

**LONDON CITY AIRPORT**

**GROUND RUNNING, TESTING AND  
MAINTENANCE STRATEGY**

**2023 REVIEW**

Report to

London City Airport  
The Royal Docks  
London E16 2PB

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## 1.0 INTRODUCTION

The City Airport Development Programme (CADP) planning application (13/01228/FUL) 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 49 of the CADP permission requires that:

*“No Development shall Commence until a Ground Running, Testing and Maintenance Strategy has been submitted to and approved in writing by the Local Planning Authority.*

*The approved Ground Running, Testing and Maintenance Strategy 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 Ground Running, Testing and Maintenance Strategy.*

*Every 3 years after first implementation the Ground Running, Testing and Maintenance Strategy shall be reviewed and the review shall be submitted to the Local Planning Authority for approval 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 Ground Running, Testing and Maintenance Strategy.*

*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.”*

Ground running of aircraft engines for testing and maintenance purposes relates to the operation of aircraft engines while the aircraft is static and undergoing test or maintenance procedures. It differs from ground engine running referenced in Condition 48 which relates to the running of engines of aircraft while undertaking normal day to day operations on the ground. During ground running for testing and maintenance purposes, aircraft engines can be operated in isolation or sometimes in unison (to stabilise the aircraft) and at varying power settings, ranging from low power to high power. The lowest power setting is often referred to as “Ground Idle” or low power ground running. High power ground running can occur at thrust settings from just above ground idle power to maximum thrust.

The strategy resulting from Condition 49 is aimed at ensuring aircraft ground running for test and maintenance purposes is undertaken in a manner and at locations to minimise noise effects on the surrounding environment, and works in conjunction with two further conditions.

The times that ground running for testing and maintenance purposes is permitted is set out in Condition 50. This is currently the same periods that aircraft arrivals and departures are permitted.

The procedure for assessing the noise effects produced by the ground running of aircraft engines for testing and maintenance purposes is covered by Condition 51 and the associated Ground Running Noise Limit Strategy.

A Ground Running, Testing and Maintenance Strategy to comply with Condition 49 was submitted to the London Borough of Newham (LBN) and approved in 2017. The first review was completed in 2020 after 3 years of operation and approved by LBN on 27 January 2021 (planning ref. 20/02722/AOD). This report comprises the second review, after 6 years of operation.

## **2.0 CURRENT STRATEGY DETAILS**

The strategy separately defines two types of ground running for testing and maintenance purposes:

- Ground Idle/Low Power Engine Runs, being ground running at the slowest practical speed the engine will continue to operate at.
- High Power Engine Runs (HPERs), being ground running at any speed above ground idle.

The strategy permits low power engine runs on all stands where the aircraft is certified to operate and run engines as stipulated in AOI 06 Apron Management.

HPERs are only permitted at the agreed Ground Running Locations. Prior permission must be requested from the Airfield Duty Manager with a minimum of 2 hours' notice. The duration of HPERs must be kept to a minimum.

The strategy also sets out the agreed Ground Running Locations, and how this is expected to change as the CADP development progresses. A verification report is required to be submitted to support any change in the agreed Ground Running Locations.

Finally, the strategy sets out the reporting and reviewing requirements. These are for details of ground running for testing and maintenance purposes to be included in the Annual Performance Report (APR) alongside calculations to show whether the Ground Running Noise Limit was exceeded in the previous calendar year, and a review to take place every 3 years. When the construction of CADP is ongoing, the reporting requirements are for every 6 months rather than annually.

## **3.0 REVIEW OF STRATEGY**

Condition 49 sets out that the strategy should identify:

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

The long-term area for testing is identified in the strategy. It includes the expected changes to this as the CADP development is built out, as well as the procedure for formally changing the long-term area. Therefore, the strategy meets the current requirements of the condition.

A verification report to support the approved Ground Running Location(s) moving east as the CADP development is built out was submitted by LCA in January 2020 and approved by LBN.

#### **4.0 PROPOSED CHANGES TO STRATEGY**

No significant changes are proposed to the Ground Running, Testing and Maintenance Strategy. However, the following changes are recommended:

- Paragraphs 2.3.1 and 2.3.2 directly quote from the planning conditions. The wording has changed (although not materially) in the latest version of the conditions. The text should be updated to match, and italicised to make clear that it is a quote.
- The strategy refers AOI 06 Apron Management. This has been replaced by the document LCY-AO-PR-005 Apron Management. This reference should be updated to reflect the current procedure.
- The strategy refers to AOI 07 Aircraft Noise and Maintenance which is included as Appendix 1 of the strategy. This has been replaced by the document LCY-AO-PR-006 Aircraft Noise and Maintenance Procedure. This reference should be updated to reflect the current procedure.
- If the strategy is being updated, then the figure in Appendix 2 showing the “current” ground running location should be updated to avoid confusion.

#### **5.0 SUMMARY**

Bickerdike Allen Partners LLP have carried out a review of the Ground Running, Testing and Maintenance Strategy currently in place at London City Airport. Minor changes have been proposed in order to aid clarity.

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