

London City Airport 
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Noise Action Plan

Executive Summary Report

2013 - 2018

1 - Introduction

- 1.1 In 2010 London City Airport (LCY) published a Noise Action Plan (NAP), in accordance with the Environmental Noise (England) Regulations 2006 (as amended) (ENR), outlining LCY's commitments to monitor and mitigate the impacts of aircraft noise from 2010 - 2015. The Environmental Noise (England) Regulations 2006 (as amended) were introduced to implement the European Directive 2002/49/EC Assessment and Management of Environmental Noise, commonly known as the Environmental Noise Directive (END).
- 1.2 The NAP (2010 – 2015) was formally adopted by the Secretary of State for Environment, Food and Rural Affairs (DEFRA) on 9th May 2012. It is a requirement of the ENR that the NAP will be reviewed at least every 5 years and revised as necessary. LCY in accordance with the Environmental Noise (England) Regulations 2006 (as amended) has reviewed the NAP (2010 – 2015) and has produced an updated NAP covering the period from 2013 – 2018. This document is the Executive Summary which accompanies the full NAP (2013 – 2018).
- 1.3 The main purpose of the NAP is to establish the noise impact of the airport in order to consider whether the current noise management measures are sufficient to protect the local community adequately, particularly those worst affected. In order to demonstrate this, LCY's noise impact has been assessed by qualified independent consultants.
- 1.4 As prescribed by the END and ENR, the NAP (2013 – 2018) covers the following:

- Details about the airport and its operation;
- Information about relevant legislation and current standards concerning NAP's;
- Any updated and relevant national and local policies which may affect the NAP;
- The results of the recent Strategic Noise Maps based on 2011 data;
- The progress made against the actions described in the NAP (2010 – 2015);
- On-going actions;
- Proposed new actions introduced as part of the NAP (2013 – 2018).

- 1.5 This Executive Summary provides an overview of the items detailed in point 1.4.

2 - Description of London City Airport and its operations

- 2.1 LCY is the UK's leading business airport¹ serving close to 50 destinations across the UK, Europe and USA with connections to the rest of the world through major European hubs. LCY is two miles east of Canary Wharf and six miles east of the City of London.
- 2.2 The airport plays an integral part in contributing to the prosperity of the UK's capital city, through an annual economic contribution of more than £750m². The airport is an important part of the local community and actively engages with its neighbours providing:

- Extensive environmental programmes to mitigate its impact on the surrounding areas;
- Significant employment and training opportunities for local residents; and
- Engagement with community partners such as local schools, colleges, charities and businesses.

- 2.3 Operationally in 2013 the airport handled approximately 3.38 million passengers, representing an increase of 12% over 2012. 63% of passengers using LCY are travelling on business, using services to cities in the UK, Europe, and the USA.
- 2.4 The total number of aircraft movements at the airport increased from 70,524 in 2012 to 73,642 in 2013. This is an increase of 4.4%.
- 2.5 As detailed under point 3.1, London City Airport has a limit of 120,000 permitted aircraft movements per annum. This limit is based upon noise factored aircraft movements (more information on this can be found in Section 6 Noise Management). For 2013, London City Airport had a total of 77,377 noise factored movements (based on 73,642 aircraft movements).
- 2.6 For further information please visit London City Airports Consultative Committee (LCACC) website: <http://www.lcacc.org/statistics/index.html>.

3 - Airport Planning and Long Term Development

- 3.1 On 9 July 2009, the London Borough of Newham (LBN) approved LCY's planning application (LBN ref: 07/01510/ VAR) for an increase in the total number of permitted aircraft movements at LCY to 120,000 per annum. The planning permission is subject to conditions including a number that seek to control noise impacts. It was also accompanied by a detailed and comprehensive Section 106 (S106) Planning Obligation (dated July 2009) which supersedes previous S106 Planning Obligations.
- 3.2 The 2009 planning permission and the associated S106 Planning Obligations (dated July 2009) cover a wide range of planning matters. These include a number of noise monitoring and mitigation measures. Some of these are detailed in the previous NAP (2010 – 2015) and will continue to be a key factor in the NAP (2013 – 2018). These measures include (but are not limited to):

- Noise Categorisation and associated procedures;
- Airport Operating hours;
- Aircraft movement limits and noise factors;
- Departure and Arrival procedures;
- Sound Insulation Scheme;
- The need for a Noise and Track Keeping (NTK) System in place at LCY; and
- Noise Management Scheme.

- 3.3 Progress of these and additional measures are summarised later in the summary report.
- 3.4 Turning to the airports long term development, in July 2012 LCY submitted planning proposals to LBN for the City Airport Development Programme (CADP). CADP comprises two planning applications, CADP1 and CADP2. CADP1 seeks detailed planning permission for new airfield infrastructure and extended passenger facilities. CADP2 seeks outline planning permission for a hotel with up to 260 bedrooms. An Environmental Statement accompanies the planning applications, which assesses the potential likely significant impacts arising from the CADP proposals including those arising from noise, and proposes mitigation measures where necessary.
- 3.5 Both CADP1 and CADP2 applications do not propose to increase the number of permitted aircraft movements beyond the maximum of 120,000 per annum as required by the 2009 Planning Permission (07/0150/VAR). In addition, neither application proposes to alter the airport's operating hours or noise factored limits on aircraft movements as detailed in the 2009 Planning Permission. At the time of writing LBN is in the process of determining the CADP planning applications.

The need for enhanced and expanded infrastructure is driven by three factors:

- The majority of passengers (63%) travelling through LCY are doing so for business reasons, which means the morning and evening peak hours are almost at capacity;
- The next generation of aircraft, expected to arrive at the airport in 2016, are larger (and quieter and more fuel efficient) and require bigger parking stands;
- Increasing the capacity of the existing runway to allow more flights at peak, combined with larger aircraft, will mean greater numbers of passengers (6 million by 2023), all of whom will still want the convenience and time-saving of using LCY.

The CADP plans include new aeroplane parking stands – to accommodate larger yet quieter next generation aircraft – a parallel taxiway to optimise runway capacity during peak operating hours and a terminal extension to ensure that LCY's convenience and speed-of-transit propositions are maintained. The airport is not proposing a second runway or any extension to the existing runway.

4 - Legislative and Policy Requirements

- 4.1 Consideration has been given to the relevant EU, national, local and industry related legislative and policy requirements below which have informed the preparation of the NAP and in doing so ensuring it meets their requirements. A more detailed review of relevant noise legislation can be found in the full NAP report.

- The Environmental Noise Directive (2002/49/EC)
- Environmental Noise (England) Regulations 2006, as amended.
- National Planning Policy Framework (NPPF) (March 2012)
- Noise Policy Statement for England (NPSE) 2010
- The Aviation Policy Framework (2013) APF
- The London Plan (July 2011)
- London Borough of Newham's (LBN's) Core Strategy (adopted January 2012)
- Sustainable Aviation's Noise Road Map (2013)

¹ Civil Aviation Authority

² Source: Transforming East London Together, <http://www.londoncityairport.com/AboutAndCorporate/page/CorporateReportsAndPublications>

5 - Noise Management

5.1 LCY has a number of existing noise mitigation measures already in place. These schemes have been designed to mitigate the noise impact of aircraft operations and are a requirement of the 2009 planning permission and associated S106 Planning Obligations (dated July 2009). These, together with the short runway length and steep approach angle, limit the types of aircraft which can use the airport.

5.2 LCY is committed to minimising, where possible, the noise impact of its operations on the local area. The success of its efforts can be demonstrated by the low number of noise complaints which have been received over the years. These various schemes are summarised below however for further details please refer to the full NAP report.

Management of Environmental Complaints

5.3 LCY has an environmental Complaint Management System by which anyone can contact LCY to register a complaint or request information about airport operations. Communication can be either by telephone, post, email or via the LCY website.

5.4 The number of noise complaints has generally declined until 2013 where around 70 were recorded over the calendar year. The increase in 2013 is due to a number of factors including:

- A high volume of complaints from a particular individual throughout 2013 (out of 65 complaints concerning aircraft noise, 39 originated from one individual).
- Increases in easterly operations during 2013 compared to previous years (an increase of 13% of departures compared to 2012 for instance).
- The prolonged hot summer experienced during 2013 reduced the effectiveness of noise preventative measures such as closed double glazed windows and acoustic ventilation provision for residents.

Noise Categorisation Scheme

5.5 All aircraft operating at LCY are required to demonstrate their ability to operate within five departure Noise Categories. LCY has an upper noise limit of 94.5 PNdB based on an annual average of departure noise levels for a given aircraft type and therefore only those aircraft categorised as Category A or less are permitted to operate at LCY. This limit is expressed PNdB and calculated using an established procedure described in the S106 Planning Obligation (dated July 2009) between the airport and the LBN.

Airport Operating Hours

5.6 The airport is permitted to operate flights between the following hours:

- 06.30 and 22.30 on weekdays
- 06.30 and 13.00 on Saturdays
- 12.30 and 22.30 on Sundays
- 09.00 and 22.30 on Public or Bank Holidays
- Full closure on 25th December

5.7 There is a 24 hour period of closure from Saturday lunchtime to Sunday lunchtime. The final 30 minutes of operation on every day of the week is solely for flights scheduled earlier which have been unavoidably delayed.

Aircraft Movement Limits and Noise Factors

5.8 As part of the planning permissions granted by LBN in July 2009 the LBN introduced strict limits to the number of daily aircraft movements. These include:

- 100 per day on Saturdays, 200 per day on Sundays, but no more than 280 on any consecutive Saturday and Sunday
 - 592 per weekday, except for Public or Bank
- Holidays, specifically:
- 132 on 1st January
 - 164 on Good Friday
 - 198 on Easter Monday
 - 248 on May Day
 - 230 on late May Bank Holiday
 - 230 on late August Bank Holiday
 - 100 on 26th December

There are also limits for aircraft movements which occur during specific operational periods:

- 400 aircraft movements per calendar year or 150 in any consecutive 3 months between 22.00 and 22.30 hours, or 12.30 and 13.00 hours on a Saturday
- 6 aircraft movements between 06.30 and 06.59 hours on Mondays to Saturdays with no more than 2 in the first fifteen minutes.

5.9 The 120,000 aircraft movements per year limit also applies to Noise Factored Movements. All aircraft movements have a numerical factor applied which relates to the level of departure noise each aircraft produces, e.g. the loudest aircraft type has a noise factor of 1.26, the quietest, 0.08. Noise Factored movements should also not exceed the permitted number of aircraft movements for that week by more than 25%.

Departure and Arrival Procedures

5.10 The routes flown to and from any major UK airport are prescribed by Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs). These departure and arrival routes are established by the Civil Aviation Authority. The UK Aeronautical Information Publication (AIP) for LCY outlines the restrictions on aircraft operators and aircraft movements to control noise³.

Sound Insulation Scheme

5.11 LCY's sound insulation scheme offers sound insulation for eligible properties within the 57 dB $L_{Aeq,16h}$ noise contour. The sound insulation works involve the treatment of habitable rooms (defined as bedrooms, dining rooms, living rooms and kitchen diners within eligible dwellings) to upgrade eligible external windows and doors to provide an average sound reduction of not less than 25 dB. Properties with double glazed windows will already meet this acoustic standard. The scheme also provides the option of acoustic ventilation in accordance with the sound insulation standards given in the Noise Insulation Regulations.

5.12 LCY also offers a "Second Tier" scheme for eligible properties within the 66 dB $L_{Aeq,16h}$ noise contour. This offers a higher standard of noise reduction and includes the option of a contribution towards high acoustic performance double glazed windows. Eligible community buildings such as schools and community centres are also offered improvement works under the scheme. Sound insulation works are assessed on a case-by-case basis and agreed with the local authority.

³ London/City EGLC CHARTS reference AD 2-EGLC-6-1 to AD 2-EGLC-7-5

Noise and Track Keeping (NTK)

5.13 The noise levels produced by aircraft arriving at and departing from LCY are currently monitored by a four point noise monitoring system. Two noise monitors are located at each end of the runway in the form of a 'gateway pair'. When an aircraft arrives or departs it passes between the monitors and an average noise level is calculated by the system. The measurements are used in the noise categorisation process and general noise management at LCY. The Track Keeping system records each aircraft arrival and departure. This provides a management tool to observe the flight path of individual aircraft. The Noise and Track Keeping system (NTK) is also accessible by the LBN.

Noise Management Scheme

5.14 The noise management scheme controls the use of auxiliary power units (APUs), mobile ground power units (GPUs), and aircraft engine test runs, the logging of aircraft movements and the reporting of measured noise levels to meetings of the LCACC. The use of Fixed Electrical Ground Power (FEGP) on stands at LCY further reduces the impact of noise with the reduction of the use of mobile GPU's which run on diesel.

5.15 It also provides the airport with management tools to discourage excessively noisy departures, for example a system of penalties and incentives has been agreed between LCY and the LBN, which provides the airport with the ability to penalise airlines for noisy departures and provide credits for quiet departures.

Purchase Offer

5.16 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. For more information, the LCY Purchase Offer Scheme brochure can be viewed under the Environment section within the Noise and Track Keeping System page under the Purchase Offer Scheme link at the London City Airport website⁴.

Noise Insulation Payment Scheme

5.17 The airport is committed to a scheme where any new residential developments within the 57 dB or 66 dB $L_{Aeq,16h}$ noise contours which received planning permission but had not been built as of 9th July 2009 will benefit from a noise insulation payment scheme that funds during construction any additional works anticipated as a result of the airport's 2009 planning approval, over and above any pre-agreed planning conditions (or Building Regulations standards) with regard to external sound insulation.

On the 19th December 2013 the latest draft Noise Insulation Payment Scheme was sent to LBN for approval.

Future Noise Mitigation Measures

5.18 In addition to the above measures to manage noise, within the NAP (2010 – 2015) additional 'Noise Mitigation Measures – an Action Plan for the future' were listed. A summary update on the current progress of these noise mitigation measures and any new ones, are provided in further detail below.

Noise Monitoring and Mitigation Strategy (NOMMS)

5.19 The airport's Noise Monitoring and Mitigation Strategy (NOMMS) sets out a framework⁵ to provide a more robust system of noise control, reporting and mitigation. This includes the measurement and monitoring of ground based sources as well as airborne noise. Furthermore, the NOMMS includes the recording of aircraft tracks and associated information of aircraft using the airport with the introduction of a Noise and Track Keeping System with greater functionality. This will allow, for the first time, this data directly accessible to the public via a web portal. This strategy also retains and expands upon a series of noise management functions outlined previously.

Noise Monitoring and Flight Track Keeping System Upgrade

5.20 In September 2013 LCY installed a new Noise Monitoring and Flight Track Keeping System. This system includes replacing the existing Noise Monitoring Terminal's (NMT's) hardware, upgrading facilities (such as the installation of a large solar panel at NMT 2) and providing additional noise monitors within Newham, Tower Hamlets and Greenwich.

5.21 As part of this upgrade, LCY now has two portable noise monitor trailers which can be used within the local community. One of the trailers uses renewable energy to power the equipment via solar panels attached to the roof of the unit. Not only has the hardware been improved, by the replacement of the four existing permanent noise monitors, but also the system is supported by a dedicated call out support team in case of the unlikely event of any failures, adding improved resilience to the operation of the Noise and Track Keeping System.

5.22 It is intended in 2014 to introduce the three additional NMT's external to the airport as part of the NOMMS. This includes one NMT in Newham to monitor ground noise levels from the airfield, another NMT within the community in East India (Tower Hamlets) and one in the community of Thamesmead (Greenwich) subject to planning permission.

5.23 The airport operates a Temporary Noise Monitoring Strategy (approved by LBN and implemented by LCY in 2009) which includes a requirement to provide quarterly reports that record the daily operational status of each noise monitor together with the total monthly correlation rate of noise events to aircraft departures. Since the previous NAP the airports Noise And Track Keeping System has remained constantly operational, correlating at over 90% or above of all aircraft departures from 2010 to 2013.

Sound Insulation Scheme (Residential)

5.24 This involves a new two-tier scheme offering enhanced sound insulation to properties within the 66 dB $L_{Aeq,16h}$ noise contour and 10 yearly inspections to previously treated properties. This enhanced scheme was introduced on the 15th December 2011. Overall the scheme captures over 5,000 eligible properties, with 25% of these having had works undertaken by the end of 2013.

Noise Insulation Payment Scheme

5.25 The draft Noise Insulation Payments Scheme (NIPS) was submitted to LBN on 9 July 2010 for approval, together with evidence of consultation undertaken with persons interested in developments that are likely to benefit significantly from NIPS. LCY has considered the consultation responses received and has submitted for approval to LBN the Noise Insulation Payment Scheme and an updated consultation schedule. This was completed on 19th December 2013.

Sound Insulation Scheme (Public Buildings)

5.26 This measure is similar to Residential Buildings Sound Insulation Scheme action and was launched at the same time (15th December 2011). During the implementation of the SIS, works have been carried out to the following buildings which were eligible for works:

- [The Faraday Primary School, Trinity Buoy Wharf](#)
- [The Prince's Drawing School, Trinity Buoy Wharf](#)
- [Peacock Gym \(music studios and classrooms\), Canning Town](#)

⁴ <http://www.londoncityairport.com/AboutAndCorporate/page/NoiseAndTrackKeepingSystem>

⁵ The draft NOMMS was submitted to LBN on 8 October 2009 and a letter was subsequently received from LBN on 26 February 2010 confirming the draft NOMMS was acceptable. The NOMMS Implementation Guidelines were submitted to LBN on 6 July 2010 for approval.

5.27 Two "My Nursery" sites in Virginia Quays were assessed under the scheme. These recently constructed nurseries already had a high level of sound insulation from double glazed windows, mechanical ventilation and air-conditioning. These were not eligible under the scheme. Works are currently progressing with The Richard House Hospice in Beckton and the Virginia Quays Community Centre.

Purchase Offer Scheme

5.28 The LBN approved the Purchase Offer Scheme on 14 June 2011 and it was adopted by LCY on 9 September 2011. So far however no dwellings have been identified within the 2012 Actual 69 dB contour since the schemes inception in 2011. For more information the LCY Purchase Offer Scheme brochure can be viewed under the Environment section within the Noise and Track Keeping System page under the Purchase Offer Scheme link at the London City Airport website⁶.

Sound Screen Study

5.29 This was completed in July 2010. London City Airport's noise consultants conducted a study of the Camel Road Sound Screen. This screen provides protection to residents of Camel Road from noise of aircraft activities on the ground at the western end of the airfield, particularly in the region of aircraft Stands 12-14. The purpose of the study is to ascertain whether any improvements should be made to enhance the noise attenuation properties of the Camel Road Sound Screen.

5.30 The report concluded that no improvements were required at the time to enhance the noise attenuation properties of the Camel Road Sound Screen.

Ground Noise Study

5.31 LCY has issued two Ground Noise Study reports (in July 2010 and August 2013) to the LBN. Both studies have been reviewed by LBN. Ground noise levels arising from aircraft operations on the ground in the immediate vicinity of the airport have been measured in 2013 to determine whether the magnitude of ground noise exposure levels exceed reasonable levels outside any nearby residential premises and public buildings. Noise measurements made in 2013 were not significantly different to those measured in 2010.

Aircraft Categorisation Review

5.32 On 1 July 2010, London City Airport consulted LBN on the draft Aircraft Categorisation Review (prepared by its noise consultants) which reassessed the methodology, categories, noise reference levels, noise factors and procedures for categorisation with the objective of providing further incentives for aircraft operators using the airport to emit less noise.

5.33 Consultation with LBN has continued in the interim as provided for within the terms of the S106 Planning Obligations (dated July 2009) and projects identified in order to further develop the proposals set out in the draft Categorisation Review.

Additional Action for 2013 – 2018 NAP - Web based public aircraft track keeping display

5.34 With the introduction of the new Noise and Track Keeping System in 2013 it is the intention to provide members of the general public access to an online version in 2014. This version will be known as TraViS (Tracking and Visualisation System) and it will allow individuals to replay aircraft activity from London City Airport from October 2013 onwards.

Reporting progress

5.35 The Planning Agreement requires LCY to submit an Annual Performance Report (APR) to LBN on 1 July each year documenting the airport's performance under the Planning Agreement during the previous calendar year (January – December). All of the measures above are included in this report and the APR is publically available.⁷

6 - Mitigation measures and residual Noise Impact Assessment

6.1 It is important to recognise the NAPs primary purpose is to determine if the various mitigation techniques employed by the airport are protecting the local community by mitigating resulting noise impacts from the airport operation. LCY has prepared Noise Maps under the Environmental Noise (England) Regulations 2006 (as amended) based on 2006 and 2011 actual aircraft and noise data. This formed part of a requirement for the Strategic Noise Maps under the Environmental Noise Directive (END).

6.2 These noise maps were presented as noise contours, and were assessed for a number of noise parameters relating to the average noise level in decibels over specific periods of time.

6.3 Guidance on how to determine the acceptability of noise levels has been provided to airport operators by Defra⁸ which states that current legislation and guidance taken into account as well as any relevant local planning conditions. The assessment of aviation noise impact is normally expressed in terms of dB $L_{Aeq,16h}$ as this is the level which Government legislation marks as the point at which there is onset of significant community annoyance.

6.4 As was the case in 2006, the 57 dB $L_{Aeq,16h}$ noise contour for operations at LCY in 2011 extends in to West Thamesmead in Greenwich and the eastern extremity of Blackwall in Tower Hamlets. The shape of the contour remains very similar to that in 2006 although is slightly smaller in terms of area. Many of the eligible dwellings within the noise contour have been, or soon will be treated under the airport's sound insulation scheme (see Section 6.34). Recently built dwellings within the 57 dB $L_{Aeq,16h}$ noise contour should have been built in accordance with the Local Authority planning conditions to ensure adequate sound insulation against aircraft noise. The continuation of development in the proximity of the airport together with the slightly altered shape of the contours has brought an increase over 2006 in the number of people within the low to moderate noise contour bands.

6.5 There are no dwellings and no noise sensitive buildings within the 69 dB $L_{Aeq,16h}$ noise contour and none in the 66 dB $L_{Aeq,16h}$ noise contour, in contrast to the situation in 2006 when fewer than 50 dwellings were within the 66 dB $L_{Aeq,16h}$ noise contour.

6.6 The night noise contours remain very small at LCY since only a handful of operations take place during the period from 06.00 to 07.00 hours. No dwellings are located within the 55 dB L_{night} contour which is given as an Interim Target in the World Health Organisation Guidelines.

6.7 The above indicates that the noise environment remains very similar to that reported in LCY's Noise Action Plan 2010-2015 which described the noise conditions in 2006. As was the case then, this assessment has found that the environmental noise impact of existing operations at the airport are acceptable. This is based on both 2011 noise contours and the previously approved increase in aircraft movements to 120,000, subject to the implementation of the measures described in Section 6 of the Noise Action Plan.

6.8 In addition to this London City Airport produces annual $L_{Aeq,16h}$ noise contours as part of its Annual Performance Report (APR). London City Airport's Annual Performance report can be found at <http://www.londoncityairport.com/aboutandcorporate/page/ourenvironment>.

⁶ <http://www.londoncityairport.com/AboutAndCorporate/page/NoiseAndTrackKeepingSystem>
⁷ <http://www.londoncityairport.com/aboutandcorporate/page/ourenvironment>.

⁸ *Guidance for Airport Operators to produce noise action plans under the terms of the Environmental Noise (England) Regulations 2006 (as amended), Update July 2013, Department for Environment Food & Rural Affairs.*

7 - Conclusions

- 7.1 This Noise Action Plan or NAP (2013 – 2018) builds upon the previous NAP by describing the development of key noise control measures to supplement the existing mitigation methods that continue to protect the local community from the effects of aircraft noise.
- 7.2 The main purpose of the NAP is to establish the noise impact of the airport in order to consider whether the current noise management measures are sufficient to adequately protect the local community, particularly those worst affected.
- 7.3 An assessment of LCY's noise impact has been carried out by independent consultants based on:
- i) Relevant guidance and legislation;
 - ii) The current noise impact of operations at LCY shown by the results of the END Strategic Noise Maps produced in 2012;
 - iii) The noise measures already in place at LCY;
- 7.4 The assessment has found that the environmental noise impact of existing operations at the airport, based on both the 2011 noise contours and the measures described in Sections 5 & 6 of the Noise Action Plan are acceptable.
- 7.5 In line with the Environmental Noise (England) Regulations 2006 (as amended) the NAP will be reviewed every 5 years or if a significant change to policy, regulation or a change in operation demands, an updated NAP will be produced before this time.
- 7.6 This review is and will continue to be part of the airport's Annual Performance Report (APR). The APR is a requirement through the airports S106 Planning Obligations (dated July 2009).
- 7.7 The requirement to prepare an APR was included in the Planning Agreement to document monitoring and recording of LCY's activities in relation to the 2009 planning consent and the APR is published online to be readily available to the public. The APR can be found at <http://www.londoncityairport.com/aboutandcorporate/page/ourenvironment>