34	77.8	30	79.1
E550	FL	32	94.7	9	77.8	15	79.8
E550	Other	14	94.4	6	78.8	6	80.1
E550	PV	15	91.8	6	79.5	8	80.1
E550	VJ	34	92.6	9	80.7	17	80.6
E55P	NJ	314	92.0	117	79.2	150	79.6
E55P	Other	16	92.6	9	81.1	7	78.8
E55P	PE	11	95.7	4	81.6	5	80.2
E55P	PV	110	93.0	44	79.8	57	79.6
F2TH	FH	11	90.6	6	79.5	4	78.8
F2TH	OO	13	91.0	8	81.3	8	78.8
F2TH	Other	23	91.1	12	78.8	5	77.9
F2TH	PH	32	92.1	14	82.1	13	77.9
F900	MI	10	93.7	5	82.6	3	79.7
F900	Other	3	90.9	2	81.3	2	78.7
FA6X	Other	2	90.4	0	-	0	-
FA7X	AB	13	97.2	7	83.4	6	81.5
FA7X	HB	36	90.1	17	82.4	18	80.2
FA7X	LE	11	90.9	6	82.4	5	81.2
FA7X	Other	45	91.6	21	82.0	24	80.6
FA8X	HB	16	88.3	8	83.1	9	79.5
FA8X	Other	33	91.7	16	81.2	18	81.4
FA8X	PE	115	89.4	55	80.4	57	80.8
G280	Other	8	91.1	4	77.8	4	81.0

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB	No. Results	2024 Avg Level, EPNdB
GL5T	FY	14	93.7	4	79.8	7	79.8
GL5T	Other	12	92.9	4	80.0	6	79.1
GL7T	Other	4	95.7	2	82.6	2	79.4
GLEX	N1	21	91.6	10	79.7	12	79.5
GLEX	NJ	26	93.4	13	81.4	13	79.5
GLEX	Other	10	96.0	3	81.6	6	82.1
GLF6	Other	34	90.0	14	81.2	15	78.7
J328	BA	309	93.4	160	84.2	162	85.5
LJ45	GU	35	93.1	9	80.7	9	79.7
LJ45	Other	2	90.8	1	76.4	0	-
P180	Other	5	91.8	3	82.4	5	91.2
PC24	CA	12	95.3	1	79.6	6	83.3
PC24	FY	14	95.0	4	78.4	8	83.8
PC24	JF	113	95.9	53	81.9	58	84.1
PC24	LX	12	96.3	7	81.9	6	84.6
PC24	Other	13	94.8	5	78.7	8	84.2

Table A4.1: 2024 Noise Monitoring Results

Annual
Performance
Report 2024

Annex 4
Annual Community and Airline Report

Community Fund 2024 Awardees

LONDON CITY AIRPORT

Bickerdike Allen Partners
Architecture Acoustics Technology

LONDON CITY AIRPORT

ANNUAL COMMUNITY AND AIRLINE REPORT

2024

Report to

London City Airport
The Royal Docks
London E16 2PB

A11327_07_RP075_1.0
07 April 2025

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Bickerdike Allen Partners LLP is an integrated practice of Architects, Acousticians, and Construction Technologists, celebrating over 60 years of continuous practice.

Architects: Design and project management services which cover all stages of design, from feasibility and planning through to construction on site and completion.

Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

Contents

Page No.

1.0 INTRODUCTION

One of the noise control measures at London City Airport (LCA) is the Incentives and Penalties Scheme (IPS), which is part of the wider Noise Management and Mitigation Strategy (NOMMS).

The IPS monitors the noise levels produced by departing aircraft, and if the noise level is above or below certain thresholds then airlines accrue or lose credit points. The noisiest aircraft can also incur a financial penalty.

As part of the IPS, there is a requirement to produce an Annual Community and Airline Report. The relevant text from the IPS is as follows:

"An annual report shall be produced as part of the Annual Performance Report describing aircraft/airline performance with regard to noise monitoring in terms of good and poor performers and league tables, for the period relating to the immediately preceding calendar year. The most improved airline will be awarded with a partnership delivering the Community Projects Fund with LCA in the following year. The report will be submitted to the airlines, LBN and the LCACC and will also be included in the APR."

This report presents the 2024 information to satisfy the IPS requirements.

2.0 INCENTIVES AND PENALTIES SCHEME (IPS)

2.1 Scheme Details

The IPS makes use of LCA's Noise and Track Keeping (NTK) system, in particular the fixed noise monitors, to monitor departure noise levels. The IPS focuses on incentivising quieter operation of aircraft on departure and penalising noisy departures.

The IPS works as follows:

- The flyover noise level for a given departure is defined as the $L_{Amax,s}$ noise level measured at the relevant NMT (NMT 5 for runway 27 departures, and NMT 6 for runway 09 departures).
- The measured noise levels are compared with the relevant thresholds.
- If the Fixed Penalty Limit is exceeded, the airline responsible is fined £600[1] per dB(A) of exceedance, and one credit point is removed from the airline's credit account.
- If the Fixed Penalty Limit is not exceeded, but the Credit Removal Threshold is exceeded, one credit point is removed from the airline's credit account.

[1] Fines were not payable prior to 1st November 2018

- If the Credit Award Threshold is not exceeded, one credit point is added to the airline's credit account.
- An airline may avoid a fixed penalty or credit removal for a particular flight, if they are able to provide a reasonable explanation for the noisy departure. Each exceedance event is considered on a case by case basis to establish whether or not a penalty or credit removal is applied.
- An airline's credit account is reset to zero at the beginning of each calendar year.

The fines for exceeding the Fixed Penalty Limit are paid into London City Airport's Community Fund, and are added to the annual contribution of £75,000 provided to the fund by LCA. The most improved airline each year, as determined by this review, partners the airport in delivering the fund.

2.2 London City Airport's Community Fund

The Community Fund grant provides a financial boost to local groups, such as mental health charities, disability groups, community gardens and sports teams as well as those providing family support, mentoring programmes and employability training. The Community Fund awarded £76k in 2024, to 27 organisations, including Get Set Girls, SocietyLinks and Your Place (formerly known as Caritas Anchor House). A full list is available on the airport website[2].

Applications are considered twice a year by a board of Trustees from London City Airport and representatives from the local community, as well as an independent chair. This means that with great local insight and expertise, the Trustees evaluate applications using their knowledge to ensure the greatest possible benefit goes to the community.

To qualify for any of the available Grant, an applicant must be a charity or not for profit organisation and the project is expected to meet one or more of the following criteria:

- build stronger, safer and healthier communities;
- create more sustainable and greener communities;
- raise aspirations of East Londoners; or
- create pathways into employment.

The Community Fund advertises in local newspapers including, Newham & Stratford Recorder, Barking and Dagenham Post, Wharf Life and South London press & Mercury Paper. An example

[2] https://www.londoncityairport.com/corporate/responsible-growth/community-fund

of the advert is reproduced in Figure 1. The fund was also advertised to local MPs and councillors to cascade the information and encourage charities and not-for profit organisations to apply.

Figure 1: Example of Community Fund Advert

2.3 Scheme Operation

The IPS was first implemented on 18 August 2017 on a provisional basis. Credits were awarded or removed but the fixed financial penalties were not payable until the review after 1 year of operation had been carried out.

Following the review of the scheme in 2018, the penalty and credit limits (noise levels) set out in Table 1 were adopted. These have applied from 1st November 2018.

Threshold Description	Aircraft Category	Flyover Noise Level, dB L_{ASmax}	
		Runway 09	Runway 27
Fixed Penalty Limit	Turbofans	84	84[1]
	Turboprops	78	78
Credit Removal Threshold	Turbofans	81	82
	Turboprops	75	77
Credit Award Threshold	Turbofans	73	72
	Turboprops	66.5	65.5

[1] If aircraft is between 100m and 300m north of the extended runway centreline, a 0.2 dB reduction is applied

Table 1: IPS Fixed Penalty Noise Limits and Credit Thresholds

2.4 League Table of Credits

The number of residual credits is given for the most commonly operating airlines (those with at least one departure per week on average) in Table 2. These are based on the thresholds given in Table 1. Full details of the fixed penalties, credit awards and credit removals for 2024 are given by airline and aircraft type in Appendix 1.

Airline Name	Airline Code	Residual Credits 2024	Residual Credits 2023	Residual Credits Difference 2024 - 2023
ITA Airways	ITY	666	104	562
Air Hamburg	VJH	64	12	52
Air Dolomiti	DLA	29	1	28
PAD Aviation	PVD	50	32	18
Jetfly Aviation	JFA	36	24	12
LOT Polish Airlines	LOT	1	2	-1
Pelican Express	PEX	51	62	-11
GlobeAir	GAC	76	89	-13
KLM Royal Dutch Airlines	KLM	116	155	-39
Lufthansa	DLH	36	90	-54
NetJets Europe	NJE	341	400	-59
BA Cityflyer	CFE	132	194	-62
Sun Air	SUS	60	124	-64
Luxair	LGL	42	121	-79
Swiss	SWR	553	1204	-651

Table 2: 2024 Residual Credits Ranking

The most improved airline has been determined by comparing the total residual credits in the previous two years. Therefore, ITA Airways will partner LCA in delivering the Community Fund in 2026.

Nick Williams

for Bickerdike Allen Partners LLP

David Charles

Partner

APPENDIX 1
2024 IPS RESULTS BY AIRLINE AND AIRCRAFT TYPE

Table 3 summarises the number of flights that incurred fixed penalties, credit removals and credit awards in 2024, by airline and aircraft type. Additionally, the total value of fixed penalties which were accrued and the residual number of credits are presented.

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
AAB	C25C	0	£0	0	3	3
AAB	C56X	0	£0	0	1	1
ABF	E550	0	£0	0	2	2
ABP	C56X	0	£0	0	3	3
ABP	E135	0	£0	0	7	7
ABP	FA7X	0	£0	0	3	3
ADN	CL35	0	£0	0	3	3
ADN	FA7X	0	£0	0	1	1
AOJ	FA7X	0	£0	0	1	1
ASJ	C510	0	£0	0	4	4
ASJ	C68A	0	£0	0	2	2
AUR	AT72	0	£0	1	0	-1
AWH	C56X	0	£0	0	8	8
AWH	C680	0	£0	0	4	4
AWH	C68A	0	£0	0	3	3
AWU	C25A	0	£0	0	7	7
BBA	GL7T	0	£0	0	1	1
BFD	F2TH	0	£0	0	2	2
BIB	F2TH	0	£0	0	5	5
BNJ	C25A	0	£0	0	1	1
BNJ	C510	0	£0	0	4	4
BNJ	C56X	0	£0	0	4	4
BNJ	E545	0	£0	0	0	0
BOM	E55P	0	£0	0	3	3
BTX	FA7X	0	£0	0	2	2
BTX	FA8X	0	£0	0	1	1

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
BTX	PC24	0	£0	0	1	1
CAZ	F2TH	0	£0	0	3	3
CAZ	FA7X	0	£0	0	2	2
CAZ	PC24	0	£0	0	1	1
CFE	E190	0	£0	6	138	132
CLF	FA8X	0	£0	0	1	1
CTM	F2TH	0	£0	0	1	1
DBE	F2TH	0	£0	0	1	1
DBH	E550	0	£0	0	3	3
DBO	F2TH	0	£0	0	1	1
DCA	C56X	0	£0	0	6	6
DCA	C680	0	£0	0	1	1
DCA	C68A	0	£0	0	2	2
DCS	C56X	0	£0	0	2	2
DLA	E190	0	£0	1	30	29
DLH	E190	0	£0	0	36	36
DRL	G280	0	£0	0	1	1
DSO	FA7X	0	£0	0	0	0
DSO	FA8X	0	£0	0	1	1
ECC	C56X	0	£0	0	1	1
ECC	G280	0	£0	0	2	2
EFD	C25B	0	£0	0	1	1
EFD	C25C	0	£0	0	1	1
EFD	C25M	0	£0	0	1	1
EFD	C56X	0	£0	0	1	1
EFD	C680	0	£0	0	2	2
EJA	GL5T	0	£0	0	2	2
EJA	GL7T	0	£0	0	0	0
EJA	GLEX	0	£0	0	7	7

3.4 2025 QC Forecast

Based on the forecast provided by LCA, a predicted QC total for 2025 has been computed. An assumed QC score has been assigned to each aircraft operating at LCA and used to compute a predicted QC total for 2025.

Aircraft Type	Assumed QC Score		2025 Forecast Movements[1]		2025 Forecast Quota Count[2]		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
Airbus A221	0.031	0.138	2,872	2,872	90	396	487
ATR 72	0.250	0.100	1,212	1,212	303	121	424
Dash 8-400	0.125	0.100	1,368	1,368	171	137	308
Dornier 328JET	0.016	0.125	68	68	1	9	10
Embraer E190	0.050	0.392	19,000	19,000	950	7,457	8,407
Embraer E190-E2	0.040	0.100	660	660	26	66	92
Embraer E195-E2	0.040	0.125	20	20	1	3	3
General Aviation: Jet Aircraft	0.025	0.113	1,573	1,571	40	177	217
General Aviation: Non-Jet Aircraft	0.244	0.083	8	8	2	1	3
TOTAL			**26,781**	**26,779**	**1,585**	**8,365**	**9,950**

[1] Forecast annual totals are derived from a summer forecast provided by LCA. Therefore, arrival and departure totals may not match exactly. General Aviation forecast movements are based on 2024 activity.

[2] QC totals are rounded to nearest whole number. Overall totals are sum of unrounded values.

Table 3: 2025 QC Prediction

The above calculation shows that in 2025 the airport is predicted to be under the QC budget of 22,000.

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
JFA	GLEX	0	£0	0	1	1
JFA	PC24	0	£0	0	35	35
JNL	CL60	0	£0	0	1	1
JNL	E550	0	£0	0	1	1
JVW	C25B	0	£0	0	1	1
KL9	E190	0	£0	0	1	1
KLM	E190	0	£0	2	118	116
KOC	FA8X	0	£0	0	2	2
LEA	FA7X	0	£0	0	5	5
LGL	DH8D	0	£0	5	47	42
LOG	AT72	0	£0	2	0	-2
LOT	E190	0	£0	0	1	1
LUC	FA8X	0	£0	0	0	0
LXD	PC24	0	£0	0	1	1
LXG	C525	0	£0	0	1	1
LXZ	PC24	0	£0	0	2	2
MCK	C25A	0	£0	0	18	18
MCK	C25C	0	£0	0	2	2
MCK	C525	0	£0	0	5	5
MIL	F900	0	£0	0	1	1
MOZ	C25A	0	£0	0	1	1
MOZ	C25C	0	£0	0	1	1
MOZ	F900	0	£0	0	1	1
N14	GLEX	0	£0	0	1	1
N15	GLEX	0	£0	0	1	1
N31	F900	0	£0	0	1	1
N50	GLEX	0	£0	0	1	1
N68	FA7X	0	£0	0	1	1
NJE	C56X	0	£0	0	42	42

due to the natural variation in measurement results, for example due to variation in aircraft weights and weather conditions. Therefore, it was agreed with the London Borough of Newham (LBN) that only aircraft and airline combinations which recorded at least one arrival and departure measurement per day on average would be included in the comparison.

The 2024 noise levels are presented in Table 4, alongside their change from 2023. The 2024 noise levels for all aircraft and airline combinations are given in Appendix 1.

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		Avg Level, EPNdB	Change from 2023[1]	Avg Level, EPNdB	Change from 2023[1]	Avg Level, EPNdB	Change from 2023[1]
A221[2]	AZ	94.2	-	83.9	-	82.8	-
A221	LX	94.2	+0.2	84.3	+0.5	83.8	+0.0
AT75[2]	GR	92.9	-	84.1	-	88.4	-
DH8D	LG	93.2	+0.6	82.5	+0.6	85.0	+0.2
E190	BA	100.0	+0.5	88.6	+0.5	85.3	+0.1
E190[2]	EN	99.8	-	88.7	-	85.5	-
E190	KL	99.1	+0.4	88.0	+0.4	85.1	+0.1
E290	LX	94.0	+0.1	82.9	-0.1	84.0	+0.1

[1] Averages are rounded to 1 decimal place. Changes are based on the unrounded values.

[2] Aircraft type and airline combination had fewer than one measurement per day in 2023.

Table 4: 2024 Noise Monitoring Results and Comparison to 2023

The results in Table 4 show that for all the most commonly operating aircraft and airline combinations, there has been no significant change in the average measured arrival noise levels when compared to 2023. The QC classifications used in 2023 are therefore considered to remain appropriate.

Nick Williams
for Bickerdike Allen Partners LLP

David Charles
Partner

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
PVT	PC24	0	£0	0	0	0
RJB	C56X	0	£0	0	2	2
SIO	FA7X	0	£0	0	1	1
SNM	G280	0	£0	0	1	1
SNM	GLF6	0	£0	0	2	2
SPO	E550	0	£0	0	1	1
SUA	C56X	0	£0	0	3	3
SUS	J328	0	£0	0	60	60
SVW	C25A	0	£0	0	0	0
SVW	F2TH	0	£0	0	1	1
SVW	GLF6	0	£0	0	1	1
SWR	A221	0	£0	0	240	240
SWR	E190	0	£0	0	1	1
SWR	E290	0	£0	0	312	312
SWW	E55P	0	£0	0	2	2
SXJ	C56X	0	£0	0	1	1
SXN	LJ45	0	£0	0	8	8
TVS	C680	0	£0	0	3	3
TWY	FA7X	0	£0	0	1	1
VJH	C56X	0	£0	0	57	57
VJH	E550	0	£0	0	7	7
VLJ	C25A	0	£0	0	3	3
VLJ	C510	0	£0	0	1	1
VSB	PC24	0	£0	0	2	2
WMN	GLF6	0	£0	0	1	1
XGO	P180	0	£0	0	0	0
XRO	FA7X	0	£0	0	1	1

Table 3: 2024 IPS results by airline and aircraft type

Community Fund 2024 Awardees

First Tranche – March 2024

Organisation	Funds £	Boroughs Supporting		
The Royal Docks Learning & Activity Centre (RDLAC)	**£2,850**	Newham	Health and wellbeing activities	Building a stronger, safer and healthier community
Soul and Sound C.I.C	**£2,880**	Barking and Dagenham	Healthy cooking for young people	Building a stronger, safer and healthier community
The Community Hub	**£3,000**	Hackney	Creative careers workshop for women	Creating pathways into employment
Early Years Cocoon CIC	**£3,000**	Barking and Dagenham	Workshops for babies (underprivileged families)	Building a stronger, safer and healthier community
CSM Foundation	**£2,955**	Newham	Sports and raising aspirations	Creating pathways into employment
Shadwell Community Project	**£2,920**	Tower Hamlets	Workshops for SEND children & family	building stronger, safer, healthier communities
Alexandra Rose Charity	**£3,000**	Hackney, Lambeth, Southwark, Tower Hamlets	Food poverty - healthy food	building stronger, safer, healthier communities
Sports Fun 4 All	**£3,000**	Greenwich, Lewisham	Sports and wellbeing for young people	Building a stronger, safer and healthier community
Get Set Girls	**£3,000**	Hackney	Careers and employability skills	Creating pathways into employment
Newham Pru's	**£3,000**	Hackney	Biodiversity and wellbeing	Creating more sustainable and greener communities
Sonshine Club	**£3,000**	Hackney	Biodiversity, Mental health and wellbeing	Creating more sustainable and greener communities
Rights and Equalities in Newham (REIN)	**£3,000**	Newham	Health and Wellbeing activities	Building a stronger, safer and healthier community
Total March 2024 (12)	**£36,605**			

Second Tranche – September 2024

Organisation	Funds £	Boroughs Supporting	Category	Funding Criteria
SocietyLinks Tower Hamlets	**£2,958**	Tower Hamlets	Building stronger, safer, healthier communities	Youth club to keep kids off the streets
Irons Supporting Foodbanks	**£1,000**	Barking, Havering, Newham	Building stronger, safer, healthier communities	Food Poverty
Dalmain Athletic Girls FC	**£2,895**	Lewisham	Raising aspirations of East Londoners	Sports/wellbeing for women - AQA coaching courses
Social Square (UK)	**£3,000**	Hackney	Building stronger, safer, healthier communities	Food, fuel and clothing poverty
Children's Discovery Centre East London, trading as Discover Children's Story Centre	**£3,000**	Newham	Raising aspirations of East Londoners	creative literacy activities for disadvantaged young people
Made In Hackney	**£3,000**	Hackney	Building stronger, safer, healthier communities	Healthy cooking for disadvantage groups
Sadda Haq Foundation	**£2,974**	Barking	Raising aspirations of East Londoners	Employability workshops and training
Daisies Kids Club	**£3,000**	Hackney	Creating pathways into employment	Culinary skills for those with disabilities
Kids Space	**£2,220**	Hackney	Building stronger, safer, healthier communities	Sports - Netball club for women
Learn N Grow	**£3,000**	Hackney	Creating pathways into employment	Accredited courses for underprivileged women
Wanstead Fringe Association	**£3,000**	Redbridge	Building stronger, safer, healthier communities	Arts and social club for local community
Your Place (formerly Caritas Anchor House)	**£3,000**	Newham	Raising aspirations of East Londoners	Vocational courses & employment prep for homeless people
Just Kidding	**£3,000**	Hackney	Building stronger, safer, healthier communities	Support for children with ASD
St Joseph's Hospice Hackney	**£3,000**	Hackney	Building stronger, safer, healthier communities	Support for elderly with dementia
InterAct Stroke Support	**£2,050**	Tower Hamlets	Building stronger, safer, healthier communities	Stroke survivors - health and wellbeing
Total September 2024 (15)	**£41,097**			
Total 2024	**£77,702**			

Annual
Performance
Report 2024

Annex 5
Annual Air Quality Monitoring Report

LONDON CITY AIRPORT

Report

London City Airport Air Quality Monitoring Strategy

Annual Report 2024

For London City Airport

3 April 2025

Air Quality CONSULTANTS | PART OF Logika Group

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Executive Summary

This document represents the 2024 Annual Report for the Air Quality Monitoring Strategy (AQMS) that is operated by Air Quality Consultants Ltd. on behalf of London City Airport (LCA). This programme measures concentrations of nitrogen dioxide (NO_2) and fine particles (the so called PM_{10} and $PM_{2.5}$ fractions, i.e., particles that are less than 10 and 2.5 micrometres in diameter, respectively).

Monitoring is currently carried out at two automatic monitoring stations. One is to the north of Royal Albert Dock adjacent to the Newham Dockside building (LCA-ND), and one is adjacent to King George V House (LCA-KGV). These automatic sites are supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) located at 16 sites in and around the Airport boundary.

The Government has set a number of air quality objectives to protect human health. These are based on monitoring carried out over the period of a calendar year. In some cases, these objectives refer to average concentrations of pollutants measured over the calendar year (the "annual mean"); in other cases, they refer to the number of hours or days on which a specified pollutant concentration should not be exceeded (for example, no more than 35 days in each calendar year on which PM_{10} concentrations exceed 50 µg/m^3, and no more than 18 hours in each calendar year on which nitrogen dioxide concentrations exceed 200 µg/m^3). The GLA has also set an aspirational target to achieve the WHO Guideline for $PM_{2.5}$ (10 µg/m^3) by 2030.

In addition to the objectives, the Government has established a set of descriptors for the 1-hour mean concentrations of nitrogen dioxide and 24-hour mean concentrations of PM_{10} and $PM_{2.5}$. Air quality is defined by these descriptors as being 'Low', 'Moderate', 'High' or 'Very High'.

Pollution concentrations measured in and around the Airport are associated with a wide range of sources at the local, regional, national and international scales. On occasions when pollution levels rise, these higher levels are often observed across the whole of London as a "regional pollution episode". To assist with the interpretation of the results, pollution levels measured at other London monitoring sites are included in this report.

Nitrogen Dioxide

The 2024 annual mean nitrogen dioxide concentration measured at the automatic station at the Newham Dockside site was 14.8 µg/m^3 (micrograms per cubic metre). An annual mean concentration of 15.6 µg/m^3 was measured at the King George V House site. The annual mean objective (40 µg/m^3) was not exceeded at either of the automatic sites in 2024.

There were no exceedances of the 1-hour mean objective value (200 µg/m^3) at both the Newham Dockside and King George V House sites. All of the 1-hour mean concentrations across both sites fell into the "Low" pollution band.

Annual mean concentrations of nitrogen dioxide at other background and roadside sites elsewhere in London over this period ranged from 13.4 to 22.5 µg/m^3. The 1-hour mean concentrations over the year show similar patterns at both Airport monitoring sites. There was a good correlation between observed peaks at the Airport sites and other London sites, suggesting that these occurrences were principally due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

The annual mean nitrogen dioxide concentrations measured at the diffusion tube sites ranged from 13.4 to 22.2 µg/m^3 compared with the objective value of 40 µg/m^3. There were no measured exceedances of the air quality objective. As measured concentrations are well below 60 µg/m^3, it is highly unlikely that the 1-hour mean objective was exceeded (based on empirical relationships published by Defra).

Fine Particles (PM_{10})

The annual mean PM_{10} concentration measured at the automatic station situated at King George V House was 11.9 µg/m^3. This is well below the objective value of 40 µg/m^3. There were no recorded exceedances of the 24-hour mean objective (compared with the 35 exceedances allowed in a calendar year). All (100%) of the running 24-hour mean concentrations were classified as 'Low'.

24-hour mean concentrations of PM_{10} at other background sites in London over this period showed a similar pattern to those seen at the Airport site. There was a good correlation between observed peaks at the Airport site and other London sites, suggesting that these occurrences were principally due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

Fine Particles ($PM_{2.5}$)

The annual mean $PM_{2.5}$ concentration measured at the automatic station at King George V House was 7.6 µg/m^3, well below the UK limit value of 20 µg/m^3, and below the GLA target of 10 µg/m^3. The majority (99.7%) of the running 24-hour mean concentrations were classified as 'Low' and 0.3% were 'Moderate'. There were no running 24-hour mean concentrations within the 'High' or 'Very High' pollution bands.

Concentrations of $PM_{2.5}$ at other background and roadside sites in London over this period showed similar patterns and correlation in observed peaks as that at the Airport site. As for PM_{10}, this suggests that these occurrences were principally attributable to regional sources.

Contents

Tables

Figures

1 Introduction

1.1 This document represents the 2024 Annual Report for the Air Quality Monitoring Strategy (AQMS), operated on behalf of London City Airport (LCA).

1.2 The City Airport Development Programme (CADP) 1 planning application was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March / April 2016. Condition 57 of the CADP 1 planning permission requires that an Air Quality Monitoring Strategy be implemented on commencement of the development.

1.3 The AQMS, as defined within Condition 57, requires the operation of two automatic air quality monitoring stations, situated at Newham Dockside (ND) and King George V (KGV) House, and a network of nitrogen dioxide diffusion tubes, situated in and around the Airport site.

1.4 The AQMS also included a commitment to commission a new site measuring $PM_{2.5}$ concentrations before 31st December 2018 at KGV House. This new site was fully operational on 1st January 2019, and records concentrations of both PM_{10} and $PM_{2.5}$; both metrics have been included within this report.

1.5 The AQMS is managed by Air Quality Consultants Ltd. (AQC) on behalf of London City Airport. Service support for the automatic monitoring stations is provided by Enviro Technology Services plc, with Ricardo Energy & Environment providing independent audit checks.

1.6 Chapter 2 of this Report sets out the various standards and guidelines against which air pollution concentrations should be compared. Chapter 3 describes the monitoring methodology and provides a summary of the measured concentrations in 2024 with respect to these criteria, and compares the measured concentrations with other local monitoring sites. Chapter 4 then provides an analysis of the monitoring data with respect to trends.

2 Assessment Criteria

2.1 The Government has established a set of air quality standards and objectives to protect human health. The 'standards' are set as concentrations below which effects are unlikely even in sensitive population groups, or below which risks to public health would be exceedingly small. They are based purely upon the scientific and medical evidence of the effects of an individual pollutant. The 'objectives' set out the extent to which the Government expects the standards to be achieved by a certain date. They take account of economic efficiency, practicability, technical feasibility and timescale. The objectives for use by local authorities are prescribed within the Air Quality (England) Regulations (2000)[1] and the Air Quality (England) (Amendment) Regulations (2002)[2].

2.2 For $PM_{2.5}$, the objective set by Defra for local authorities is to work toward reducing concentrations without setting any specific numerical value. In the absence of a numerical objective, it is convention to assess local air quality impacts against the limit value (see Paragraph 2.5), originally set at 25 µg/m^3 and currently set at 20 µg/m^3.

2.3 The WHO has set a guideline for annual mean $PM_{2.5}$ concentrations of 10 µg/m^3. The guideline is not currently in UK regulations and there is no requirement to assess against it at this time. However, achievement of the guideline is a long-term aspiration of the UK Government and the GLA has set out an intent in the London Environment Strategy to achieve it by 2030[3]. As such, consideration to this guideline has been included within this report.

2.4 The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023[4] has set two legally binding targets for $PM_{2.5}$ to be achieved by 2040. These are a maximum annual mean concentration target (AMCT) of 10 µg/m^3, and a population exposure reduction target (PERT) of 35% compared to 2018. Compliance with these targets is to be based on national monitoring undertaken by Defra. There is no way to project 2024 concentrations forward to 2040 at this stage.

2.5 EU Directive 2008/50/EC[5] sets limit values for nitrogen dioxide, PM_{10} and $PM_{2.5}$, and is implemented in UK law through the Air Quality Standards Regulations (2010)[6]. The limit values for nitrogen dioxide are the same numerical concentrations as the UK objectives, but achievement of these values is a national obligation rather than a local one. In the UK, only monitoring and modelling carried out by UK Central Government meets the specification required to assess compliance with the limit values. Central Government does not normally recognise local authority monitoring or local modelling studies when determining the likelihood of the limit values being exceeded, unless such studies have been audited and approved by Defra and DfT's Joint Air Quality Unit (JAQU).

2.6 The relevant air quality criteria for this report are provided in Table 2-1.

[1] HMSO, 2000, The Air Quality (England) Regulations 2000 Statutory Instrument 928
[2] HMSO, 2002, The Air Quality (England) (Amendment) Regulations 2002, Statutory Instrument 3043
[3] The WHO Guideline of 10 µg/m3 was set in 2005. In 2021, WHO revised this guideline down to 5 µg/m3. The Mayor has made it clear that the aspiration in London is to achieve the 2005 Guideline by 2030.
[4] Environment Act 2021
[5] The European Parliament and the Council of the European Union, 2008, http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32008L0050
[6] As amended through The Air Quality Standards (Amendment) Regulations 2016 and The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020.

Table 2-1: Relevant Air Quality Criteria

Pollutant	Time Period	Objective / Value
Nitrogen Dioxide	1-hour mean	200 µg/m^3 not to be exceeded more than 18 times a year
	Annual mean	40 µg/m^3
Fine Particles (PM_{10})[a]	24-hour mean	50 µg/m^3 not to be exceeded more than 35 times a year [b]
	Annual mean	40 µg/m^3
Fine Particles ($PM_{2.5}$)	Annual mean [c]	20 µg/m^3
	Annual mean [d]	10 µg/m^3

[a] Measured by the gravimetric method.

[b] Equivalent to a 90th percentile of 24-hour mean concentrations of 50 µg/m^3.

[c] There is no numerical $PM_{2.5}$ objective for local authorities. Convention is to assess against the UK limit value which is currently 20 µg/m^3.

[d] GLA target to be achieved by 2030 and AMCT to be achieved by 2040, based on national monitoring undertaken by Defra.

2.7 In addition to the objectives, Defra has established a set of descriptors for the 1-hour mean values for nitrogen dioxide and for the 24-hour mean values for PM_{10} and $PM_{2.5}$, classifying the concentrations in an index from 1 to 10 and thus labelling the levels as 'Low', 'Moderate', 'High' or 'Very High'[7] The banding is referred to as the Daily Air Quality Index (DAQI)[7]. The DAQI criteria are set out in Table 2-2.

Table 2-2: Daily Air Quality Index Bandings (µg/m^3)

Band	Index	Nitrogen Dioxide 1-hour Mean (µg/m^3)	PM_{10} 24-hour mean (µg/m^3) [a]	$PM_{2.5}$ 24-hour mean (µg/m^3) [a]
Very High	10	601 or more	101 or more	71 or more
High	9	535 – 600	92 – 100	65 – 70
	8	468 – 534	84 – 91	59 – 64
	7	401 – 467	76 – 83	54 – 58
Moderate	6	335 – 400	67 – 75	48 – 53
	5	268 – 334	59 – 66	42 – 47
	4	201– 267	51 – 58	36 – 41
Low	3	135 – 200	34 – 50	24 – 35
	2	68 – 134	17 – 33	12 – 23
	1	0 – 67	0 – 16	0 – 11

[a] Reference equivalent. 24-hour values are for the period 00:00 to 23:59.

[7] Defra, 2025, Defra Air Quality website. Daily Air Quality Index. Available at: https://uk-air.defra.gov.uk/air-pollution/daqi?view=more-info

3 Monitoring Methodology and Results

Automatic Monitoring Stations

3.1 Monitoring was carried out at two automatic stations throughout 2024 as follows:

- Newham Dockside (LCA-ND): NO_2.
- King George V House (LCA-KGV): NO_2, PM_{10} and $PM_{2.5}$.

The locations of the automatic sites are shown in Figure 3-1.

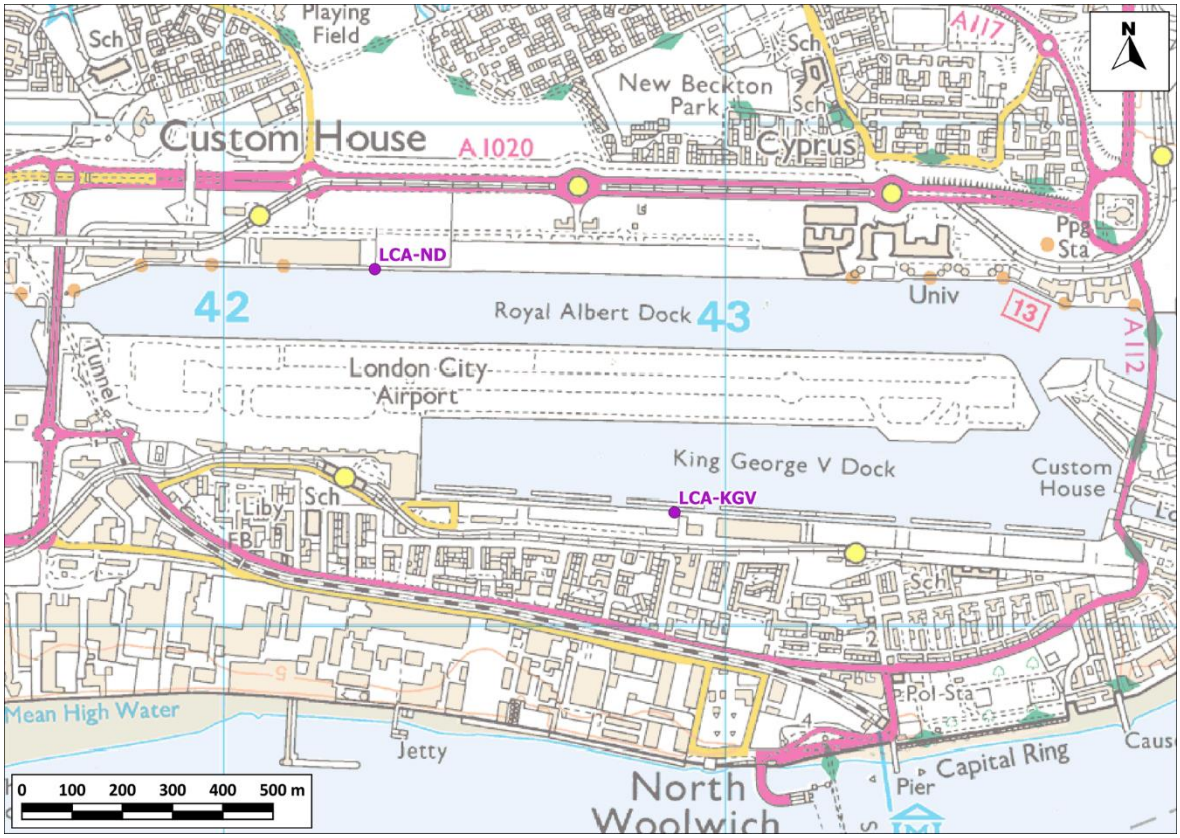

Figure 3-1: Automatic Monitoring Stations

3.2 The LCA-ND automatic station measured nitrogen dioxide using a temporary replacement M200E TAPI chemiluminescence analyser during January due to a faulty analyser (as documented in the 2023 Annual Report, document reference: J10/12793E10/1/F1), and was replaced on 6th February 2024 with a T200 chemiluminescence analyser.

3.3 The LCA-KGV automatic station measured nitrogen dioxide using a T200 chemiluminescence analyser throughout 2024. Additionally, the LCA-KGV site measured PM_{10} and $PM_{2.5}$ using a Palas FIDAS 200 Particulate Monitor.

3.4 The data are stored as 15-minute mean concentrations, with further processing and ratification of the nitrogen dioxide concentrations to adjust to "reference-equivalent" as recommended by Defra[8]. The PM_{10} and $PM_{2.5}$ concentrations measured at LCA-KGV are "reference equivalent" and are unadjusted.

3.5 Independent site audits, conducted by Ricardo-E&E, have been carried every 6 months. During the March 2024 audit, it was noted that the inlet sample line at the back of the NOx analyser at the LCA-KGV site had become disconnected. The cause of this is unknown but is possibly related to attempts to rectify a faulty regulator on the calibration gas cylinder at the previous site visit. The analyser was sampling air internally within the cabinet during this period, and the data have been necessarily removed.

3.6 The audit which took place in September 2024 confirmed that both automatic monitoring stations were operating above the minimum standards set for the national networks operated by Government.

3.7 A factor governing an analyser's performance is its ability to reduce the nitrogen dioxide to nitric oxide. The recommended range for instrumentation in the national automatic air monitoring network is that converters should be between 98% and 102% efficient. The most recent audit, carried out on 5th March 2025, identified that the molybdenum converter at LCA-ND was under 98% efficiency (97.8% efficient at a nitrogen dioxide concentration of 266 ppb and 97.6% efficient at a nitrogen dioxide concentration of 139 ppb). This was subsequently investigated at a service visit by Enviro Technology Services Ltd, where the converter was found to be within the range required by the national monitoring network with an efficiency of 98.9%. Therefore, the data have not be rescaled, but this will be monitored more closely throughout 2025.

3.8 Additionally, during the March 2025 audit the sensitivity of the particle sensor at LCA-KGV was assessed using dust with particles of a defined size (CalDust 1500). The measured peak was then compared to the instruments stated peak. The criteria for instrumentation in the national automatic air monitoring network is that the measured peak should lie within ±1.5 of the instruments stated peak, which for CalDust 1500 is 141. The measured peak was 139.07 (-1.93) and therefore marginally failed this test. Data were reviewed for signs of discontinuity and no noticeable abnormalities were identified. This will be monitored at subsequent service visits.

3.9 Ratification of the data has been based on calibration factors determined from the calibration reports, along with visual examination of the data and comparison with monitoring data from nearby national network sites[8]. Any erroneous data have been flagged and removed from subsequent analysis. 1-hour, 24-hour, and annual mean concentrations have then been calculated.

3.10 Pollution concentrations measured at both automatic Airport monitoring stations are associated with a wide range of sources at the local, regional, national and international scales. On occasions when pollution levels rise, these higher levels are often observed across the whole of London as a "regional pollution episode". To assist with the interpretation of the results, comparable data have been obtained via the London Air Application Programming Interface (API), which stores data from the UK Automatic Urban and Rural Network (AURN) [9], London Air Quality Network (LAQN)[10], and monitoring undertaken by local authorities. Data were obtained for the following five sites:

- Bexley – Belvedere (suburban);

[8] Defra, 2022, Review & Assessment: Technical Guidance LAQM.TG(22).
[9] Defra, 2024, Defra Air Quality website. Automatic Urban and Rural Network (AURN). Available at: https://uk-air.defra.gov.uk/networks/network-info?view=aurn
[10] Imperial College London, 2024. London Air Quality Network. Available at: www.londonair.org.uk

- Bexley – Slade Green (suburban);
- Camden – Bloomsbury (background);
- Newham - Wren Close (background); and
- Newham - Cam Road (roadside).

Nitrogen Dioxide

3.11 The 2024 nitrogen dioxide results for the LCA-ND and LCA-KGV automatic monitoring stations are summarised in Table 3-1. Data capture[11] for LCA-ND and LCA-KGV was 95.0% and 83.8%, respectively. The annual mean concentration did not exceed the objective of 40 µg/m^3 at either site. The 1-hour mean objective was also not exceeded at either site; there were no 1-hour mean concentrations above the objective value (200 µg/m^3), which allows 18 exceedances in a calendar year.

[11] It is inevitable that a small amount of data will be "lost" in each year due to routine downtime for calibrations and site servicing.

Table 3-1: Nitrogen Dioxide (NO_2)[a] 2024 Data Summary for LCA-ND and LCA-KGV

Metric	LCA-ND NO_2	LCA-KGV NO_2	Objectives
Maximum 1-Hour Mean (µg/m³)	79.5	85.2	-
No. 1-Hour Mean > 200 µg/m³	0	0	200 µg/m³; no more than 18 exceedances
Annual Mean (µg/m³)	14.8	15.6	40 µg/m³
Data Capture (%)	95.0	83.8	-

[a] Nitrogen oxides concentrations are provided in Appendix 1.

3.12 Table 3-2 shows the distribution of the 1-hour mean values into the different pollution bands (DAQI). All 1-hour mean nitrogen dioxide concentrations measured at both sites fell into the 'Low' pollution band during 2024.

Table 3-2: DAQI Bandings for Nitrogen Dioxide, 2024

Band	Index	LCA-ND	LCA-KGV
Very High [a]	10	0	0
High [a]	9	0	0
	8	0	0
	7	0	0
Moderate [a]	6	0	0
	5	0	0
	4	0	0
Low [a]	3	0	0
	2	31	35
	1	8311	7325

[a] Number of 1-hour values

3.13 Nitrogen dioxide concentrations for five monitoring sites across London in 2024 are summarised in Table 3-3. These sites range from central London (Camden) to outer London (Bexley), with two in east London (Newham). The measured annual mean concentration at LCA-ND (14.8 µg/m³) was very similar to concentrations measured at Bexley – Slade Green and Bexley – Belvedere, but lower than those measured at Camden – Bloomsbury, Newham – Wren Close, and Newham – Cam Road. The LCA-KGV annual mean concentration (15.6 µg/m³) was higher than both Bexley sites, and lower than those recorded at Camden – Bloomsbury, Newham – Wren Close, and Newham – Cam Road. This is broadly consistent with the location of London City Airport between the areas of high concentrations in central London and lower concentrations towards the outskirts.

Table 3-3: Nitrogen Dioxide (NO_2) Data Summary for London Monitoring Sites, 2024[a]

	Background				Roadside
	Bexley Belvedere	Bexley Slade Green	Camden Bloomsbury	Newham Wren Close	Newham Cam Road
Max. 1-hr Mean (µg/m³)	83.3	83.9	97.63	88.8	93.2
Annual Mean (µg/m³)	15.0	14.0	22.5	20.2	16.7
No. 1-hr >200 µg/m³	0	0	0	0	0
Data Capture (%)	86.1	82.7	93.6	99.2	97.6

[a] Includes provisional data. Nitrogen oxides concentrations are provided in Appendix 1.

Particulate Matter PM_{10}

3.14 The PM_{10} results for the LCA-KGV automatic monitoring station are summarised in Table 3-4. Data capture was very good (100%) at LCA-KGV during the period. The recorded annual mean concentration at LCA-KGV (11.9 µg/m³) was well below the objective value of 40 µg/m³. There were no measured exceedances of the 24-hour mean objective level of 50 µg/m³, compared with the 35 exceedances allowed in a year. The 90th percentile of daily mean concentrations at LCA-KGV (20.9 µg/m³) was below 50 µg/m³.

Table 3-4: PM_{10} Data Summary for LCA-KGV, 2024

Metric	LCA-KGV FIDAS	PM_{10} Objectives
Maximum 24-hour Mean (µg/m³)	41.2	-
No. 24-Hour Means >50 µg/m³	0	50 µg/m³; no more than 35 exceedances
90th Percentile (µg/m³)	20.9	50 µg/m³
Annual Mean (µg/m³)	11.9	40 µg/m³
Data Capture (%)	100	-

3.15 Table 7 includes the distribution of the 24-hour mean values into the different pollution bands (DAQI). All of the 24-hour mean measured PM_{10} concentrations during 2024 fell into the 'Low' pollution band (100%). There were no 'High' or 'Very High' pollution events.

Table 3-5: DAQI Bandings for PM_{10}, 2024

Band	Index	LCA-KGV
Very High [a]	10	0
High [a]	9	0
	8	0
	7	0

Band	Index	LCA-KGV
Moderate [a]	6	0
	5	0
	4	0
Low [a]	3	6
	2	63
	1	297

[a] Number of 24-hour mean values falling within band.

3.16 PM_{10} concentrations for four sites across London in 2024 are summarised in Table 3-6. These sites range from central London (Camden) to outer London (Bexley), with two in east London (Newham). The measured period mean concentration at LCA-KGV (11.9 µg/m³) was lower than all these sites. There were no recorded 24-hour mean exceedances of 50 µg/m³ at any of the other London sites. The 90th percentile of 24-hour means at LCA-KGV was lower than those recorded at all other sites, excluding Camden - Bloomsbury.

Table 3-6: PM_{10} Data Summary of Background London Monitoring Sites, 2024[a]

	Background			Roadside
	Bexley Slade Green FIDAS	Camden Bloomsbury	Newham Wren Close	Newham Cam Road
Maximum 24-hr mean (µg/m³)	48.9	42.7	43.6	43.2
Annual Mean (µg/m³)	12.7	12.4	14.3	14.6
No. 24-hr mean >50 µg/m³	0	0	0	0
90th Percentile	22.0	20.7	23.0	23.2
Data Capture (%)	86.9	94.0	99.8	96.7

Particulate Matter $PM_{2.5}$

3.17 The 2024 $PM_{2.5}$ results for the LCA-KGV automatic monitoring station are summarised in Table 9. Data capture was very good (100%) during the period. The recorded annual mean concentration was 7.6 µg/m³, below both the limit value and the GLA target.

Table 3-7: $PM_{2.5}$ Data Summary for LCA-KGV, 2024

	FIDAS $PM_{2.5}$
Annual Mean (µg/m³)	7.6
Data Capture (%)	100

3.18 Table 10 includes the distribution of the 24-hour mean values into the different pollution bands (DAQI). The majority of 24-hour mean measured $PM_{2.5}$ concentrations fell into the 'Low' pollution band (99.7%) during 2024; there was one 24-hour mean value within the 'Moderate' pollution band (0.3%). There were no 'High' and 'Very High' pollution events.

Table 3-8: DAQI Bandings for PM_{10}, 2024

Band	Index	LCA-KGV
Very High [a]	10	0
High [a]	9	0
	8	0
	7	0
Moderate [a]	6	0
	5	0
	4	1
Low [a]	3	9
	2	46
	1	310

3.19 $PM_{2.5}$ concentrations for four sites in London in 2024 are summarised in Table 3-9. The sites are the same as those presented for PM_{10} concentrations. The measured period mean concentration at London City Airport (7.6 µg/m³) was higher than that measured at Camden – Bloomsbury, but lower than those measured at Newham – Cam Road, Bexley – Slade Green, and Newham – Wren Close.

Table 3-9: $PM_{2.5}$ Data Summary of London Monitoring Sites, 2024

	Background			Roadside
	Bexley Slade Green FIDAS	Camden Bloomsbury	Newham Wren Close	Newham Cam Road
Period Mean (µg/m³)	7.9	7.3	8.3	9.1
Data Capture (%)	86.9	94	98.2	97.9

Nitrogen Dioxide Diffusion Tube Network

3.20 London City Airport also operates a network of passive diffusion tube samplers for nitrogen dioxide. The intent of this network is to establish the wider spatial pattern of nitrogen dioxide concentrations in the area surrounding the Airport. The locations of the monitoring sites are shown in Figure 3-2, and are described in Table 3-10; grid references and the monthly mean data are provided in Appendix A2. The diffusion tubes are exposed for approximately 4-week intervals. They are supplied and analysed by Gradko International Ltd. and are prepared using the 20% TEA in water method.

3.21 The diffusion tubes record monthly mean concentrations, which have been averaged to give the annual mean. The results cannot, therefore, be directly compared with the 1-hour mean objective. However, measurements across the UK have shown that the 1-hour mean nitrogen dioxide objective is unlikely to be exceeded where the annual mean concentration is below 60 µg/m^3 [8].

Table 3-10: Description of Diffusion Tube Monitoring Sites [a]

Location	Site ID
Lamp post at top of Parker Street, adjacent to housing	LCA 01
Lamp post on Camel Road, adjacent to nearest property on Hartmann Street	LCA 02
Lamp post at waterfront to east end of Newham Dockside	LCA 04
Lamp post on Straight Road, at kerbside	LCA 05
Lamp post on pedestrian walkway adjacent to nearest housing at Gallions Way	LCA 06
Landing Lights	LCA 07
Jet Centre – airside	LCA 10
Lamp post at waterfront, eastern end of the University of East London	LCA 11
ILS, to north of runway and south of Royal Albert Dock	LCA 12
Lamp post at north west corner of Newham Dockside	LCA 13
Lamp post on waterfront at western end of Newham Dockside	LCA 14
Lamp post at kerbside (approx 1 m) of Royal Albert Way	LCA 15
Newham Dockside analyser (duplicate tubes)	LCA 18
Lamp post adjacent to roundabout, near to access road in Silvertown Quay. Approx. 1 metre from kerbside of main road.	LCA 20
Lamp post on Brixham Street	LCA 21
King George V House analyser (triplicate tubes)	LCA 22

[a] LCA-17 was discontinued from January 2012, as the lamppost on which diffusion tubes were deployed had been removed. LCA-16 and LCA-19 were discontinued from January 2017, as the land on which the sites were located had been vacated for construction works. LCA-03 has been discontinued from April 2018 due to ongoing issues with access. LCA-20 was initiated at the start of April 2018. LCA-08 was discontinued in February 2021 as the lamppost on which diffusion tube was deployed had been removed. The site has been relocated to a nearby lamppost (LCA-21) and became operational in April 2021. The previous triplicate sites located at LCA-CAH analyser have been relocated to KGV House (LCA 22).

3.22 It is important to note that not all of these monitoring sites represent relevant public exposure for annual mean concentrations of nitrogen dioxide; therefore, the objectives are not strictly applicable

at all of these sites. For instance, the sites at Landing Lights (LCA 07), the Jet Centre (LCA 10) and the ILS (LCA 12) are located on land that is not generally accessible by the public, or is owned by the Airport. The sites at LCA 04 (at the waterfront of Newham Dockside), LCA 11 (at the waterfront of the University of East London) and LCA 13, 14 and 15 (in the vicinity of Newham Dockside and Royal Albert Way) and LCA 20 would also not represent relevant exposure for annual mean concentrations according to the criteria defined in LLAQM.TG(22)[12], but are relevant for the 1-hour mean objective. These sites have been included in the study to better understand the spatial pattern of nitrogen dioxide concentrations around the Airport.

3.23 Diffusion tubes are known to show systematic bias in relation to automatic (reference) monitors. For this reason, a co-location study has been carried out with triplicate tubes exposed alongside the inlet to the automatic monitor at LCA-KGV, and with duplicate tubes exposed in close proximity to the inlet of the LCA-ND automatic monitor. Comparison of the matched period results shows that the diffusion tubes were over-reading by an average of 41.1%. An adjustment factor of 0.71 has therefore been applied to all diffusion tube results to ensure that they give the best representation of true concentrations (see Appendix 3). The results from the triplicate tubes at LCA-KGV and the duplicate tubes at LCA-ND indicate overall "good" precision (±7.7 and ±2.7 respectively) in 2024[8].

3.24 The bias-adjusted results are summarised in Table 3-11 and are also shown in Figure 3-2. The annual mean objective of 40 µg/m^3 was achieved at all monitoring locations during 2024. All measured annual mean nitrogen dioxide concentrations were well below 60 µg/m^3, and it is therefore unlikely that the 1-hour mean objective was exceeded at any location.

[12] Defra Technical Guidance Note LLAQM.TG(22) suggests that in the case of the annual mean objective, relevant locations should not include kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.

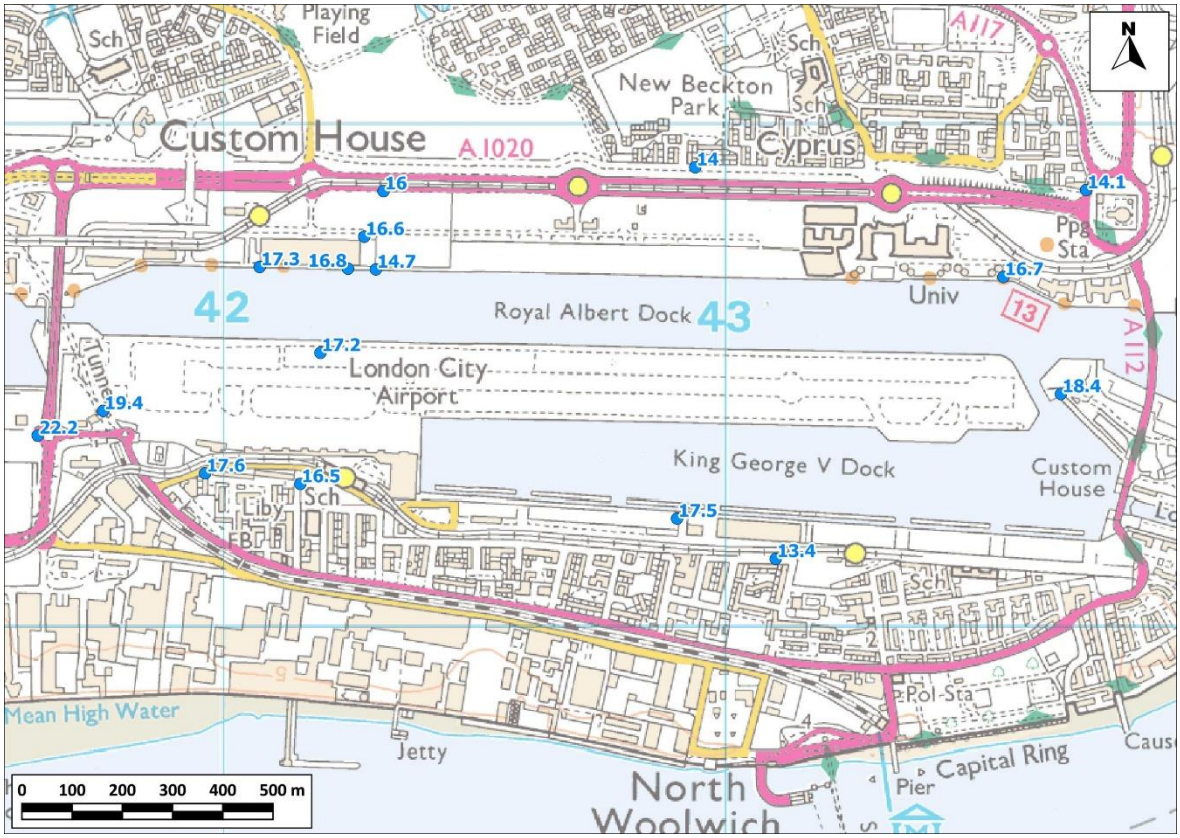

Figure 3-2: Nitrogen Dioxide Diffusion Tube Results 2024 (µg/m³)

Table 3-11: Diffusion Tube Data Summary for London City Airport, 2024 (Adjusted for Bias)

Site ID	Adjusted Value (µg/m³) [a]
LCA 01	16.5
LCA 02	17.6
LCA 04	16.8
LCA 05	14.0
LCA 06	14.1
LCA 07	18.4
LCA 10	19.4
LCA 11	16.7
LCA 12	17.2
LCA 13	16.6
LCA 14	17.3
LCA 15	16.0
LCA 18	14.7

Site ID	Adjusted Value (µg/m³) [a]
LCA 20	22.2
LCA 21	13.4
LCA 22	17.5

[a] Data have been adjusted using a local bias adjustment factor for 2024 of 0.71. The co-location studies are carried out at LCA-KGV using triplicate tubes and at LCA-ND with duplicate tubes located at the automatic monitor.

4 Data Analyses

4.1 This section provides analyses of the data, including time series, trends and source contributions.

Time Series

4.2 The measured 1-hour mean nitrogen dioxide concentrations at the Airport sites (LCA-KGV and LCA-ND), and other sites in London (Bexley - Belvedere and Slade Green, Camden - Bloomsbury, Newham - Wren Close and Cam Road), are shown as time series in Figure 4-1 and Figure 4-2 respectively. The concentrations over the year generally show similar patterns at all monitoring sites. The concurrence of periods with elevated concentrations at all sites suggests that these episodes were due to regional changes in concentrations.

4.3 The measured daily mean PM_{10} concentrations at LCA-KGV, and at other sites in London (Bexley - Slade Green, Camden - Bloomsbury, Newham - Wren Close and Cam Road), are shown in Figure 4-3 and Figure 4-4 respectively. Once again, the similarity in peaks between the Airport sites and other London sites suggests that periods of high pollution were principally due to regional changes in concentrations.

4.4 As with PM_{10}, the concurrence of many periods of elevated $PM_{2.5}$ concentrations at all sites (see Figure 4-5 and Figure 4-6) suggests that these episodes were due to regional rather than local sources and that changing weather conditions across the region affected the dispersion and dilution of pollutants.

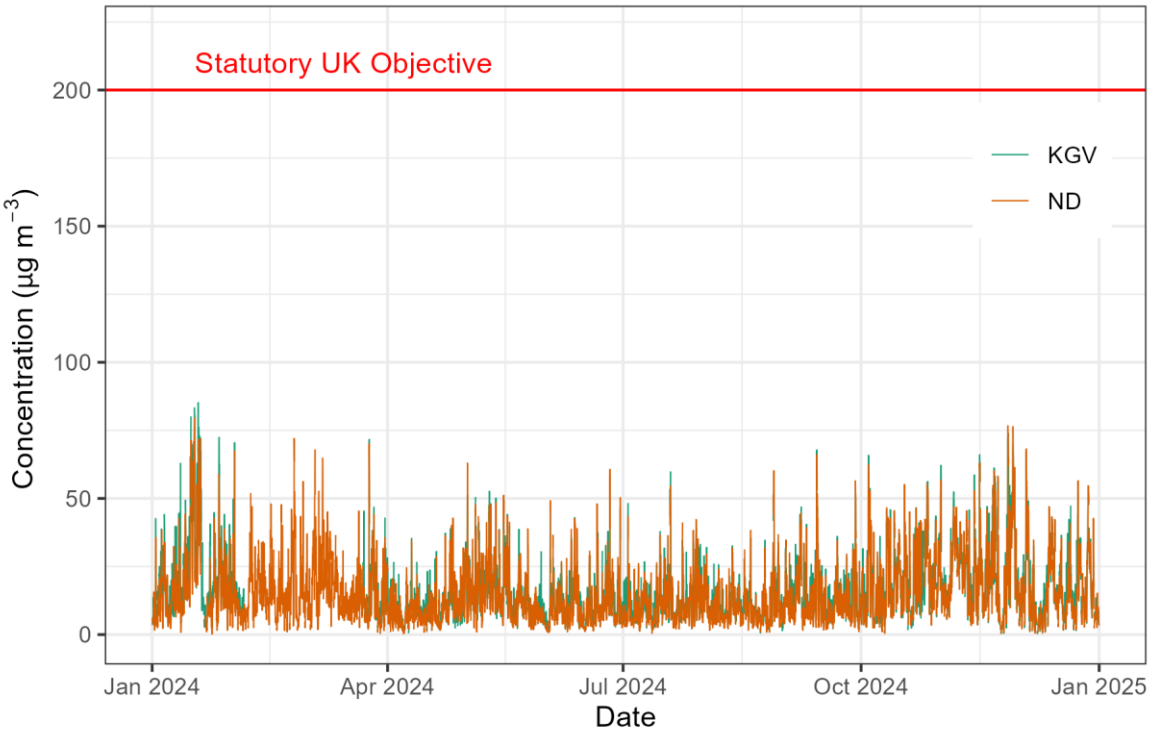

Figure 4-1: 1-Hour Mean Nitrogen Dioxide Concentrations at London City Airport, 2024

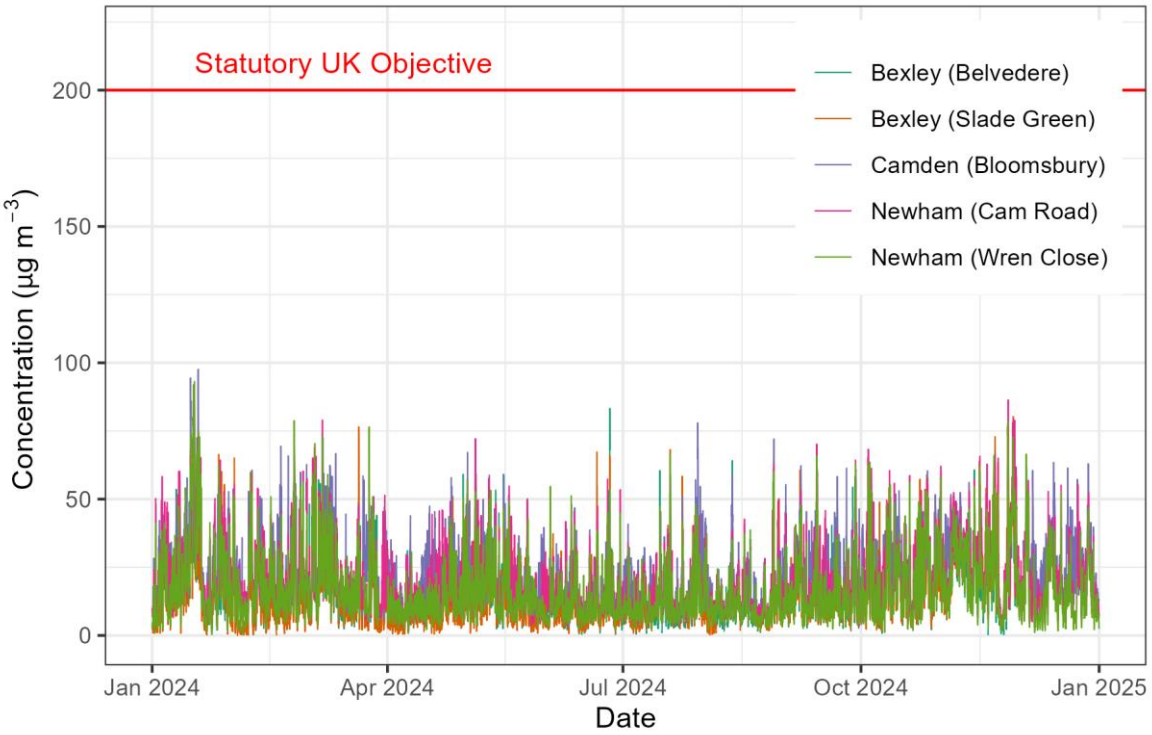

Figure 4-2: 1-Hour Mean Nitrogen Dioxide Concentrations at London Monitoring Sites, 2024

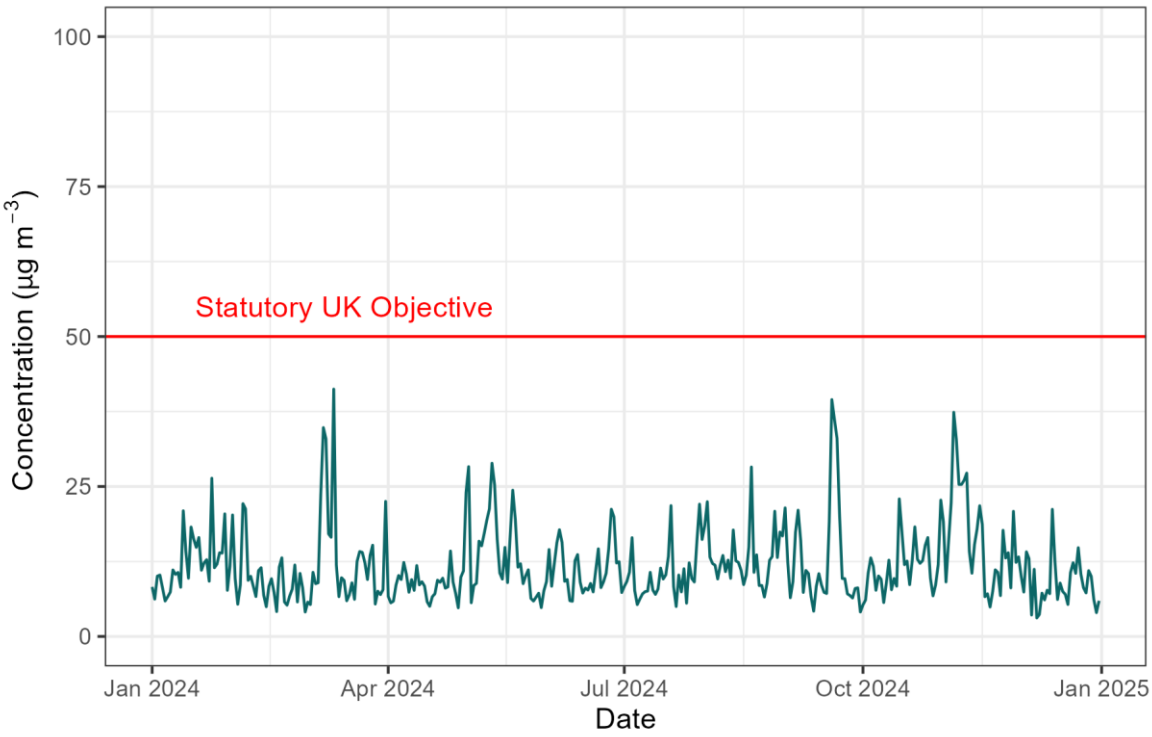

Figure 4-3: Daily Mean PM_{10} Concentrations at London City Airport (LCA-KGV), 2024

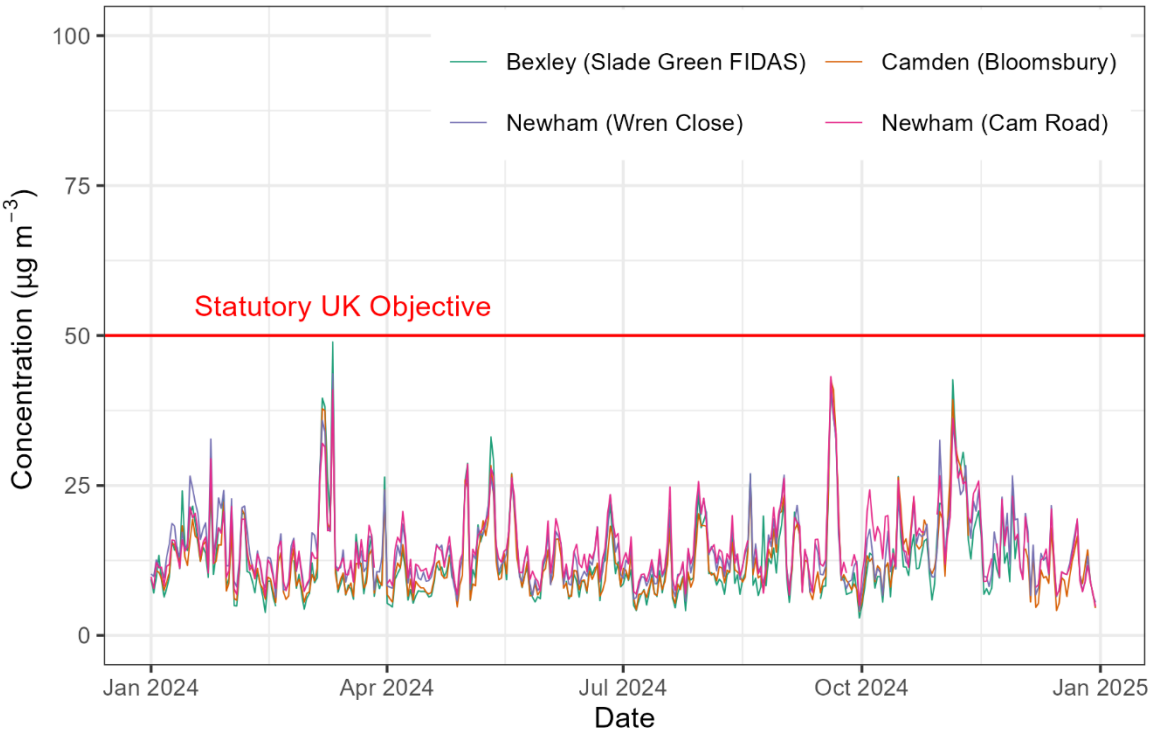

Figure 4-4: Daily Mean PM_{10} Concentrations at London Monitoring Sites, 2024

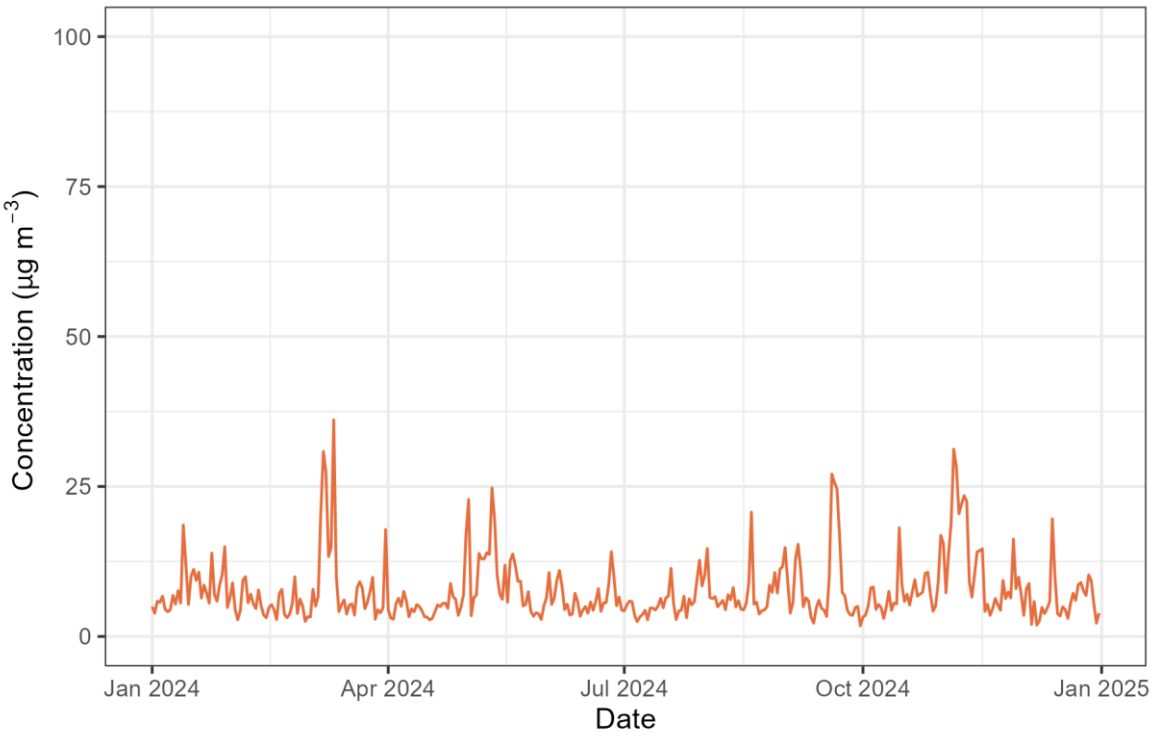

Figure 4-5: Daily Mean $PM_{2.5}$ Concentrations at London City Airport (LCA-KGV), 2024

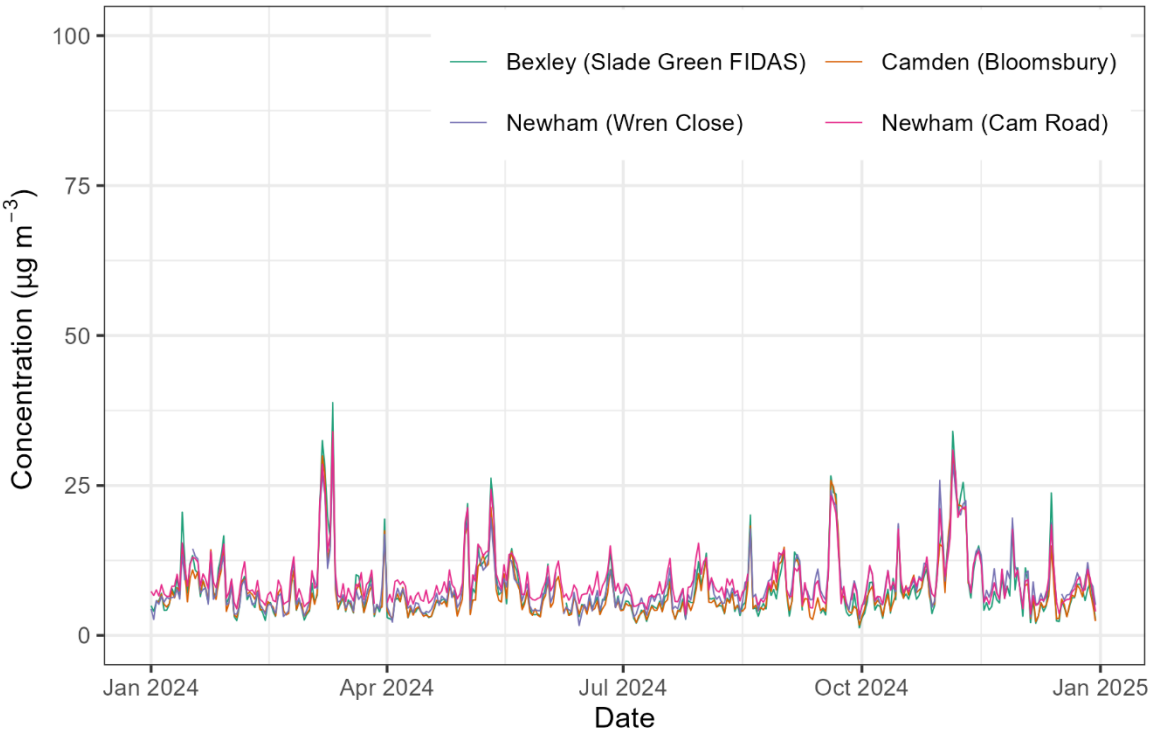

Figure 4-6: Daily Mean $PM_{2.5}$ Concentrations at London Monitoring Sites, 2024

Trends in pollutant concentrations

4.5 Automatic monitoring of pollutant concentrations has been in operation at London City Airport since 2006. The monitoring station previously sited on the rooftop of City Aviation House (LCA-CAH) measured nitrogen dioxide, NOx and PM_{10} concentrations until it was decommissioned in May 2022. The LCA-ND site has been in operation since 2011 measuring nitrogen dioxide and NOx. It is therefore appropriate to examine whether there are any trends in the measured pollutant concentrations over time at these sites. The LCA-KGV site has been operational since 2019 ($PM_{2.5}$/PM_{10}) and July 2022 (NO_x/NO_2), and while included in this section for completeness, trends from such a limited time period (<5 years) should be treated cautiously.

4.6 Figure 4-7 shows the trends in measured annual mean nitrogen dioxide concentrations at LCA-CAH, LCA-ND, LCA-KGV, and at the five other monitoring locations identified for the regional evaluation of pollution episodes. From a visual examination of Figure 4-7, there appears to be a general downward trend at all sites from 2007 to 2019, followed by an acceleration of the downward trend in 2020, likely due to Covid-19 lockdown restrictions.

4.7 Because of the interest in trends, a more detailed analysis has been carried out, the results from which are provided in Appendix 5. In summary, there is a statistically significant downward trend at all the monitoring sites (excluding LCA-KGV due to the limited monitoring period) for both nitrogen dioxide and nitrogen oxides (NOx), including at LCA-CAH and LCA-ND.

4.8 The trends in annual mean PM_{10} concentrations are shown in Figure 4-8 for the LCA-KGV site (2019 onwards), LCA-CAH site (2006-2022), and other London monitoring locations. There is generally a downward trend between 2006 and 2024; concentrations in 2006 were all above 20 µg/m^3, whereas concentrations in 2024 were all lower than 20 µg/m^3.

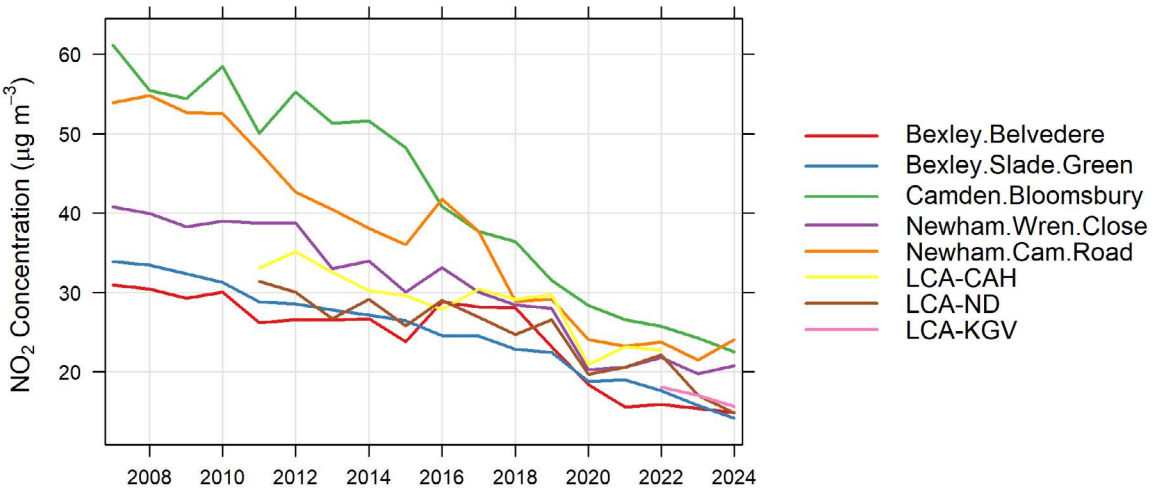

Figure 4-7: Annual Mean Nitrogen Dioxide Concentrations, 2007 – 2024 (µg/m³)

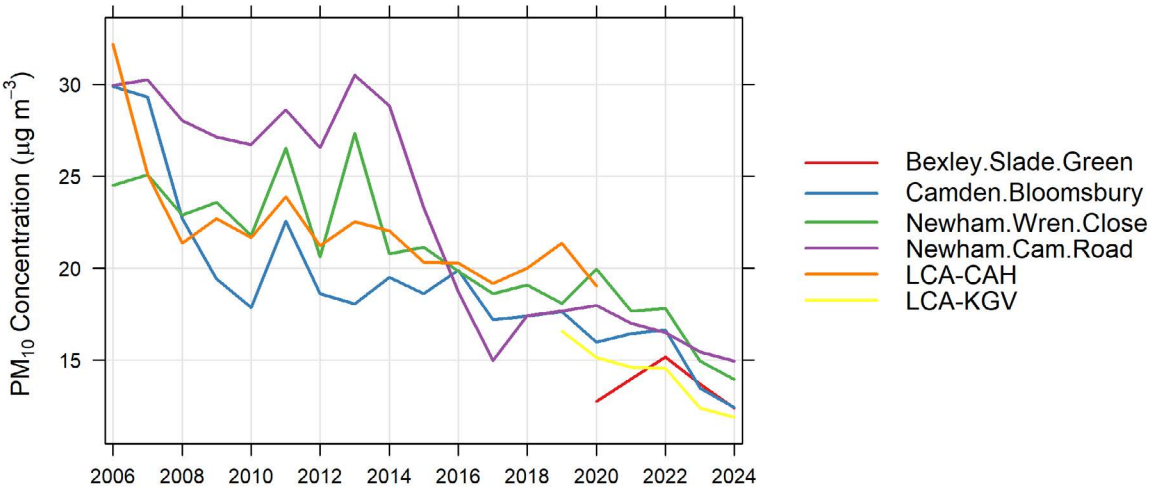

Figure 4-8: Annual Mean PM_{10} Concentrations, 2006 – 2024 (µg/m³)

Bivariate Pollution Roses

4.9 Pollution roses are a useful technique for exploring the influence of different sources of air pollution at a monitoring site. Bivariate pollution roses have been prepared using the "Openair" software[13]. These bivariate roses process average pollution concentration data by both wind direction and wind speed. They provide a powerful tool in identifying source contributions to measured concentrations

[13] Carslaw, D. C., and Ropkins. K., 2012. "openair — An R package for air quality data analysis." Environmental Modelling & Software 27–28 (0): 52–61

at monitoring sites. The concentrations are shown by colour shading, with the distance from the centre point representing increasing wind speed.

4.10 It is known from both modelling studies and the analysis of empirical data that emissions from different source types behave differently in low and high wind speed conditions. For emissions from ground-level sources (such as road traffic), concentrations are highest during low wind speeds, and decrease rapidly with increasing wind speed (due to greater dilution and dispersion). In contrast, emissions released from elevated (e.g. chimney) sources, give rise to higher concentrations at higher wind speeds, as the plume is more likely to come down to ground close to the source. Emissions from the buoyant plumes of jet aircraft engines tend to behave in a similar manner to elevated sources. Carslaw *et al* (2006)[14] showed how these bivariate plots could be used to identify the contribution of aircraft emissions to measured concentrations at Heathrow Airport.

4.11 Figure 4-9 shows bivariate pollution roses for NOx concentrations in 2024 at the LCA-ND and LCA-KGV sites, using wind data from the meteorological station at London City Airport. During low wind speeds, dispersion is reduced and concentrations from ground-level sources are higher.

4.12 The pattern at both monitoring sites is that the highest NOx concentrations occur during low wind speeds (i.e. towards the centre of the rose), indicating that the highest concentrations are associated with ground-level source releases. The elongation of the higher concentrations to the left and right of the centre of the rose indicates that there are emissions sources to the east and west of LCA-KGV and LCA-ND which contribute to concentrations at wind speeds less than 5 m/s.

4.13 It is concluded that airport sources do not make a significant contribution to local NOx concentrations.

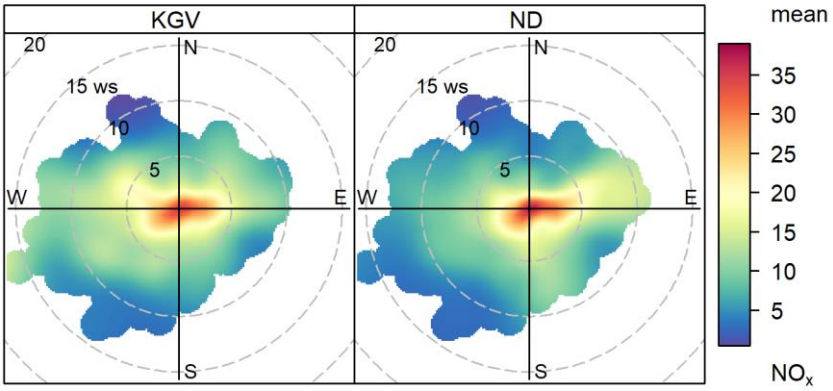

Figure 4-9: Bivariate Pollution Roses at LCA-KGV and LCA-ND Sites, 2024 (NO_x, µg/m³)

[14] Carslaw, D.C., Beevers, S.D., Ropkins, K and Bell, M.C., 2006, Detecting and quantifying aircraft and other on-airport contributions to ambient nitrogen oxides in the vicinity of a large international airport.

5 Glossary

Exceedance	A period of time where the concentration of a pollutant is greater than the appropriate air quality objective.
LAQN	London Air Quality Network.
LCA	London City Airport
LCA-CAH	London City Airport – City Aviation House monitoring site
LCA-KGV	London City Airport – King George V House monitoring site
LCA-ND	London City Airport – Newham Dockside monitoring site
µg/m^3	Microgrammes per cubic metre.
NO_2	Nitrogen dioxide.
NOx	Nitrogen oxides (taken to be NO_2 + NO).
NO	Nitric oxide.
Objectives	A nationally defined set of health-based concentrations for nine pollutants, seven of which are incorporated in Regulations, setting out the extent to which the standards should be achieved by a defined date, taking into account costs, benefits, feasibility and practicality. There are also vegetation-based objectives for sulphur dioxide and nitrogen oxides.
PM_{10}	Small airborne particles, more specifically particulate matter less than 10 micrometers in aerodynamic diameter.
$PM_{2.5}$	Small airborne particles, more specifically particulate matter less than 2.5 micrometers in aerodynamic diameter.
Standards	A nationally defined set of concentrations for nine pollutants below which health effects do not occur or are minimal.
TEA	Triethanolamine – absorbent for nitrogen dioxide used in diffusion tubes.
TEOM	Tapered Element Oscillating Microbalance.
VCM	Volatile Correction Model.

6 Appendices

A1 Nitrogen Dioxide Results

A1.1 Nitrogen oxides (NO_x) concentrations, which are essentially the sum of nitrogen dioxide and nitric oxide, are presented in Table A1-1 for the automatic monitoring stations at London City Airport and for five sites across London in Table A1-2. There are no relevant air quality criteria for nitrogen oxides in an urban area. Nitrogen oxides concentrations are included here for completeness, and because they are relevant for air quality modelling.

Table A1-1: Nitrogen Oxides (NO_x) Data Summary for LCA-KGV and LCA-ND, 2024

	LCA-ND	LCA-KGV
Maximum 1-Hour Mean (µg/m^3)	258.19	282.39
Annual Mean (µg/m^3)	18.42	19.48
Data Capture (%)	94.97	83.79

Table A1-2: Nitrogen Oxides (NO_x) Data Summary for London Monitoring Sites, 2024

	Bexley Belvedere	Bexley Slade Green	Camden Bloomsbury	Newham Wren Close	Newham Cam Road
Maximum 1-Hour Mean (µg/m^3)	253.2	347.2	218.98	217.31	263.82
Annual Mean (µg/m^3)	18.89	18.03	27.09	20.14	27.67
Data Capture (%)	86.09	82.66	93.57	97.60	99.24

A2 Diffusion Tube Data

A2.1 Raw monthly average diffusion tube data, along with the location details and monitoring periods, are presented in Table A2-1.

Table A2-1: Raw Monthly Diffusion Tube Data for 2024, Not Bias Adjusted (µg/m³)

Site ID	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024	Unadjusted Annual Mean	Data Capture (%)
LCA 01	27.50	24.07	23.20	17.12	21.42	-	17.25	16.35	23.32	25.20	28.28	31.55	23.2	91.7
LCA 02	28.27	22.65	23.55	17.26	24.32	23.26	22.59	21.40	28.42	29.17	-	30.16	24.8	91.7
LCA 04	-	27.01	23.30	18.56	-	19.80	10.87	20.30	22.57	29.79	26.76	35.94	23.7	83.3
LCA 05	25.18	23.48	22.27	15.56	18.67	15.62	7.64	16.77	20.49	20.25	24.52	27.07	19.8	100
LCA 06	24.05	23.03	20.94	14.50	20.02	17.68	15.94	16.49	-	23.59	23.26	-	20.0	83.3
LCA 07	29.82	26.39	23.26	20.13	23.75	22.41	21.91	20.74	25.55	28.79	31.52	35.49	25.9	100
LCA 10	30.58	35.44	24.78	20.90	27.02	22.66	24.29	23.90	20.69	31.79	31.65	33.29	27.3	100
LCA 11	26.51	25.32	24.00	18.81	18.49	18.78	18.12	19.95	21.46	27.60	27.63	34.06	23.5	100
LCA 12	28.71	33.52	22.85	15.18	21.25	17.85	19.38	17.72	29.80	29.22	26.25	29.13	24.3	100
LCA 13	31.95	24.95	24.87	17.53	21.68	19.23	20.03	16.87	21.84	-	27.05	31.10	23.4	91.7
LCA 14	31.71	27.93	26.42	15.63	21.00	17.33	-	15.59	18.32	28.11	31.80	34.17	24.5	91.7
LCA 15	27.69	24.67	24.08	16.26	19.69	17.46	17.90	16.46	21.23	29.51	28.71	25.79	22.5	100
LCA 18	24.98	23.77	22.58	15.11	19.68	15.11	17.46	16.55	19.21	-	27.16	27.80	20.9	91.7
	27.88	24.54	22.46	15.42	18.50	15.96	17.03	16.82	19.34	18.37	25.21	27.32	20.7	100
LCA 20	33.22	27.47	29.25	22.88	34.45	24.77	-	26.97	35.99	41.08	34.83	30.84	31.4	91.7

Site ID	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024	Unadjusted Annual Mean	Data Capture (%)
LCA 21	23.99	20.64	17.72	13.66	17.11	15.12	14.59	13.91	18.00	22.25	22.47	25.94	18.9	100
LCA 22	32.74	26.20	24.43	19.92	22.17	19.24	23.25	19.86	23.20	21.24	31.77	34.14	24.9	100
	31.72	30.37	25.34	18.14	22.42	19.88	18.33	18.99	24.56	26.12	22.28	32.77	24.3	100
	30.95	30.18	24.59	18.78	22.47	18.41	19.21	16.77	22.20	29.93	32.07	33.68	25.0	100

A3 Bias Adjustment Factor for Diffusion Tubes

A3.1 Diffusion tubes are known to exhibit bias when compared to results from automatic analysers. Therefore, diffusion tube results need to be adjusted to account for this bias. One of the main factors influencing diffusion tube performance is thought to be the laboratory that supplies and analyses the tubes. The diffusion tubes exposed at London City Airport are supplied and analysed by Gradko International Ltd. (20% TEA in water).

A3.2 In order to determine the bias exhibited by these tubes, a study was carried out using triplicated tubes at LCA-KGV and duplicate tubes at LCA-ND. All diffusion tube data presented in this report have been adjusted using the overall factor calculated from the data presented in Table A3.1.

A3.3 The accuracy of the bias adjustment factor is limited by the exposure periods of the co-located diffusion tubes and time the corresponding automatic monitors were operating for. At LCA-ND there was only one month (Period 10) of missing diffusion tube data for one of the duplicate tubes and the automatic monitor had a good level of data capture for 2024 (95%). At LCA-KGV there were no months of missing diffusion tube data and the automatic monitor had a good level of data capture (83%). A comparison between the 2024 bias adjustment factor calculated and those from previous years (see Table A3.2) shows the 2024 factor is numerically larger (which adjusts concentrations by a lesser degree) than in 2023, but is lower than earlier years.

Table A3-1: Results of Diffusion Tube and Continuous Monitor Co-location Study in 2024

	Diffusion Tubes (µg/m³) [a]	Automatic (µg/m³) [b]	Adjustment Factor
LCA-ND	20.72	15.55	0.750597
LCA-KGV	24.73	16.54	0.668760
Overall Factor [c]			**0.7085**

[a] Diffusion tubes were exposed for the period between 8th January 2024 to 13th January 2025.

[b] The automatic period corresponds with the diffusion tube period.

[c] The overall factor has been determined using orthogonal regression.

A3.4 Table A3.2 presents the bias adjustment factors applied to the data for the last sixteen years.

Table A3-2: Previous Bias Adjustment Factors

Year	Factor
2008	0.786
2009	0.717
2010	0.801
2011	0.738
2012	0.744
2013	0.771
2014	0.832
2015	0.858
2016	0.762
2017	0.724
2018	0.784
2019	0.796
2020	0.783
2021	0.846
2022	0.873
2023	0.673
2024	0.709

A4 Diffusion Tube Precision

A4.1 Diffusion tube precision describes the ability of a measurement to be consistently reproduced, i.e., how similar the results of duplicate or triplicate tubes are to each other. It is an indication of how carefully the tubes have been handled in either the laboratory and/or the field. Tube precision is separated into two categories 'Good' or 'Poor' as follows: tubes are considered to have **'Good'** precision where the coefficient of variation (CV) of duplicate or triplicate diffusion tubes for eight or more periods during the year is less than 20%, and the average CV of all monitoring periods is less than 10%. Tubes are considered to have **'Poor'** precision where the CV of four or more periods is greater than 20% and/or the average CV is greater than 10%.

A4.2 Table A4.1 and Table A4.2 shows that monitoring at LCA-ND and LCA-KGV there was 'Good' precision at every period of recorded data across the year[15] (Defra, 2011).

Table A4-1: Precision of Duplicate Diffusion Tubes, LCA-ND

Period	Start Date	End Date	Tube 1	Tube 2	Mean	Standard Deviation	CV	Tube Precision
1	08/01/2024	05/02/2024	24.98	27.88	26	2.1	7.8	18.4
2	05/02/2024	04/03/2024	23.77	24.54	24	0.5	2.3	4.9
3	04/03/2024	02/04/2024	22.58	22.46	23	0.1	0.4	0.8
4	02/04/2024	01/05/2024	15.11	15.42	15	0.2	1	1.9
5	01/05/2024	03/06/2024	19.68	18.50	19	0.8	4	7.5
6	03/06/2024	28/06/2024	15.11	15.96	16	0.6	4	5.4
7	28/06/2024	30/07/2024	17.46	17.03	17	0.3	2	2.7
8	30/07/2024	02/09/2024	16.55	16.82	17	0.2	1	1.7
9	02/09/2024	04/10/2024	19.21	19.34	19	0.1	0	0.8
10	04/10/2024	08/11/2024	-	18.37	-	-	-	-
11	08/11/2024	09/12/2024	27.16	25.21	26	1.4	5	12.4
12	09/12/2024	13/01/2025	27.80	27.32	28	0.3	1	3.1
Average CV							2.72	-

[15] Defra, 2011, Precision and Accuracy Spreadsheet Tool. Available at: http:// http://laqm.defra.gov.uk/bias-adjustment-factors/local-bias/AEA_DifTPAB_v04.xls

Table A4-2: Precision of Triplicate Diffusion Tubes, LCA-KGV

Period	Start Date	End Date	Tube 1	Tube 2	Tube 3	Mean	Standard Deviation	CV	Tube Precision
1	08/01/2024	05/02/2024	32.7	31.7	31.0	32	0.9	3	2.2
2	05/02/2024	04/03/2024	26.2	30.4	30.2	29	2.4	8	5.8
3	04/03/2024	02/04/2024	24.4	25.3	24.6	25	0.5	2	1.2
4	02/04/2024	01/05/2024	19.9	18.1	18.8	19	0.9	5	2.2
5	01/05/2024	03/06/2024	22.2	22.4	22.5	22	0.2	1	0.4
6	03/06/2024	28/06/2024	19.2	19.9	18.4	19	0.7	4	1.8
7	28/06/2024	30/07/2024	23.2	18.3	19.2	20	2.6	13	6.5
8	30/07/2024	02/09/2024	19.9	19.0	16.8	19	1.6	9	4.0
9	02/09/2024	04/10/2024	23.2	24.6	22.2	23	1.2	5	2.9
10	04/10/2024	08/11/2024	21.2	26.1	29.9	26	4.4	17	10.8
11	08/11/2024	09/12/2024	31.8	22.3	32.1	29	5.6	19	13.8
12	09/12/2024	13/01/2025	34.1	32.8	33.7	34	0.7	2	1.7
Average CV								7.27	-

A5 Detailed Trend Analysis

Nitrogen Dioxide

A5.1 Figure A5-1 shows the smooth-trend analyses of monthly mean nitrogen dioxide concentrations for LCA-CAH, LCA-ND, LCA-KGV and the other nearby monitoring sites in the wider London area, over the period 2007 to 2024. As noted in Paragraph 4.5, interpretation of trends at the LCA-KGV monitoring site should be cautious due to the relatively limited time period of monitoring compared to the other sites studied.

A5.2 A Theil-Sen analysis has been applied to the data to identify statistically significant trends and slopes, and the results are described in Table A5-1. There is a statistically significant downward trend in nitrogen dioxide concentrations at LCA-CAH, LCA-ND, and all of the wider London monitoring sites. It is unsurprising that no statistically significant trend was observed at LCA-KGV given the limited monitoring period.

Table A5-1: Theil-Sen Analysis, NO_2 Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other London Monitoring Sites, 2007 to 2024

Monitoring Site	Theil-Sen Analysis [a]	Statistically Significant Trend?
Bexley - Belvedere	-0.91 [-1.17, -0.67]	Yes
Bexley – Slade Green	-1.10 [-1.29, -0.90]	Yes
Camden - Bloomsbury	-2.43 [-2.72, -2.16]	Yes
Newham – Wren Close	-1.45 [-1.72, -1.19]	Yes
Newham – Cam Road	-2.20 [-2.49, -1.90]	Yes
LCA-CAH [b]	-0.93 [-1.21, -0.65]	Yes
LCA-ND [c]	-0.99 [-1.35, -0.60]	Yes
LCA-KGV [d]	0.21 [-9.85, 5.98]	No

[a] The first value is the slope. The number in brackets is the upper and lower 95th percentile confidence interval.

[b] Analysis carried out for 2007 to 2022.

[c] Analysis carried out for 2011 to 2024.

[d] Analysis carried out for 2022 to 2024.

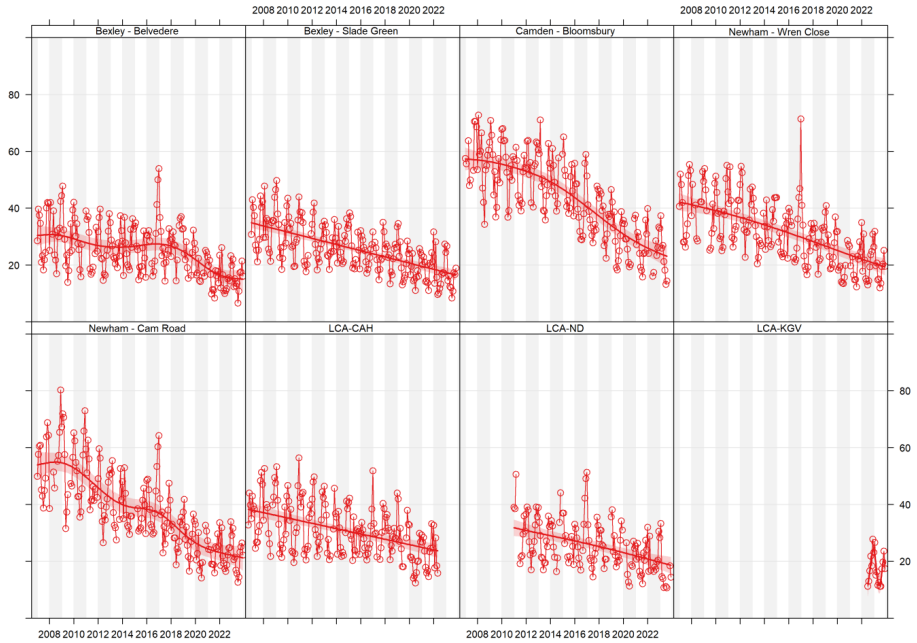

Figure A5-1: Smooth Trend Analysis, Monthly NO_2 Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other Monitoring Sites, 2007 – 2024

Nitrogen Oxides (NOx)

A5.3 Figure A5-2 shows the smooth trend analysis of monthly mean NOx concentrations for LCA-CAH, LCA-ND, LCA-KGV and other monitoring sites in the wider London area for the period 2007 to 2024.

A5.4 The Theil-Sen analysis, shown in Table A5-2, indicates a statistically significant downward trend in NOx concentrations at LCA-CAH, LCA-ND, and all the other London monitoring sites. It is unsurprising that no statistically significant trend was observed at LCA-KGV given the limited monitoring period.

Table A5-2: Theil-Sen Analysis, NO_x Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other London Monitoring Sites, 2007 to 2024

Monitoring Site	Theil-Sen Analysis [a]	Statistically Significant Trend?
Bexley – Belvedere	-1.53 [-2.08, -1.05]	Yes
Bexley – Slade Green	-1.91 [-2.42, -1.48]	Yes
Camden - Bloomsbury	-4.87 [-5.62, -4.17]	Yes
Newham – Wren Close	-2.40 [-3.02, -1.80]	Yes
Newham – Cam Road	-4.68 [-5.35, -3.96]	Yes
LCA-CAH [b]	-1.81 [-2.50, -1.12]	Yes
LCA-ND [c]	-2.00 [-2.88, -1.28]	Yes
LCA-KGV [d]	-0.04 [-17.92, 8.54]	No

[a] The first value is the slope. The number in brackets is the upper and lower 95th percentile confidence interval.

[b] Analysis carried out for 2007 to 2022.

[c] Analysis carried out for 2011 to 2024.

[d] Analysis carried out for 2022 to 2024.

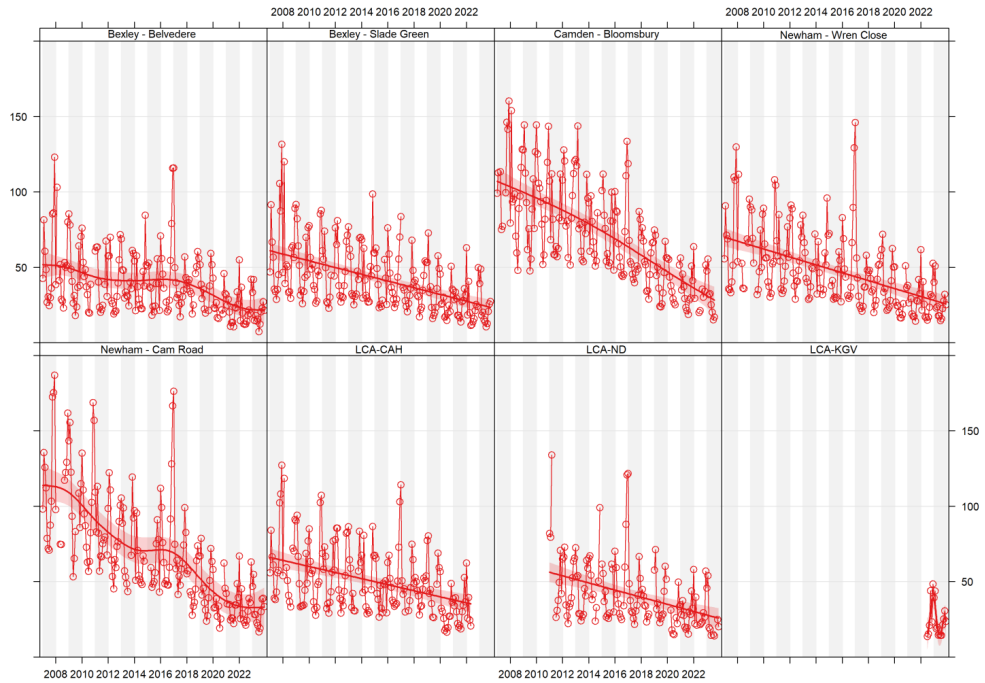

Figure A5-2: Smooth Trend Analysis, Monthly NO_x Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other London Monitoring Sites, 2007 – 2024

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Annual
Performance
Report 2024

Annex 6

Air Quality Action Plan Progress Update

LONDON CITY AIRPORT

Air Quality Action Plan Progress Update 2024

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2024
GROUND POWER				
Measure 1: Maximising availability of Fixed Electrical Ground Power (FEGP)	Measures to minimise APU run times (and emissions) include the provision of FEGP and actions taken to ensure its availability.	London City Airport will continue to routinely record the availability of FEGP on all stands where it is has been installed. It will also continue to record the use of FEGP within the online portal and document any contraventions of Airfield Operating Instruction AOI 07.	June in each year	Ongoing. A report detailing serviceability is distributed during each shift. Stand planners are promptly informed if an aircraft cannot be supplied with power.
Measure 2: Minimising APU Use	NOx and PM10 emissions from APU use were 5.2 and 0.32 tonnes respectively, in 2019. Airfield Operating Instruction AOI 07 restricts the running of APUs.	London City Airport will continue to monitor the use of APU in accordance with AOI 07, and will continue to record APU use via the Airport's "Qlickview" online reporting tool. Any contraventions of the Airfield Operating Instructions, updated as necessary to comply with any requirements within the APU Strategy.	June in each year	Ongoing. This continues to be recorded in Qlik. 56 instances of extended APU usage were recorded in 2024.
EMISSIONS FROM AIRCRAFT TAXIING OPERATIONS				
Measure 3: Ground Engine Running Strategy – air quality implications	Ground running relates to the use of aircraft engines on stand, during taxiing, and on-hold, and accounted for 15.6 tonnes NOx and 0.35 tonnes PM10 in 2019. The	London City Airport will continue to review the outcomes of the Ground Engine Running Strategy within the quarterly reports and will prepare a report for submission to LBN on the air quality	Within 2 months of GERS quarterly reports	Based on the annual average, one private jet operator exceeded the ERS target in 2024. The exceedance was not

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2024
	Ground Engine Running Strategy is aimed at ensuring aircraft engines are operated at minimum power necessary and for as short a time as possible.	implications where ground running times exceed agreed targets.		deemed to be significant due to the duration, however the operator was still contacted for a response. A report is being prepared which includes the operators response.
Measure 4: Reduced thrust during taxiing	Taxiing accounted for 18.8 tonnes NOx and 0.47 tonnes PM10 in 2019. Emissions can be reduced by "Engine-Out Taxiing" in which one or more engines is switched off. However, there are both safety and operational concerns with the use of this measure.	London City Airport will continue to work with the major airlines to explore the potential to introduce reduced thrust during taxiing. Direct engagement with the airlines will be made at forthcoming bi-annual pilot forums.	June in each year	Ongoing. Continuing engagement with airlines via the bi-annual pilot forums.
Measure 5: Electric Taxiing Systems	Emissions from taxiing could be reduced by the use of electric pushback from stand	London City Airport will review the requirements for electric pushback systems as the new CADP stands become available.	June in each year	Electric pushback tugs requirements to be reviewed as and when new CADP stands become operational.
AIRSIDE VEHICLES AND PLANT				
Measure 6: ULEZ Compliance – Third Party Operators	The ULEZ will require diesel cars and vans to comply with the Euro 6 emission standard which will, on average,	London City Airport will continue to engage with third-party operators of airside vehicles to monitor progress and update records	June in each year	Only a singular specialist non-compliant vehicle remaining. Third party contacted for

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2024
	reduce NOX emissions by 65% compared to Euro 5.	on ULEZ compliance on an annual basis going forwards.		their plans to upgrade their fleet which will be monitored on an annual basis.
Measure 7: Airside Vehicle Permits (AVP) – Promote Earlier Introduction of Cleaner Vehicles	Emissions from Ground Support Equipment (principally airside vehicles) accounted for 2.6 tonnes NOx in 2019. The AVP system can be used to drive the introduction of cleaner vehicles at an earlier stage, in advance of full ULEZ compliance.	London City Airport will continue to enforce a requirement in AOI 12 that all new vehicles issued with a Airside Vehicle Permit (i.e. not renewal applications for existing AVPs, comply with the latest vehicle emissions standards for road vehicles (Euro Standards) defined as the date by which the Euro Standard comes into force for registration and the sale of new vehicles.	June in each year	Ongoing. As agreed on 21/12/2021, some dispensations may be granted if ULEZ compliant vehicles cannot be deployed on the basis of documented technical, safety, operational and financial constraints. Justification provided will be reviewed by LCY, records retained and updates required annually.
Measure 8: Vehicle Emissions Testing	Failed abatement systems can lead to substantially high emissions on individual vehicles	London City Airport will continue to undertake routine annual, and periodic, random emissions testing for Airport owned and third-party airside vehicles. Where a vehicle fails, a Vehicle Defect Notice will be used; the operator will have 14 days to rectify the fault or the AVP will be	June in each year	Ongoing. In 2024 no LCY vehicles failed the testing requirements.

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2024
		withdrawn. The results of the testing will be reported to LBN on an annual basis.		
Measure 9: Introduction of Hybrid and Electric Vehicles	Both hybrid and electric airside vehicles would reduce emissions (above and beyond ULEZ standards), but is dependent on the availability of suitable vehicles	Both hybrid and electric vehicles would reduce emissions (above and beyond ULEZ standards) but is dependent on availability. London City Airport will continue to review the Airport-owned fleet with the aim of maximising the use of hybrid and electric vehicles in line with its net zero ambitions.	June in each year	Ongoing. LCY continues to review the overall fleet utilising electric or hybrid options. There were no new or replacement vehicles to the LCY fleet in 2024.
EMISSIONS FROM BLACK CABS				
Measure 10:.Anti-Idling: Black cabs	Idling engines when stationary causes unnecessary pollution emissions. Vehicle Idling Action is a behaviour change campaign supported by LBN.	London City Airport will continue to monitor idling by black cabs and will report any issues or compliants to the Airport Transport Forum.	Twice a year	Signs are in place to advise drivers to turn off engines. No related issues or complaints were received in 2024.
PUBLICITY AND PROMOTIONS				
Measure 11: Review and Update Website	No direct emissions benefits, but critical in communicating with staff, passengers and members of the public, and disseminating information of air quality	London City Airport will continue to review and update the website to provide clear, concise information to the local and wider community on the performance of the Air Quality Management Strategy.	June in each year	The AQMS and the air quality monitoring data are available on the public website. Updates on the Air Quality Action Plan are provided annually and

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2024
				available on the website as part of the APR.
Measure 12: RAMP Sampling.	Although subject to workplace air quality standards, staff on the RAMP are likely to be exposed to higher levels of pollution	London City Airport will continue to undertake, on a two-year basis, a RAMP employee air quality monitoring assessment with direct, individual recording apparatus	April 2025	Not required in 2024. Next sampling will be in 2025.
Measure 13: Staff Communications.	No direct emissions benefits, but critical in communicating with staff, and in gaining support to this Strategy	London City Airport will publish an article relating to air quality and airport operations at least once per year in the airport newsletter "Inside E16" or in the staff eBulletin	June each year	Staff received information through the staff eBulletin on the airport's air quality management in December 2024.
ULTRA FINE PARTICLES				
Measure 14: Emission Inventories for Ultra Fine Particles (UFPs)	There is increasing evidence related to aircraft operations and UFPs, but there is currently no robust manner in	London City Airport will continue to review the emerging evidence on UFPs related to aircraft emission inventories and will provide an update on an annual basis.	June in each year	The annual UFP update was provided to LBN in April 2025. The report confirms that there have been no changes to policies or regulations over the past year, there are no standard protocols for monitoring UFP, and no objectives or targets with respect to UFP concentrations.
Measure 15: UFP Emissions and Sulphur	Evidence has identified a unique size	London City Airport will continue review the emerging	June in each year	The annual UFP update was provided to

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2024
Content of Aviation Fuel	distribution of UFPs related to aviation emissions, which is thought to be linked to the high S content of aviation fuel.	evidence on the link between the sulphur content of aviation fuel and UFP emissions and will work with industry partners to assess the benefits and feasibility of introducing SAFs.		LBN in April 2025. The report confirms that there have been no changes to policies or regulations over the past year, there are no standard protocols for monitoring UFP, and no objectives or targets with respect to UFP concentrations.

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Annex 7

Sustainability and Biodiversity Strategy Update

LONDON CITY AIRPORT

Sustainability and Biodiversity Strategy Update 2024

Ref	Title	Timeframe	Status APR 2024
EMS1	Maintain LCA's current ISO14001:2015 and ISO9001 certification.	Ongoing (evidence yearly)	Ongoing. The airport has successfully undergone an external recertification audit in Q3 2024 for its Environmental Management System (EMS under Iso 14001:2015) and Quality Management System (QMS under ISO 9001:2015), meeting the requirements of both international standards.
EMS2	Continue to develop an integrated management system.	Ongoing	Ongoing. Integrated management system maintained (see above).
WST1	Implement SWMPs and review prior to each phase of CADP.	Prior to each phase of CADP	CADP works currently paused.
WST2	Reduce total waste kg per passenger by 10% from 2022 by the end of 2025.	End of 2025	Ongoing. Working towards our 2025 target.
WST3	Recycle 70% of total kg of waste by the end of 2025.	End of 2025	Ongoing. Working towards our 2025 target.
WST4	Work with a waste contractor (and/or others) to develop a circular economy strategy and waste reduction strategy.	End of 2023	Now in ongoing implementation phase of the relevant strategies. New supplier has been appointed in Q1 of 2024 and is operational at the site.
WST5	Include waste management in the criteria for any new concessions, including how they will reduce waste and promote recycling, and integrate site-specific requirements into new contracts where practicable.	End of 2024	Waste management is included as a standard criteria for new concessions.
WST6	Demonstrate use of reasonable endeavours to eliminate all avoidable single use plastics generated by our staff and tenants.	End of 2025	Working towards our 2025 target. In 2024 we undertook surveys to establish a baseline, identify problem waste items (working with suppliers).
EC1	Improve employee awareness on energy reduction through two	Ongoing (evidence yearly)	Measures promoted in 2024 include in relation to sustainable travel to work

Ref	Title	Timeframe	Status APR 2024
	campaigns and training sessions per year. This target is ongoing with evidence on progress being provided yearly.		(25.07.2024 e-bulletin) and food waste reduction (04.04.2024/11.04.2024 e-bulletin)
EC2	Maintain Level 4+ Transition of the ACI Europe Airport Carbon Accreditation Scheme.	End of 2023	Level 4+ (Transition) certificate of the Airport Carbon Accreditation Scheme was maintained in Q4 2024, demonstrating LCY are on a path towards net zero, and are also engaging with third parties at the airport to decarbonise.
EC3	Report on LCY's progress in reducing scope 1 and 2 absolute emissions and provide an update annually through the 'LCY Sustainability Report' to also how LCA is supporting the target to achieve net zero by 2030.	Ongoing (evidence yearly)	Sustainability Progress Report 2023 was published in August 2024 which included this information. A progress report will also be published in 2025.
WH1	Review the safeguarding guidance for developers available on our website annually, which specifically details safe methods of increasing local biodiversity within developments within compromising aerodrome safety.	Ongoing (evidence yearly)	Review undertaken in Q4 2024, updates recommended to the guidance for implementation in 2025, in conjunction with the safeguarding team.
WH2	Provide a report to LBN annually summarising where LCY has requested amendments to local development proposals in order to manage the operational safety risk of birds.	Ongoing (evidence yearly)	In 2024, a Bird Hazard Management Plan was requested for 36 planning applications, all of which then proceeded without any objections.
WH3	Maintain the artificial substrate mesh for aquatic colonisation and the provision of shelter for fish fry within the KGV dock, and record whether colonisation is progressing.	End of 2024	A review was undertaken regarding the colonisation in 2024. Further fish habitat opportunities will be explored in 2025.
WH4	Provide £10,000 a year to	Ongoing	LBN have drawn down

Ref	Title	Timeframe	Status APR 2024
	LBN for educational biodiversity and environmental programmes for the local community. Where LBN are unable to use the money within 6 months of it becoming available, transfer the money to the Community Trust Fund for use on projects relating to biodiversity in the next round of grant allocation.	(evidence yearly)	£10,000 in 2024 and LCY has now paid the contribution
WH5	Fund other environmental and biodiversity projects with preference given to areas of nature deficiency from 2023 onwards. Subject to interest from schools and community groups, options could include (1) funding allotment boxes in SINCs; (2) enhancing biodiversity by installing bat boxes or hedgehog homes to protect these key species; or (3) funding biodiversity related projects in schools. Such projects would be subject to a combined annual funding of £5,000 from 2023.	End of 2024	Arrangements underway with Trees for Streets, planting in 2025.
WH6	Continue the annual Biodiversity Fund investment of a minimum of £25,000 to local biodiversity projects.	End of 2026	Second year of the Thames21 project, which has now been completed, alongside the One Newham project.
WH7	Achieve 10% net gain for any future airport develop projects by the end of 2026.	End 2026	CADP works currently paused.
W1	Review of the building standards and contractual requirements for tenants and concessionaires in relation to water usage.	End 2024	All new contracts include sustainability requirements for water usage and minimisation.
W2	Operate within the conditions stipulated in LCA's water discharge	Ongoing (evidence yearly)	Completed for 2024/2025 winter season with no exceedance.

Ref	Title	Timeframe	Status APR 2024
	permit with regards to BOD and evidence performance by the end of May each year.		
W3	Achieve a reduction in surface water run-off of at least 63% against the 2013 baseline (as assessed in the UES) by completion of the CADP works.	By completion of the CADP works	CADP works currently paused.
N1	Continued operation of The Airspace & Environment Sub-Committee as part of the London City Airport Consultative Committee (LCACC) to achieve the agreed objectives established at the inaugural meeting in October 2016.	Ongoing	Ongoing. LCYCC Airspace & Environment Sub-Committee meetings held quarterly in 2024.
N2	Maintain compliance with all noise mitigation measures as required under CADP 1 planning permission.	Ongoing	Ongoing. Quarterly reports on noise mitigation measures are submitted to LBN to demonstrate compliance. The annual NOMMS report and ANCS report have been submitted as annexes to the 2024 APR.
SC1	Distribution of a community leaflet detailing construction activity at least four times a year to the immediate local area.	Ongoing throughout CADP works	CADP works currently paused.
SC2	Complete a Sustainable Construction Strategy to maximise sustainability performance and carbon reduction in any future development and increase energy efficiencies for future buildings and operations.	End of 2026	Ongoing and subject to future development.

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Annex 8

List of Employers Onsite and CADP1 Contractors

LONDON CITY AIRPORT

List of Employers Onsite and CADP1 Contractors 2024

Company – 2024 List
ABM
One Advanced
AeroSpa
AVIS
BA CITYFLYER
Big Penny Brews
Boots
BP Installations
Caffé Nero
Dnata
ESP
Europcar
GGS LTD
Global Exchange
GSF
Hertz
ITA (previously Alitalia)
Lagadere
London City Airport
Lufthansa
Luxair
Swissport
MENZIES (ASIG)
MITIE
MITIE CARE+CUSTODY
NATS
Pret a Manger
Sky Handling Partner - SHP
SSP - Select Service Providers
WHSmith

CADP Main – 2024 List
No CADP Contractors were based on site in 2024 due to works being paused temporarily.

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Annex 9

Our Newham Work Statistics 2024

LONDON CITY AIRPORT

Our Newham Work Statistics 2024

Company -2023 List	Vacancies	Starts	13 Week Sustained	26 Week Sustained	Still in Employment
LCY Direct	89	23	20	19	19
Onsite Partners	30	13	8	7	7
Total	119	35	28	26	26

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Annex 10
LCY Employment Policy

LONDON CITY AIRPORT

1 Policy Statement

London City Airport recognise that our staff are fundamental to continual success and is committed to fair and equitable recruitment. This policy provides a framework for the recruitment and selection of staff which complies with the Equality Act and other relevant employment legislation.

It is a core value of London City Airport to ensure that:

- All applicants are dealt with in a courteous, respectful, fair and diplomatic way.
- All applicants are properly informed at all stages of the progress of their application.
- The most suitable person for the job in respect of experience and qualification is selected.

London City Airport endeavours to employ people living in the vicinity of the airport to share its economic and social benefits. The airport has agreed targets with the Local Authority to employ:

- 70% of its employees from the local area[1].
- 50% from the London Borough of Newham.

2 Scope

The scope of this policy applies to all internal and external applicants for LCY jobs.

3 Applications

All applicable jobs are advertised on our dedicated career's page on www.londoncityairport.com/careers.

In some limited specific instances, vacancies of a specialist nature may be advertised on both LCY's website, LinkedIn and via specific aviation or other recruitment agencies and job boards. In this instance, advertising and procedure will remain the same as that for all other vacancies to ensure consistency. An exception to this may be where a role is specifically created as part of the development of internal talent.

Notwithstanding the above, where recruitment for more than one position is initiated simultaneously, London City Airport may also advertise such vacancies through a local employment agency, e.g. Newham Workplace) and/or notify local recruitment centres of such vacancies.

London City Airport works in partnership with the Local Authority via Newham Workplace to deliver into-work training for unemployed Newham residents. In some instances, candidates from this training programme may be recruited directly by London City Airport.

A standard online application form is used to assist in filling all vacancies as a way of obtaining the same information from each candidate.

[1] The 'local area' is defined by the London Borough of Newham as the 11 East London Boroughs of Newham, Tower Hamlets, Hackney, Waltham Forest, Redbridge, Barking & Dagenham, Havering, Bexley, Greenwich, Lewisham and Southwark and Epping Forest District Council.

All documentation relating to selection of new staff (e.g. completed application forms) that is not retained must be disposed of securely (i.e. shredded). Our online recruitment partner, Networx, stores candidate data for a period of 6 months, after which it is automatically anonymised.

4 Selection

A candidate will not be appointed without first being interviewed by persons with the authority to select.

The purpose of the interview is to:

- Assess the skills and knowledge of the applicant in relation to the requirements of the role.
- Assess the behaviours and attitude of the applicant that indicate the optimum success in the role.
- Identify the strengths and opportunities not apparent from the application form alone.
- Probe details or inconsistencies submitted by the applicant to clarify any errors.
- Establish overall suitability for employment.
- Provide information about the job, working conditions and culture of the airport.

HR provides coaching to all interviewers in the appropriate way to conduct an interview.

All interviews are conducted by **two or more** people who are **senior to** the vacant position. An exception to this may occur where to do so would significantly delay the process.

All interviews are **conducted in private** and in a place **without distractions**. Where appropriate, the candidate is shown the environment in which he/she will work if successful.

Interviews reflect Company philosophy, observe legal requirements, are conducted courteously and give full details of terms and conditions of employment and benefits.

Written records are kept of all short-listing decisions for 6 months in case of a query at a later stage after which they are securely shredded.

Written records of all interviews conducted are kept using the standard 'Interview Assessment Form' for 6 months.

Successful applicants receive a standard offer of appointment letter.

5 Equal Opportunities policy

LCY advertises vacancies internally and externally in order to encourage applications from suitably qualified, experienced people in order to avoid stereotyping roles. Vacancies are advertised in a variety of ways to ensure a fair cross section of potential applicants have access to the advertisement, including via:

- Local Authority 'one stop shops' including Newham Workplace.
- All Job Centre Plus outlets, via their electronic system, Newham College (CIPS).
- London City Airport's website (www.londoncityairport.com/careers).

Only relevant and non-discriminatory questions are included in the questionnaire that are necessary at the initial stages of selection.

At interview, questions or assumptions about a candidate' personal and domestic circumstances or plans will only be asked where necessary with regard to the role. Where the requirements of the job affect the candidate's personal life, for example shift work, unsociable hours of travel, etc. these will be discussed objectively with the candidate.

6 Selection criteria

Only those qualifications and skills that are relevant to the job are criteria for selection. These include, but are not limited to, education, professional qualifications, experience and physical abilities. However, formal academic or professional qualification requirements may be waived if candidates can demonstrate their suitability for the job by other means including previous experience and willingness to undergo further training.

All applicants will receive with the application form:

- An outline job description.
- A person specification detailing essential and desirable characteristics.

All applicants short-listed for interview will receive interview details in writing.

All candidates who are not short-listed receive a standard rejection email immediately after the short-listing process has been completed.

In the event that two candidates, after interview, equally meet the person specification, the candidate living closer to the airport will normally be given priority.

Positions will only be filled with suitable candidates. Unsuitable candidates will not be appointed.

All unsuccessful short-listed candidates will receive Notification informing them of the result of their assessment/interview usually within 7 working days.

All unsuccessful internal applicants are able to request a debriefing interview where the reasons for their non-appointment will be explained and, where appropriate general guidance will be given on areas for improvement. The airport will make all reasonable endeavours to fulfil such requests, however in high-volume recruitment this may not always be possible.

7 Selection tests

Selection tests are used to ensure applicants have the skills and aptitude requirements for the job. All such tests are valid, reliable and free from gender or race bias and are non-discriminatory. Tests are developed in conjunction with education professionals to ensure a level of suitability to the role applied for. Candidates are always asked to inform in advance of any special requirements so that these can be catered for.

8 Other criteria

Any requirements in relation to ability, experience and qualifications will be applied for the particular vacancy in a non-discriminatory way. All concessionaires/service partners at London City Airport have

a contractual obligation to London City Airport to use all reasonable endeavours to recruit locally. London City Airport has an Employers' Forum which supports on-site partners with a range of issues, on of which is local recruitment.

9 Roles and Responsibilities

All managers involved in recruitment must consult with the respective HR Business Partner before starting any recruitment activity and follow the instructions within the Hire process.

Managers, HR personnel and other staff involved in processing personal data must treat the data as mandated by LCY's Data Protection Policy.

All employees are responsible for reading, understanding this policy and reporting any improvements to the HR Team.

10 Communication and Awareness

This policy is accessible internally via SharePoint and can be provided upon request to external parties.

11 Queries

For any queries about this policy, please contact your line manager in the first instance. You can also contact a member of the HR Team.

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Annex 11
Employee Travel Survey

LONDON CITY AIRPORT

London City Airport Staff Travel Survey 2024: Results Analysis for Annual Performance Review

March 2025

Content

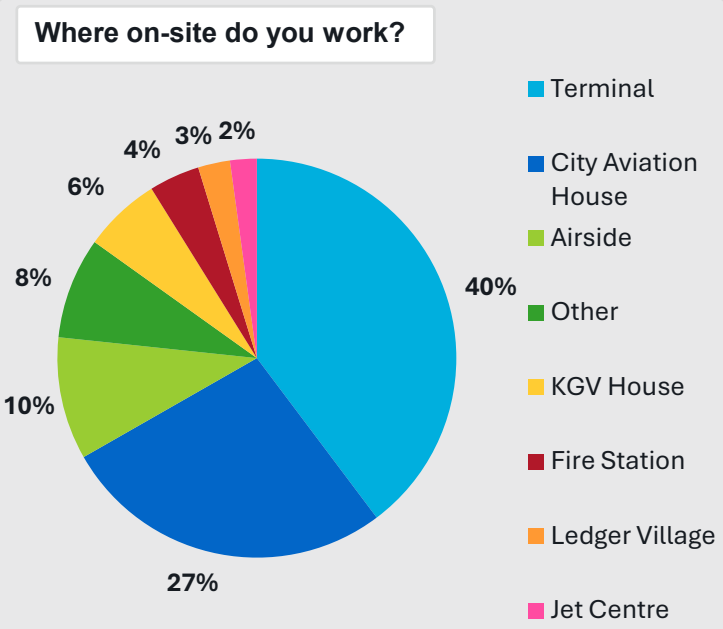
1. Who responded, and where do they work?
2. How do staff travel to and from work?
3. When do staff typically start and finish work?
4. What would encourage staff to use public transport to commute to work?
5. What would encourage staff to cycle to work?
6. What would encourage staff to walk to work?
7. What would encourage staff to car share to work?

Who responded, and where do they work?

The LCY staff travel survey was carried out between October and 12th November 2024. 463 members of staff responded, resulting in a **23% response rate** and a 3% margin of error.

Respondent Profile

- 55% of respondents recorded responses as direct London City Airport employees.
- 24% of respondents recorded responses as BA CityFlyer employees.
  - → The remaining 21% of respondents comprised employees from over 30 other companies at the airport.
- Most respondents (40%) reported working within the Terminal, and a quarter (27%) work at City Aviation House.
- 18% of respondents selected an 'Other' work site.
  - → Over half of these responses including a reference to 'airside', and additional responses indicated working across multiple areas.



Work patterns

Staff were asked to select in a typical week, what days they worked from the airport.

Tuesday and Thursday were the most popular days to work at the airport (92% of survey respondents).

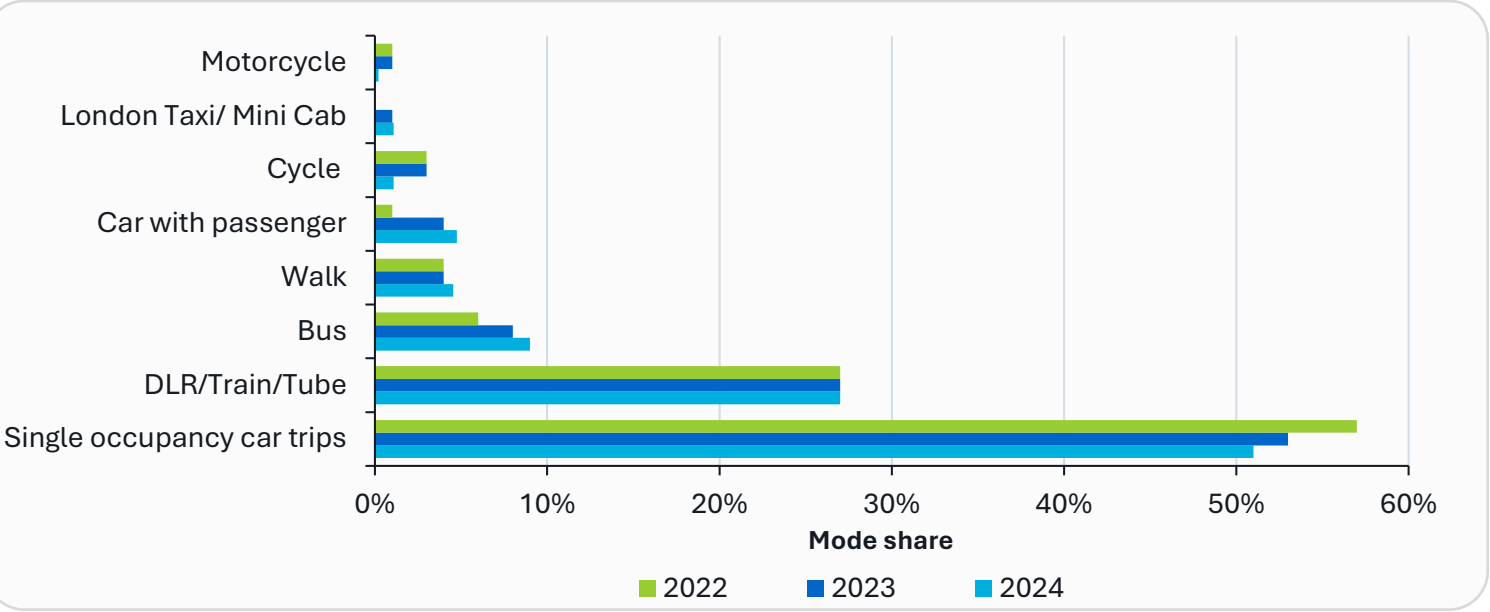
22% of staff sometimes work from home, a 3% increase from 2023 (19%).

Friday is the most popular day to work from home (18% of survey respondents).

How do staff travel to and from work?

The 2024 survey results demonstrated that the airport **has made progress** on its mode share targets in the past year.

Staff were asked how they usually travel to work (for the longest part of the journey). The results for 2024, as well as data for 2023 and 2022 are shown in the chart below.



Summary

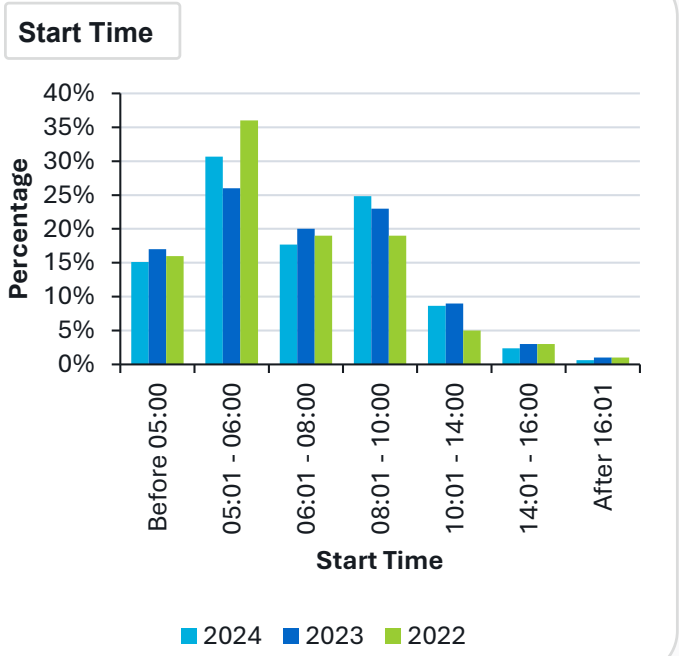
- The proportion of staff travelling by single occupancy vehicle reduced this year to 51% (from 53% in 2023).
- Bus use increased by one percentage point, to 9%.
- Car share increased to nearly 5% mode share (4.8%).
- The cycle mode share showed a decrease in 2024 compared to previous years. However, given the limited sample sizes (5 in 2024 vs. 10 in 2023), the reason for this change remains unclear.

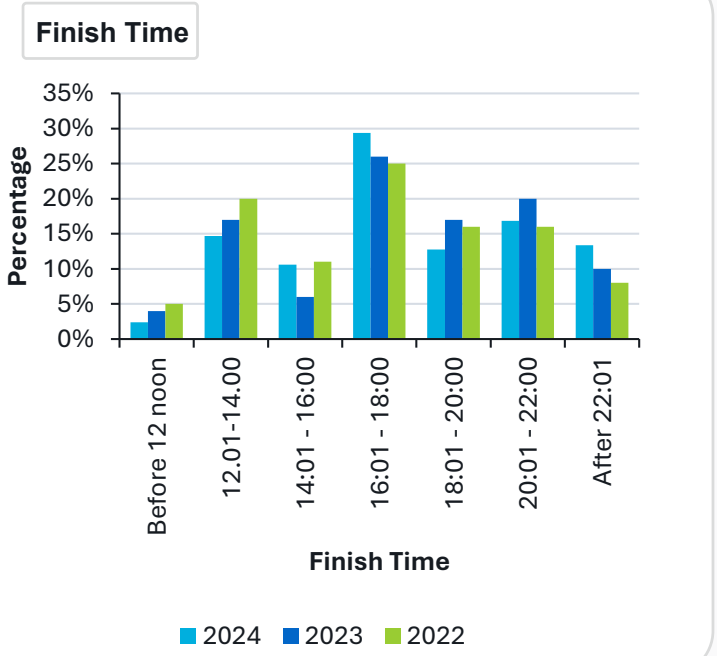
Key Finding: Progress has been made towards reducing single occupancy car trips over the last two years – from 57% in 2022 to 51% in 2024. The staff travel target to be reached by the end of 2025 is 48%.

When do staff typically start and finish work?

London City Airport is an atypical workplace as a far greater proportion of staff start work earlier than a more typical workplace start time.

- Staff start and finish times follow broadly similar patterns in comparison to previous survey years.
- The **most common start time** was between 05:01 – 06:00 (31%), representing an increase of 5 percentage points in comparison to 2023.
- The **most common finish time** amongst staff in 2024 was between 16:01 – 18:00 (29%), representing an increase of 3 percentage points in comparison to 2023.





Key Findings: More respondents (+5%) started work between 05:01 – 06:00 in 2024 than in 2023, meaning that overall, 46% of respondents start work before 6am. In addition, later start times (after 10:01) were less frequent amongst respondents in 2024 than 2023.

What would encourage staff to use public transport to commute to work?

Respondents were asked what would encourage them to use public transport for their regular commute to work. Respondents were allowed to choose more than one option and also write their own suggestions.

The chart shows the top 10 most common responses given by respondents.

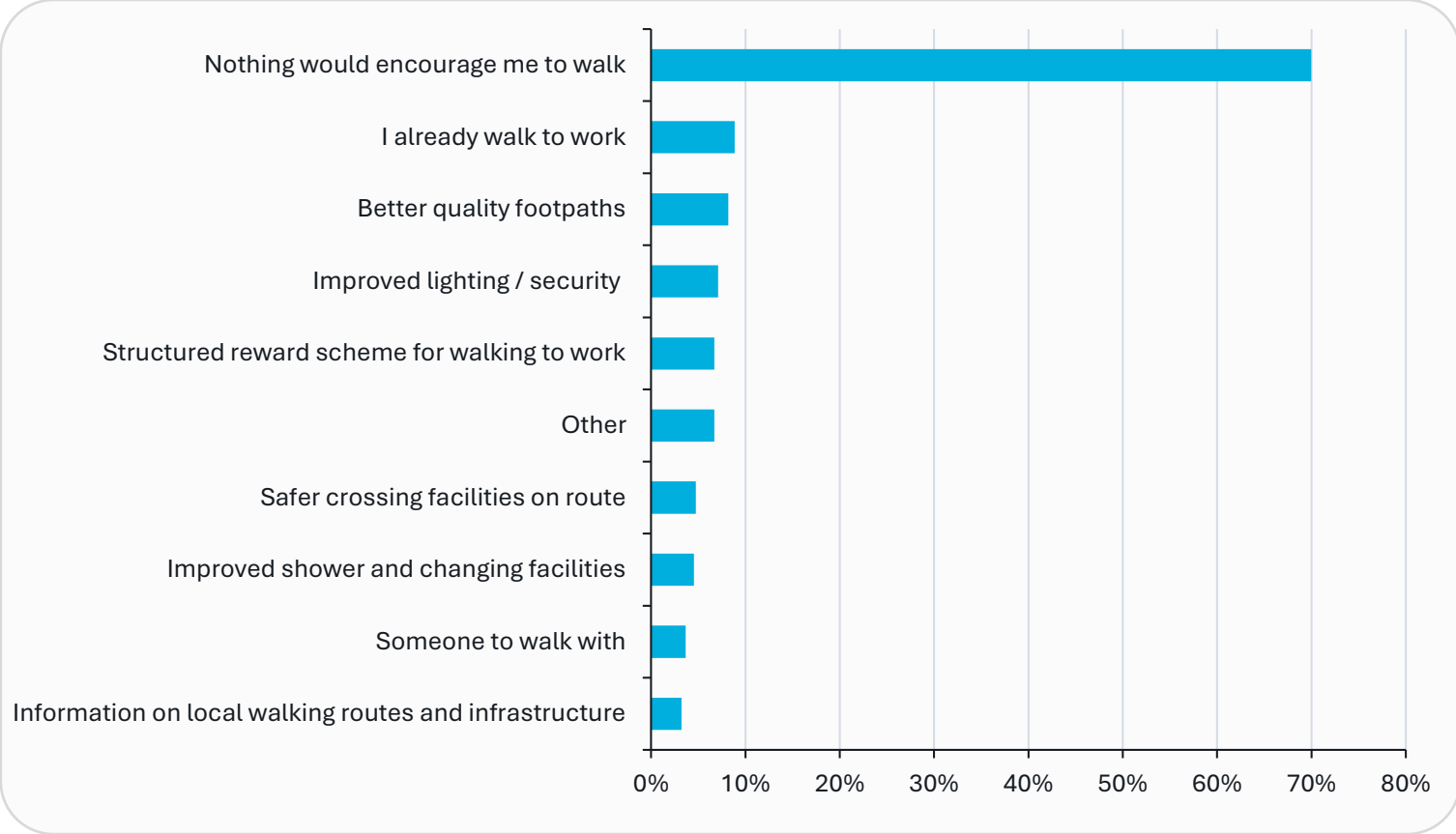
Key Findings: The most requested changes were:

- Subsidised/cheaper fares (28%)
- Earlier running of the DLR (26%) and;
- A more direct public transport service between home and work (22%).

What would encourage staff to walk to work?

Respondents were asked what would encourage them to walk for their regular commute to work. Respondents were allowed to choose more than one option and also write their own suggestions.

The chart shows the top 10 most common responses given by respondents.

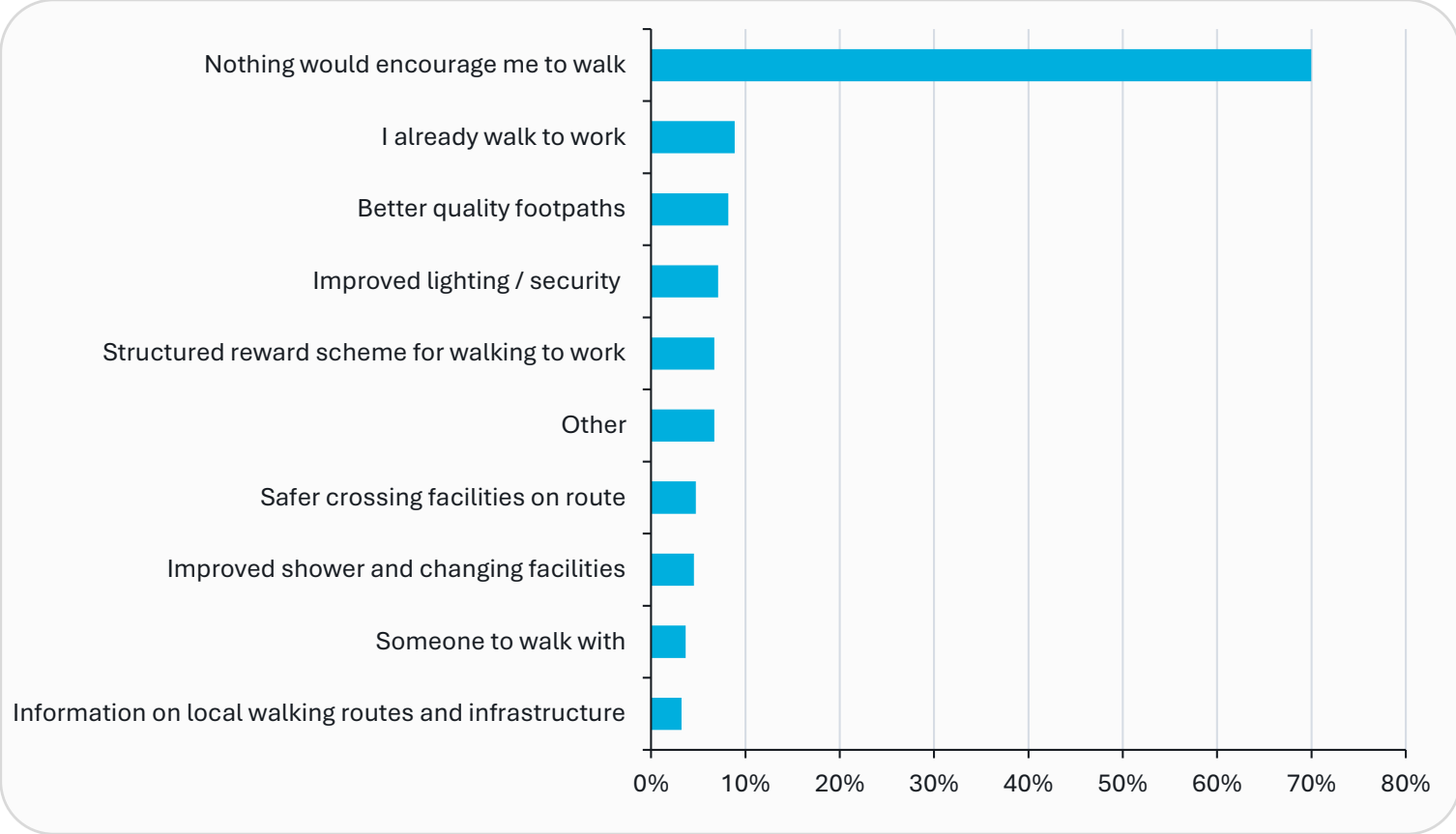


Key Findings: Respondents did not indicate strong support for incentives and improvements that would encourage walking to work. To increase walking, the most supported incentives were better quality footpaths (8%) and improved lighting/security (7%).

What would encourage staff to walk to work?

Respondents were asked what would encourage them to walk for their regular commute to work. Respondents were allowed to choose more than one option and also write their own suggestions.

The chart shows the top 10 most common responses given by respondents.

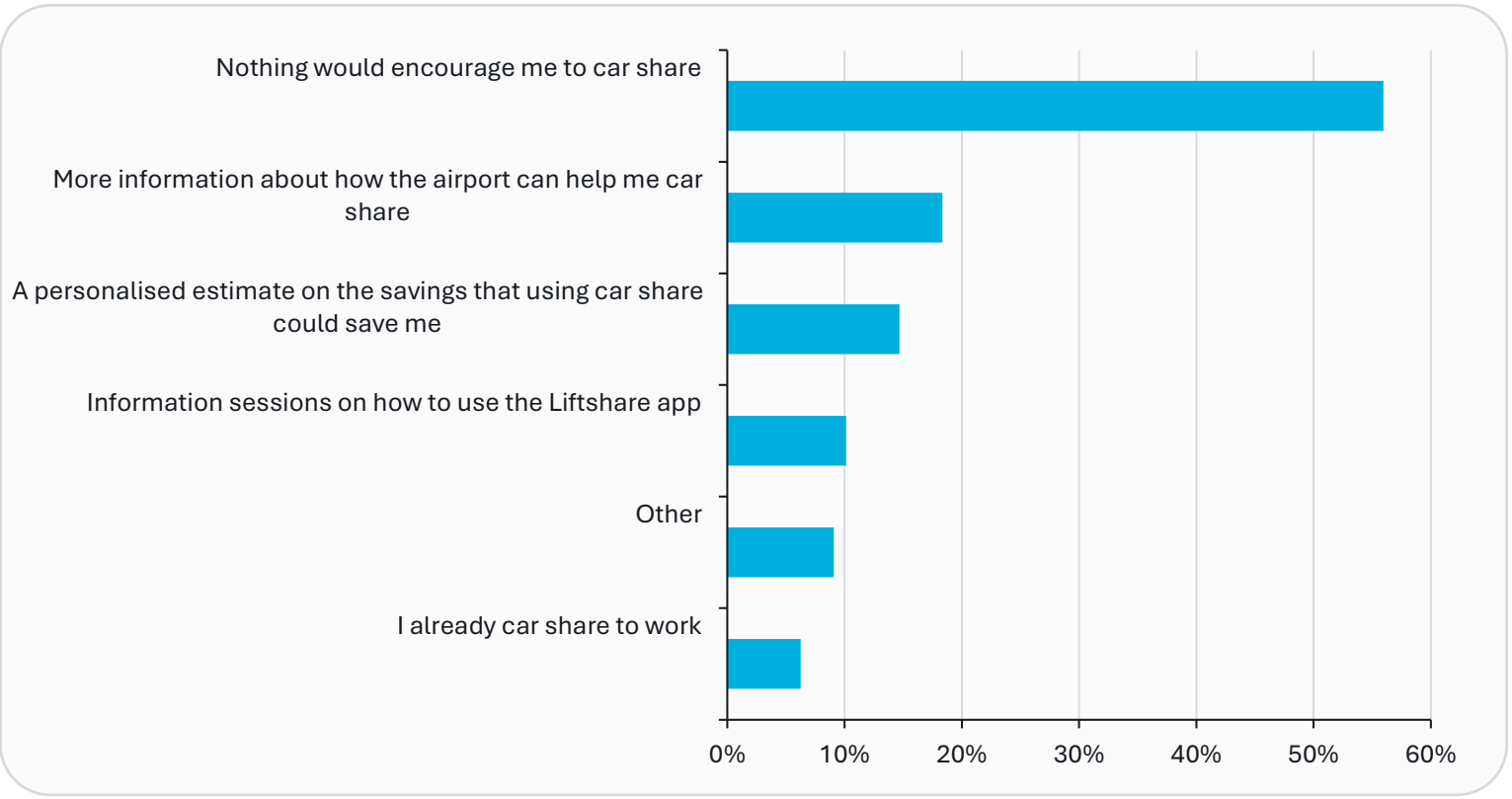


Key Findings: Respondents did not indicate strong support for incentives and improvements that would encourage walking to work. To increase walking, the most supported incentives were better quality footpaths (8%) and improved lighting/security (7%).

What would encourage staff to car share to work?

Respondents were asked what would encourage them to car share for their regular commute to work. Respondents were allowed to choose more than one option and also write their own suggestions.

The chart shows the most common responses given by respondents.



Key Findings: Most respondents (56%) indicated that no incentives or improvements would encourage car sharing to work.

To increase car sharing, the most supported incentives included more information about how the airport can support car sharing (18%), personalised estimates on car-share savings (15%), and information sessions about the car sharing app (10%). These are all incentives and support that LCY has offered across 2024.

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Annex 12
Travel Plan Measures Update

LONDON CITY AIRPORT

Travel Plan Measures Update 2024

Target Ref	Measure	Description	Status Update	Status
GM1	Travel Plan Staff Resource	Role(s) for travel planning / surface access at the airport.	Ongoing. Resource procured, and consultant support provided 1.5 days per week.	Complete
GM2	Direct bus link from Custom House to Elizabeth Line station	New bus service directly linking London City Airport and Custom House Crossrail station	Feasibility study will be drafted for this action in 2025.	In progress
GM3	Improved real-time public transport information on site	Improved provision of real-time public transport information	New travel information developed for international baggage hall, and new real-time screen installed for staff in CAH.	Complete
GM4	Improved wayfinding and guidance at stations and bus stops	Improved provision of airport-branded wayfinding and information at stations and bus stops	In conjunction with TfL / DLR, improved signage now in place between terminal and ticket hall.	Complete
GM5	Promote 'Mobility Hub' facilities at nearby station hubs	Cycle parking and hire facilities at London City Airport DLR and / or Custom House stations	Action is tied to CADP1 delivery, and is therefore paused. LCY will continue to promote improvements at Custom House station.	Pending input
GM6	Cycle route to Connaught Bridge	Supporting the delivery of a committed cycle route to be implemented to Connaught Bridge	Planned cycle network improvements in subject area to be confirmed by Newham.	Pending input
GM7	Regular travel surveys	Commitment to undertake travel surveys	Passenger surveys undertaken quarterly, staff survey took place in October 2024.	Complete (ongoing)
S1	Improved lift share system	Enhance priority parking spaces for lift share users	Four new priority spaces are in place in staff car park.	Complete
		Relaunch the lift share system	Lift share system relaunched in early 2024, including new prize draw and Guaranteed Ride Home policy.	Complete (ongoing)
S2	Cycle to work	Improve the quality of the cycle to work scheme	LCY announced an additional Cycle to Work provider in October 2024. BACF also introduced a scheme in 2023.	Complete
		Improved locker and shower facility provision	Shower and locker audit completed December 2024.	Complete

Target Ref	Measure	Description	Status Update	Status
S3	Cycle parking improvements	Facilitate the development of high-quality secure and amenable staff cycle parking.	New additional cycle parking provision completed for KGV House and City Aviation House, and existing cycle parking improved at City Aviation House.	Complete
S4	Private car restrictions for business travel	Consider mileage allowance for private cars where sustainable modes would otherwise be available	Collecting data from LCY HR on current private car usage for business trips (anecdotally low).	Pending input
S5	Personalised Travel Planning (PTP) services	PTP available to staff	Staff who completed the staff travel survey were offered a PTP. Continue to promote PTP service through a regular feature in the weekly e-bulletin to staff.	Complete
S6	Staff Travel Planning Forum	Forum to discuss issues, opportunities, and ideas for modal shift.	Continue to present to airport Bi-Annual Employers Forum. Also at LCY Staff Committee. Identifying cycle champions through weekly e-bulletin.	Complete (ongoing)
S7	Sustainable Travel incentives and Gamification	Look to improve the quality of LCY's Starpoints system	Incentives for Sustainable Travel include issue of vouchers for TravelWise week, and new Liftshare prize draw.	Complete (ongoing)
P1	Customer Service Information Desk	Provision of face-to-face travel information and support to passengers	New DLR Information Desk and Store opened in September 2023. Very positive feedback received.	Complete
P2	Increase short stay parking charges	Higher charges for both pick-up and drop-off by car	Charges increased in August 2023 and May 2024.	Complete
P3	Increase provision of EV charging points	Investigate the wider demand for EV charging points accessible for passengers.	Usage continues to be monitored – no demand for additional provision at present.	Complete (ongoing)
P4	Integrated public transport infrastructure into airline tickets	Facilitate airlines in providing LCY specific public transport information when they book flights	LCY website re-launched in October 2023, and included better information getting to airport. Discussions had with BACF in 2024 regarding sustainable travel, potential options to be scoped in 2025.	On track

Target Ref	Measure	Description	Status Update	Status
P5	Brompton Cycle Share	Implement a Brompton cycle docking station at the airport and promote its use to passengers	LBN have advised that a (match) funding for a Brompton hub at LCY is unlikely to be available until FY2024-25. To revisit when available.	Pending input

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