

# LOCAL RULE 1

## ADMINISTRATION OF THE LONDON CITY MOVEMENT CAP

### 1. POLICY

A planning condition applicable at London City Airport limits the number of aircraft movements permitted at London City Airport to 110,000 each year. There are further limits applicable on English Bank & Public Holidays.

### 2. DEFINITIONS

In this document the following words shall have the following meanings:

|   |   |
|---|---|
| ACL:                                    | Airport Coordination Limited, the Coordinator of London City Airport  |
| Ad Hoc:                                 | a slot that does not form part of a series of slots as defined in Article 2(k) of the Slot Regulation   |
| ATM:                                    | an Air Transport Movement.  |
| MVT:                                    | an Aircraft Movement as described in Annex 1  |
| LCA:                                    | London City Airport Limited, the managing body of London City Airport   |
| Slot Regulation:                        | Council Regulation (EEC) No 95/93 as amended by Regulation (EC) No 793/2004, and its successors   |
| Slot Return Deadline:                   | Shall be as per the Slot Regulation, namely 31 August for a winter scheduling period, and 31 January for a summer scheduling period.  |
| Seasonal Apportionment:                 | The apportionment of the annual ATMs apportioned to a particular season, taking account of season length and other relevant factors   |
| Year:                                   | a 365 day period between 1 April and 31 March inclusive, excluding 29 February in the case of a Leap Year   |
| 'Aircraft Categorisation Review' (ACR): | a review of Aircraft Categorisation to reassess the methodology, categories, noise reference levels, noise factors and procedures for categorisation, with the objective of providing further incentives for aircraft using the Airport to emit less noise. |
| Quota Count                             | means the system to be used to limit the amount of noise generated by Aircraft Movements based on aircraft noise certification data.  |

### 3. SCHEDULING LIMITS

- 3.1 In accordance with Article 6 of the Slot Regulation, LCA is responsible for declaring limits on the number of ATMs that may be scheduled at the airport. ACL is responsible for allocating slots to ATM services within these limits.

The seasonal **Planning Limit** is the total number of slots available for allocation to ATM services as part of a series of slots that are eligible for 'historic rights' in accordance with Article 8(2) of the

Slot Regulation. The Planning Limit is declared in advance of the initial coordination of each season and is regularly reviewed. It is set at a level to permit full use of the available MVTs and is equivalent to the Seasonal Apportionment of annual ATMs plus an overbooking factor based on the expected level of actual slot utilisation.

The **Operational Budget** is an apportionment of expected MVTs during the Year (e.g., on a weekly or monthly basis) equivalent to the 110,000 annual level. It is regularly reviewed and adjusted based on the outturn number of ATMs in the Year to date. The operational budget will also account for the limits for specific dates as set out in the planning condition. These are as follows:

- (a) 100 per day on Saturdays and 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday
- (b) 592 per day on weekdays except 1 January, Good Friday, Easter Monday, the May Day holiday, the late May bank holiday, the late August bank holiday, 25 December and 26 December
- (c) 132 on 1 January
- (d) 164 on Good Friday
- (e) 198 on Easter Monday
- (f) 248 on the May Day Holiday
- (g) 230 on the late May Bank Holiday
- (h) 230 on the late August Bank Holiday
- (i) 100 on 26 December

Planning permission for the 110,000ATM cap also states:

*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 the hours of: 0630 and 2200 on Monday to Friday inclusive; 0900 and 2200 on Bank Holidays and Public Holidays (with the exception of Christmas Day in condition 27); 0630 and 1230 on Saturdays; and 1230 and 2200 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 hours and 2230 hours Sunday to Friday and 1230 hours to 1300 hours 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.*

3.2 The **Operating Hours** in local time, with UTC shown for a summer season in brackets, are set out as follows:

- Monday to Friday 0630 to 2200 (0530 to 2100 UTC in a summer season)
- Saturday 0630 to 1230 (0530 to 1130 UTC in a summer season)
- Sunday 1230 to 2200 (1130 to 2100 UTC in a summer season)
- On Public holidays from 0900 to 2200,
- The Airport is closed on 25 December every year.

#### 4. ALLOCATION PROCESS

4.1 Slots are allocated in accordance with the Slot Regulation. Slots allocated to ATM services as part of a series of slots are subject to availability within the seasonal Planning Limit. Ad Hoc slots are allocated to MVT services within the Operational Budget.

4.2 Public holidays

For comparison purposes, public holidays will be referred to from one year to the next using the definitions given in 3.3 (c) – (i).

ACL will confirm a full historic schedule for each public holiday date within each air carrier's SHL. The number of movements confirmed on each public holiday within the SHL does **not** confirm the historic entitlement of that air carrier to movement quota which is to be

determined during the Initial Coordination period as follows:

- For each public holiday where the total number of historic slots is less than or equal to the movement limit for that public holiday, ACL will confirm a full historic schedule on that public holiday to each air carrier in the SALs.
- For each public holiday where the total number of historic slots is greater than the movement limit for that public holiday, ACL will confirm a 'reduced' movement quota on that public holiday to each air carrier in the SALs. The 'reduced' public holiday movement quota entitlement for each air carrier, will be equal to the same number of slots, which were ATMs operated by that air carrier on the equivalent public holiday in the previous calendar year.

ATMs that were scheduled to operate on a public holiday, which were cancelled within 24 hours of the approved slot time will also be considered for historic entitlement in the next equivalent season. Information regarding the circumstances of the cancellation must be provided to ACL upon request.

Any unused public holiday quota at Initial Coordination will be retained in the slot pool for allocation after the Slot Return Deadline.

Due to restricted opening times during public holidays, air carriers will be expected to cancel or request a later time for flights scheduled to operate during the restricted hours. Scheduled adjustments will be made after the Slot Return Deadlines, on a first come first served basis.

In order to make best use of scarce public holiday quota, operators which cancel allocated public holiday movement quota more than 14 days after the Slot Return Deadline, **may** be given lower priority during the public holiday slot allocation process in the following year. All instances where lower priority is applied will be reported to the Coordination Committee by ACL.

All movement quota allocated from the slot pool to **non**-Air Transport Movements, will **not** be carried forward into Initial Coordination of the equivalent public holiday in the next calendar year. All such quota will return to the slot pool.

- 4.3 Air carriers holding slots for operations for 25 December, or with planned operations outside the operating hours for Public Holidays will receive a cancellation message from ACL. Arrivals may not be scheduled with an on-stand slot time earlier than 10 minutes after the airport opening time.
- 4.4 If after the slot return deadline ACL reports a greater number of slots in the schedule than the Operational Budget then ACL will seek voluntary schedule reductions from all operators to reduce demand within the Planning Limit.

## 5. Prevention of an Overrun

- 5.1 If an overrun is anticipated, then the following actions will be taken to prevent an overrun:
  - i. The allocation of new slots will be suspended during the affected period
  - ii. Air carriers and other aircraft operators will be requested to cancel services on a voluntary basis
  - iii. If the actions of (i) and (ii) are deemed insufficient to prevent an overrun, then all air carriers and other aircraft operators holding slots during the affected period will be required to make pro rata reductions based on number of services sufficient to prevent an overrun.

The non-utilisation of slots due to (ii) or (iii) above will be considered justified under Article 10(4) of the Slot Regulation.

## 6. Noise Restrictions

### 6.1 Aircraft Maintenance and Repair

Except in exceptional circumstances, no maintenance or repair work of aircraft and/or aircraft related machinery which causes noise that is audible at the Airport Boundary and/or at any Sensitive Receptor shall take place at the Airport other than between the hours of:

- 0630 and 2200 Monday to Friday inclusive;
- 0630 and 1230 on Saturday;
- 1230 and 2200 on Sunday; and
- 0900 and 2200 on Bank Holidays and Public Holidays.

All such activity outside the specified hours set out above causing noise that is audible at the Airport Boundary shall be reported to the local planning authority within 24 hours of occurrence. Reason: To safeguard residential amenity from non-essential maintenance works and use of the Airport and to ensure that the Airport does not cause unacceptable harm to the amenity of surrounding land and buildings, particularly given the Airport's proximity to Sensitive Receptor.

### 6.2 Aircraft Noise Categorisation Scheme

- a) Prior to the first beneficial use of the Development an Aircraft Noise Categorisation Scheme shall be submitted to and approved in writing by the local planning authority;
- b) such an Aircraft Noise Categorisation Scheme shall be implemented as approved and thereafter the Airport shall be operated in accordance with the approved Aircraft Noise Categorisation Scheme or any review thereof that has been approved in writing by the local planning authority;
- c) subsequent to implementation of the approved Aircraft Noise Categorisation Scheme (except in the case of immediate emergency to aircraft and/or persons on board), no aircraft shall land at or take-off from the Airport unless the type of aircraft has first been categorised in accordance with the approved Aircraft Noise Categorisation Scheme;
- d) the Aircraft Noise Categorisation Scheme shall be based on and include (but not be limited to):
  - i. a Quota Count System in use for night noise at other UK designated airports;
  - ii. the use of the Integrated Federal Aviation Authority Integrated Noise Model Version 7 or later version adjusted for the specific characteristics of London City Airport;
  - iii. a Quota Count classification in 1dB steps;
  - iv. a programme of parallel operation with the Noise Factored Scheme;
  - v. an overall Quota Count budget for each calendar year;
  - vi. a maximum permitted noise level or Quota Count classification; and
  - vii. the noise exposure permissible as a result of Quota Count Budget for annual Aircraft Movements, which shall be:
    - equivalent to 120,000 Noise Factored Movements per calendar year (as determined in accordance with the Noise Factored Scheme);
    - no worse than the airborne aircraft noise effects assessed in the UES; and
    - in accordance with Condition 33 (noise contour area); and
- e) the approved Aircraft Noise Categorisation Scheme shall supersede the Noise Factored Movement Scheme immediately upon the written approval by the local planning authority of the review of the Aircraft Noise Categorisation Scheme after 12 months of its introduction in accordance with Condition 19, and subsequently the total realised Quota Count at the Airport shall not exceed the approved Quota Count Budget in any 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).

### 6.3 Maximum Permitted Noise Factored Aircraft Movements

Until such time as the Aircraft Noise Categorisation Scheme has been approved and implemented  
October 2024

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).

#### 6.4 Use of Ground Power

Except in a case of emergency or if faults occur, no aircraft on an operational aircraft stand shall use a diesel Mobile Ground Power Unit for conditioning an aircraft prior to engine start-up or for the starting of an aircraft engine.

Reason: In order to minimise noise and disturbance, in the interest of residential amenity, in the interest of protecting environmental amenity.

#### 6.5 Mobile Ground Power Units

Only zero emission battery-powered Mobile Ground Power Units (MGPUs) shall be used anywhere within the Airport after 30 June 2021. Up to and including 30 June 2021 MGPUs shall only be used during, and in the period 30 minutes before and the period 30 minutes after the permitted take-off and landing. Noise from the zero emission MGPU shall not exceed 65dB(A).

Reason: In the interests of protecting environmental amenity from noise impacts and to ensure that no diesel ground power units are operated at the Airport.

#### 6.6 Auxiliary Power Units

The use of any Phase shall not begin until an Auxiliary Power Unit Strategy for that Phase has been submitted to and approved in writing by the local planning authority and implemented as approved.

The submitted strategy shall include but not be limited to provide details of the position, orientation and use of aircraft before and after landing and taking off including conditioning of the cabin and equipment.

Except in cases of immediate emergency to persons on board an aircraft, or where fault occurs, no Auxiliary Power Unit shall be used other than for essential conditioning of aircraft cabins and equipment prior to departure limited to a maximum of 10 minutes before an aircraft's departure from the stand or 10 minutes after an aircraft's arrival on the stand.

Annually on 1 June (or the first working day thereafter) in each year after the Commencement of Development and as a part of the Annual Performance Report, LCY shall provide a report containing details of the use of Auxiliary Power Units at the Airport in the previous calendar year.

Reason: In the interest of protecting environmental amenity from noise and pollution impacts.

#### 6.7 Ground Engine Running Strategy

No Development shall Commence until a Ground Engine Running Strategy has been submitted to and approved in writing by the local planning authority.

The Ground Engine Running Strategy as approved shall be implemented upon Commencement of Development. The local planning authority shall be notified in writing within 14 days of implementation of the Ground Engine Running Strategy.

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

during the previous calendar year with the approved targets in the Ground Engine Running Strategy.

Every 3 years after first implementation the Ground Engine Running Strategy shall be reviewed and the review shall be submitted to the local planning authority for approval in writing on 1 June (or the first working day thereafter) and implemented as approved.

The strategy shall identify measures to:

- minimise engine usage while aircraft occupy stands;
- minimise the duration of engine usage whilst taxiing; and
- ensure the operators of aircraft at the Airport comply with the approved strategy in order to mitigate as far as practicable the emissions from aircraft engines.

Reason: In the interests of protecting environmental amenity from noise impacts.

## 6.8 Ground Running, Testing and Maintenance Strategy

No Development shall Commence until a Ground Running, Testing and Maintenance Strategy (GRTMS) has been submitted to and approved in writing by the local planning authority. The approved GRTMS shall be implemented on Commencement of the Development.

A Report to the local planning authority shall be submitted annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and compliance during the previous calendar year with the targets in the GRTMS. Every 3 years after first implementation the GRTMS shall be reviewed and the review shall be submitted to the local planning authority for approval in writing on 1 June (or the first working day thereafter) and implemented as approved.

Within 14 days of its implementation, the local planning authority shall be notified of the implementation of the GRTMS.

The strategy shall identify:

- the long-term area for testing; and
- areas for testing during periods of construction affecting the long term agreed location.

Reason: In the interests of protecting environmental amenity from noise impacts.

## 6.9 Ground Running, Testing and Maintenance

Unless in exceptional circumstances, the Ground Running of aeroplane engines for testing or maintenance purposes shall only take place between the following hours:

- 0630 and 2200 Monday to Friday;
- 0630 and 1230 on Saturdays;
- 1230 and 2200 on Sundays;
- 0900 and 2200 on Bank Holidays and Public Holidays (but not at all on Christmas Day); and
- in such locations and with such orientation of the aircraft as set out in the approved GRTMS and employing such noise protection measures as set out in the approved GRTMS;

provided that the restrictions above shall not prevent aircraft maintenance work taking place outside of these hours where that work will not be audible at the Airport Boundary or at any Sensitive Receptor and provided this restriction shall not prevent Auxiliary Power Unit usage for essential conditioning of aircraft cabins and equipment prior to departure limited to a maximum of 10 minutes before an aircraft's departure from the stand or 10 minutes after arrival on the stand.

Reason: In the interests of protecting environmental amenity from noise impacts at sensitive parts of the day.

## 6.10 Ground Running Noise Limit

The noise level arising from Ground Running shall not exceed the Ground Running Noise Limit. means the noise level arising from Ground Running which shall not exceed the equivalent of a free-field noise level of 60dB LAeq,T (where T shall be any period of 12 hours) at any Sensitive Receptor. Prior to the Commencement of the Development hereby approved a strategy demonstrating how any breach(es) of the Ground Running Noise Limit through Ground Running are to be prevented shall be submitted to and approved in writing by the local planning authority.

The Strategy as approved shall be implemented upon commencement of use of the Development.

Reason: In the interests of protecting environmental amenity from noise impacts.

#### 6.11 Noise Factored Scheme

1. Save in an emergency, no type of aircraft shall use the Airport unless the noise level of that aircraft complies with a category established in accordance with paragraphs 2 to 7 inclusive below.

2. Aircraft types using the Airport shall be placed in categories and allocated noise factors as set out below:

| Category | Noise Reference Level | Noise Factor |
|----------|-----------------------|--------------|
| A        | 91.6-94.5             | 1.26         |
| B        | 88.6-91.5             | 0.63         |
| C        | 85.6-88.5             | 0.31         |
| D        | 82.6-85.5             | 0.16         |
| E        | Less than 82.6        | 0.08         |

Where the noise reference level is the departure noise level at the four noise categorisation locations (NMT1, NMT2, NMT3 and NMT4) on Plan P1 that accompanies this permission, expressed in PNdB as established as set out below.

3. Before any aircraft shall use the Airport a provisional noise categorisation for that aircraft type shall be approved by the local planning authority and shall be based on the results of the monitored flight trials of the particular aircraft from the Airport carried out in accordance with the written proposals (including details as to how the trial flights are to be organised before any such trial flights take place) to be submitted and approved in writing by the local planning authority.

4. Annually on 31 December the provisional categorisation of each approved aircraft type shall be reviewed (provided that if the provisional categorisation for an aircraft type has been approved in the period between 1 October and 31 December of the year in question then the provisional categorisation of that aircraft type shall be reviewed on 31 December in the following year) having regard to the departure noise levels recorded in accordance with paragraph 2 above, and on 1 June (or the first working day thereafter) or the first working day thereafter, in the following year details shall be submitted to the local planning authority of the results of the review whereupon the provisional categorisation of each approved aircraft type shall be confirmed or amended in agreement with the local planning authority having regard to the monitored values.

5. Any such amendment may, with the agreement of the local planning authority, include the introduction to sub-categorisation into narrower bands provided that noise factors appropriate to any such bands are calculated and applied.

6. The Airport shall for the above purposes operate a system of continuous noise monitoring at positions as close as practicable to the four noise categorisation locations (NMT1, NMT2, NMT3 and NMT 4) shown on Plan P6 that accompanies this permission. The details of the system are to be approved by the local planning authority and the results of the monitoring made available to the local planning authority.

7. Annually on 1 June, or the first working day thereafter, 57dB LAeq 16hr 66dB LAeq 16hr and 69dB LAeq 16hr contours (average mode summer day) shall be produced in accordance with the Federal Aviation Authority's Integrated Noise Model Version 7 or later version or other model, any of which complies with the methodology described in ECAC CEAC Doc 29 or Department for Transport equivalent method, and submitted to the local planning authority every year whilst the Airport is in operational use as an airport.