

London City Airport

IATA/ICAO CODE: LCY/EGLC
CITY: London
COUNTRY: UK

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: London City Airport Ltd.
Title:
Airport: London City Airport
Address: London City Airport
Royal Docks
Silvertown
London
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UK
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Airport Web Site: <http://www.lcacc.org>

This site contains all information on noise management at the airport and was provided to us by Stuart Innes from the Consultative Committee which was established by the Airport under the Civil Aviation Act of 1982. The roll of the Committee is to provide positive and interactive processes through which the concerns of interested bodies can be taken into account. The aim is to allow the efficient operation of the airport while moderating its impact on local communities.

The information provided by the Consultative Committee is much more comprehensive than would be shown below. This is the information approved by the airport.

The information below will be updated when the new Noise Management Scheme is approved.

ELEVATION: 19 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
9/27	1508	-	(see noise level limits)	30

NOISE ABATEMENT PROCEDURES

See UK AIP for details

a. Noise abatement procedures for aircraft departing London/City and joining Controlled Airspace are included in the appropriate StandardInstrument Departure (SID) instructions

b. Aircraft departing London/City CTR/CTA into the FIR or departing on training flights within the London/City CTR/CTA are to climb straight ahead to a minimum of 1000 ft aal before turning on track unless otherwise instructed by ATC.

c. Aircraft making approaches to London/City without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glide path.

d. Pilots of aircraft carrying out visual approaches to either runway visually shall fly at a height of not less than 1500 ft aal until established on the final approach

e. Aircraft manoeuvring visually (circling) to one runway after making an ILS approach to the other shall do so at as high an altitude as possible compatible with the cloud base, retaining visual contact, and appropriate published visual manoeuvring (circling) height minima.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

[See airport's web site for complete details](#)

Contact the airport's OPS department at **opsc@londoncityairport.co**

The Airport is permitted to operate flights during the following hours:

- Between 06.30 and 22.00 hours on weekdays
- Between 06.30 and 12.30 hours on Saturdays
- Between 12.30 and 22.00 on Sundays.
- Between 09.00 and 22.00 hours on Bank Holidays

Only six aircraft movements are permitted between 06.30 and 06.59 hours with only two movements allowed between 06.30 and 06.45). The Airport is closed to flights on Christmas Day.

There are exemptions for aircraft using the Airport in an emergency and aircraft are permitted to take off or land during the period of 30 minutes after the Airport closes for traffic where they have suffered unavoidable operational delays. These flights must not exceed 400 in any calendar year or 150 in any consecutive period of three months.

These restrictions on the hours of flight operations refer to "aircraft movements", i.e. the take-off or landing of an aircraft at the Airport except those engaged in training or aircraft testing. In fact the Airport cannot be used for training or test flying except where this is essential for the safe operation of aircraft authorised to use the Airport. These restrictions do not preclude the take off and/or landing of an authorised aircraft where such training or test flying is carried out elsewhere. Neither do they prevent monitored trial flights taking place for the purposes of Aircraft Categorization.

Limitation on Aircraft Movements

The planning regime also places restrictions on the number of aircraft movements. According to the 2009 planning approval the maximum permitted numbers of aircraft movements are as follows:

- 100 per day on Saturdays and 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday<

592 on other days except 1 January, Good Friday, Easter Monday, May Day Holiday, late May Bank Holiday, late August Bank Holiday, 25 December and 26 December

- 132 on 1 January
- 164 on Good Friday
- 198 on Easter Monday,
- 248 on the May Day Holiday
- 230 on the late May Bank Holiday and the late August Bank Holiday
- 100 on 26 December
- 330 on any other Bank Holiday which may be proclaimed (but up to 396 with the consent of the local planning authority)
- 120,000 per calendar year

In calculating the number of aircraft movements account is taken of the category of the aircraft and its noise factor. Thus, aircraft movements by aircraft in:

- Category A count as 1.26 aircraft movements
- Category B count as 0.63 aircraft movements
- Category C count as 0.31 aircraft movements
- Category D count as 0.16 aircraft movements
- Category E count as 0.08 aircraft movements

These are called factored movements. The number of factored movements must not exceed 25% of the permitted number of movements in any one week or 120,000 per calendar year. Here are the noise factors of the most common aircraft using the Airport:

Category	Types of Aircraft
A	BAe 146, Avro RJ85, Fokker 70, Dassault Falcon DA10/50/900B/900EX, DHC 6, Embraer 135*, Piper Navajo, Citation II & V and the Citation Bravo
B	ATR 42, Fokker 50, DHC-8 (100), DHC-8 (300), Dornier 328, Saab 340, Piper Navajo 31, Piper Seneca 34, Beech 90 & B200, Mitsubishi MU2.
C	Saab 2000, Shorts 360
D	Dornier 228, DHC-7

* Provisional

By January 2011 there is to be a review of Aircraft Categorization. The results of the Review will be implemented within three months of approval by the local planning authority or, if later, on the date the new *Noise Monitoring and Mitigation Strategy (NOMMS)* comes fully into operation.

Permitted Aircraft

ALL aircraft using the Airport must be of an approved type. To qualify for approval an aircraft must fit into one of the above noise categories and be capable of making an approach at 5.5 degrees or steeper (this compares with 3 degrees at most other airports). Helicopters and other vertical take off and landing (VTOL) aircraft, and aircraft with a single engine, are prohibited and flying for club or leisure purposes is not permitted. Type approval is given by the Airport's Operations and Control Department:

Telephone: +44 (0)20 7646 0241

Fax: +44 (0)20 7511 0248

E -mail: opsc@londoncityairport.co

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA

August 2007

Note: The airport has applied to increase the number of permitted flights to 120,000 per year compared with around 81,000 in 2006.

Limitation on Air Transport Movements

AIR transport movements (ATMs) are flights by civil aircraft for the transport of passengers, cargo or mail on commercial terms including flights by aircraft engaged in sightseeing tours. The permitted number of ATMs is as follows:

- * 140 per day on Saturdays and Sundays but not exceeding 220 on any consecutive Saturday and Sunday
 - * 240 on other days except 1 January, Good Friday, Easter Monday, May Day Holiday, late May Bank Holiday, late August Bank Holiday, 25 December and 26 December
 - * 140 on 1 January
 - * 160 on Good Friday and the May Day Holiday
 - * 200 on Easter Monday, the late May Bank Holiday and the late August Bank Holiday
 - * 100 on 26 December
 - * 200 on any other Bank Holiday which may be proclaimed (but up to 240 with the consent of the local planning authority)
 - * 73,000 per calendar year
- In calculating the number of ATMs account is taken of the category of the aircraft and its noise factor - see the Noise Management pages. Thus, air transport movements by aircraft in:
- * Category A count as 1.26 ATMs
 - * Category B count as 0.63 ATMs
 - * Category C count as 0.31 ATMs
 - * Category D count as 0.16 ATMs
 - * Category E count as 0.08 ATMs

These are called factored movements. The number of factored movements must not exceed 15% of the permitted number of movements in any one week or 73,000 per calendar year.

ENGINE RUN-UP RESTRICTIONS

Ground Running of Engines

The ground running of aeroplane engines for testing or maintenance purposes is only permitted during the opening hours of the Airport. On Bank Holidays, however, ground running for these purposes may not start until 09.00 hours.

The places where such running may take place, and the positioning of the aircraft and the noise protection measures to be adopted, are subject to the agreement of the local planning authority. The site currently approved for this purpose is located at the north-east corner of the apron adjoining the King George V Dock (see Annex D). But the Airport will be searching for alternatives and discussing them with the local planning authority. The noise from ground running, as measured at homes adjoining the Airport, must not exceed 60dB LAeqT.

APU OPERATING RESTRICTIONS

Will be implemented when new Noise Management Scheme goes into effect.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

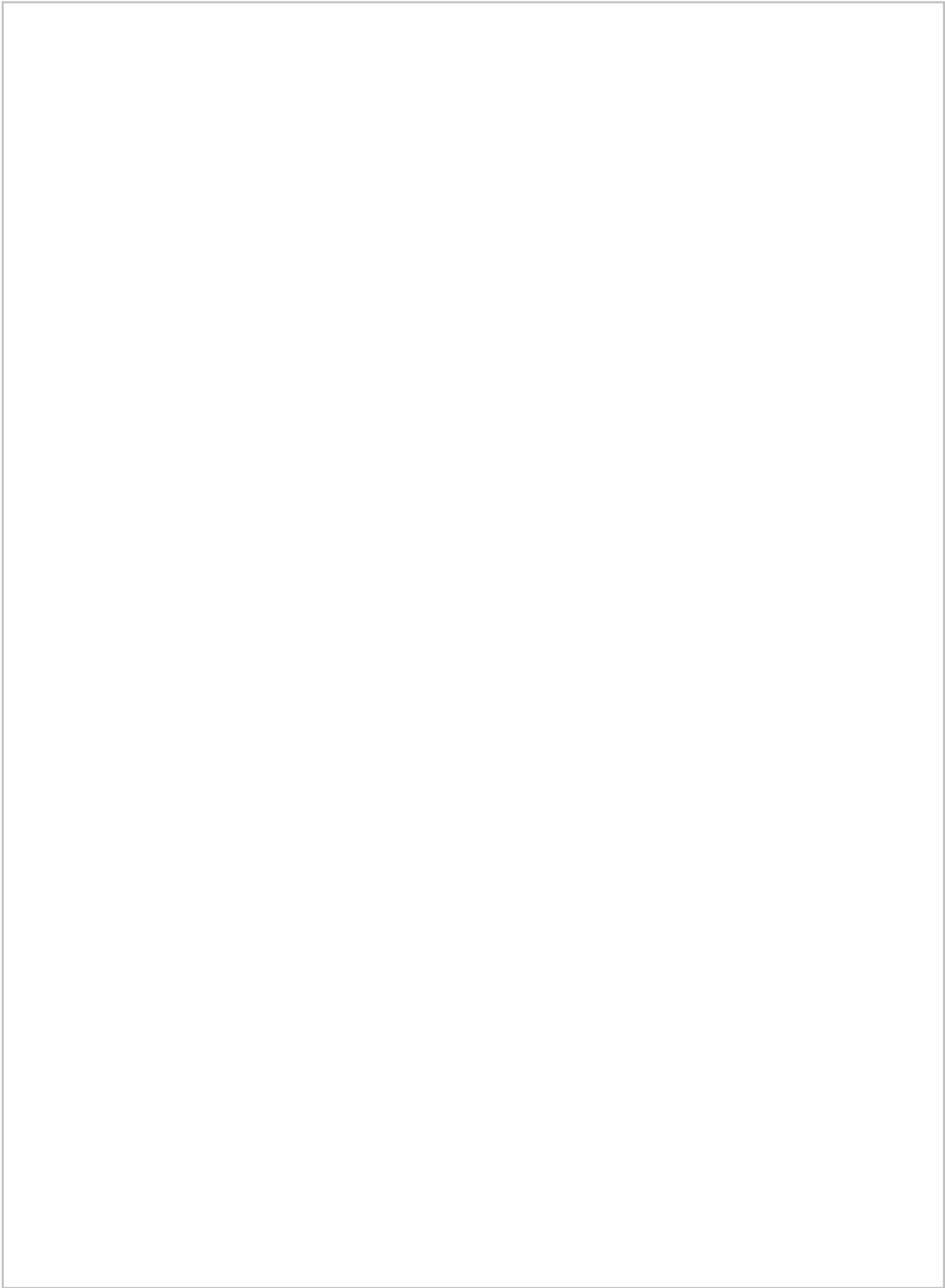
Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Noise Monitoring Locations East



Noise Monitoring Locations West



Noise Monitoring System

The Noise Management Scheme, which has operated since 1990, depends on fixed monitors located a short distance outside the Airport's boundaries to the east and west. In the new Noise Management Scheme they will be used:

- * To establish the provisional noise category of new aircraft using the Airport.
- * For the annual review of aircraft noise categories.
- * To produce each year the 57 LAeq16hour noise contour.

It is planned that the local planning authority should have a terminal linked to the system.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Permitted Aircraft

AIRCRAFT are not permitted to use the Airport unless they fit into one of the following categories:

Category	Noise Reference Level (PNdB)	Noise Factor
A	91.6 - 94.5	1.26
B	89.6 - 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

Aircraft new to the Airport are allocated a provisional category following monitored trial flights at the Airport. This has to be approved by the local planning authority. All flights from the Airport are monitored and the category of each aircraft type is reviewed annually (between March and May) in the light of data from the noise monitors. Depending on the results of the review the category allocated to an aircraft may be changed. The aircraft categories are linked to Noise Factors which are used in calculating the number of flights against the permitted numbers, i.e. noisier aircraft count as more than one movement while the quieter types count as less than one.

Aircraft must also be capable of making an approach at 5.5 degrees or steeper - this compares with 3 degrees at most other airports. Helicopters and other vertical take off and landing (VTOL) aircraft, and aircraft with a single engine, are not permitted and flying for club or leisure purposes is prohibited.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See Noise Level Limits