

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 120,000 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

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.
- 3.2 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.
- 3.3 The **Operational Budget** is an apportionment of expected MVTs during the Year (eg, on a weekly or monthly basis) equivalent to the 120,000 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
- (j) 120,000 per calendar year.

3.4 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 25December.

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).

During the process of determining historic entitlement for the next equivalent season, ACL will calculate the total number of historic slots which fall on each public holiday during that season.

For each public holiday where the 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 SHLs.

For each public holiday where the 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 SHLs.

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.

ANNEX 1 THE MOVEMENT RESTRICTIONS CONDITIONS

Planning permission for the 120,000ATM cap states:

1. *The Airport shall not be used for the taking off or landing of aircraft at any time other than between 0630 and 2200 hours from Monday to Friday inclusive and between 0900 and 2200 hours on Bank Holidays and Public Holidays except:*
 - (a) *In the event of an emergency*
 - (b) *For the taking off or landing between 2200 and 2230 hours of an aircraft which was scheduled to take off from or land at the Airport before 2200 hours but which has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2230 hours or more than 150 such movements in any consecutive three months.*
 - (6b) *The Airport shall not be used for the taking off or landing of aircraft on Saturdays at any time other than between 0630 and 1230 hours except:*
 - (a) *In the event of an emergency*
 - (b) *For the taking off or landing between 1230 and 1300 hours on Saturdays of an aircraft that was scheduled to take off or land before 1230 hours but has suffered unavoidable operational delays and where that taking off or landing would not result in there being more than 400 aircraft movements at the airport per calendar year between 1230 and 1300 hours or more than 150 such movements in any consecutive three months.*
 - (c) *The taking off or landing of aircraft between 1230 hours and 1800 hours on one Saturday per calendar year for the Airport's charity open day.*
 - (6c) *The Airport shall not be used for taking off or landing of aircraft on Sundays at any time other than between 1230 hours and 2200 hours except:*
 - (a) *In the event of an emergency*
 - (b) *For the taking off or landing between 2200 and 2230 hours of an aircraft which was scheduled to take off from or land at the airport before 2200 hours but which has suffered unavoidable operational early, and where that taking off or landing would not result in there being more than 400 aircraft movements at the Airport per calendar year between 2200 and 2230 hours or more than 150 such movements in any consecutive three months.*
 - (6d) *For the purposes of sub-paragraph (b) of each condition (6a), (6b), and (6c) the figures of 400 aircraft movements and 150 aircraft movements shall in each case include all aircraft movements by aircraft which have suffered operational delays between the hours specified in each sub-paragraph on Mondays to Fridays, on Saturdays, on Sundays and on Bank and Public Holidays and the expression 'aircraft movements' shall mean the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing.*

Reason

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

the 27th of September 2007 in accordance with the direction from the Secretary of State).

- (7)(1) No type of aircraft may, save in an emergency, use the Airport unless the noise level of that aircraft complies with a category established in accordance with this condition.
- (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 shown on Plan P1 that accompanies this permission, expressed in PNdB and established as set out below.

- (3) Before any aircraft shall use the Airport a provisional noise categorisation for that aircraft type shall be approved in writing by the local planning authority and shall be based on the results of monitored trial flights of the particular aircraft type from the airport carried out in accordance with written proposals (including details as to how the trial flights are to be organised) before any such trial flights take place to be submitted to 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 (6) below, and by 1 July in the following year details shall be submitted in writing 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 in writing with the local planning authority having regard to the monitored values.
- (5) Any such amendment may, with the agreement in writing of the local planning authority, include the introduction of 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 shown on Plan P1 that accompanies this permission; the details of the system are to be as approved in writing by the local planning authority and the results made available to the local planning authority.

- (7) Annually on 1 July, 57 dB $L_{Aeq, 16h}$, 66 dB $L_{Aeq, 16h}$ and 69 dB $L_{Aeq, 16h}$ contours (average mode summer day) shall be produced as required by the S106 Agreement 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.
- (8) If agreed expressly by the local planning authority in writing, the terms of this condition shall be superseded by any relevant new methodology, noise categories, noise reference levels, noise factors and procedures for categorisation agreed with the local planning authority, following completion of the Aircraft Categorisation Review, and by any relevant noise monitoring agreed with the local planning authority as part of the new Noise Monitoring and Mitigation Strategy (NOMMS), both of which are required by the Section 106 Agreement that accompanies this permission.

Reason

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

- (8)(1) *The number of aircraft movements at the Airport shall not exceed:*
- (a) *100 per day on Saturdays and 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday*
 - (b) *592 per day on weekdays except 1 January, Good Friday, Easter Monday, the May Day holiday, the late May bank holiday, the late August bank holiday, 25 December and 26 December*
 - (c) *132 on 1 January*
 - (d) *164 on Good Friday*
 - (e) *198 on Easter Monday*
 - (f) *248 on the May Day Holiday*
 - (g) *230 on the late May Bank Holiday*
 - (h) *230 on the late August Bank Holiday*
 - (i) *100 on 26 December*
 - (j) *120,000 per calendar year.*
- (2) *In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date or dates not*

referred to in sub-paragraph (c) to (i) (inclusive) of condition 8(1) then the number of aircraft movements permissible on that date shall not exceed 330 unless the local planning authority otherwise agrees in writing but in any event the limit for any particular date or dates shall not exceed 396 per day.

(3) For the purposes of conditions 8(1), 8(2), and 8(4) the expression 'aircraft movements' shall mean the take-off or landing of an aircraft at the Airport, other than those engaged in training or aircraft testing.

(4) The number of factored movements shall not exceed:

(a) In any one week the number of permitted aircraft movements for that week by more than 25%

(b) 120,000 per calendar year.

(5) For the purpose of condition 8(4) the number of factored movements shall be calculated by multiplying the number of take-offs and landings by each aircraft by the relevant noise factor for an aircraft of this type under condition 7 and adding together the totals for each aircraft type using the Airport.

(6) If agreed expressly by the local planning authority in writing, the references to factored movements in this condition will be superseded by any relevant new methodology, noise categories, noise reference levels, noise factors and procedures for categorisation agreed with the local planning authority, following completion of the Aircraft Categorisation Review as required by the Section 106 Agreement that accompanies this permission.

Reason

In the interests of protecting environmental amenity from noise impacts or adverse environmental impacts in accordance with policies 4A.19 (Improving Air Quality) and 4A.20 (Reducing Noise and Enhancing Soundscapes) of the London Plan (Consolidated February 2008) and EQ45 (Pollution), EQ46 (Air Quality Management) and T29 (London City Airport) of the Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).

(9) Between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times) the number of aircraft movements shall not exceed 6 on any day.

Reason

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

(10) *Notwithstanding the restriction on aircraft movements between 0630 and 0659 hours, as set out by Condition 9, the total number of aircraft movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the airport will be closed between these times), shall not exceed 2 on any day.*

Reason

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

(11) *The Airport shall be closed on Christmas Day each year and no take-offs or landings of aircraft of any kind and no ground running by aircraft engines shall take place on Christmas Day save in the event of an emergency and save that the restriction in this condition shall not prevent other activities taking place at the Airport on Christmas Day where any noise generated is not discernible at the boundaries of the airport.*

Reason

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