

## City Airport Development Programme (CADP1)

### Condition 77: Traffic Management Plan



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## Introduction

1. The City Airport Development Programme (CADP1) 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. A [Transport Assessment and Environmental Statement](#) accompanied the CADP1 planning application assessing the environmental and transport effects of CADP1.
2. On 5th January 2017, the London Borough of Newham (LBN) approved some minor non-material design changes to the appearance of the western and southern elevations of the Western Terminal Extension (WTE).
3. A further non-material amendment (17/02865/NONMAT) to the Planning Permission was approved on 27 September 2017 for minor amendments to the terminal buildings and associated service yard, East Pier, forecourt and decked car park. Under a separate cover the details of Access Roads and Parking Areas was approved in accordance with Condition 73 of the CADP1 permission (LBN Ref. 17/02817/AOD).
4. The above minor amendments have been incorporated into the details provided to satisfy this condition.
5. Condition 77 of the CADP1 permission requires that:

*“No relevant Phase of the development shall be commenced until a Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of the relevant Phase. Each submitted Traffic Management Plan shall:*

  - *set out the proposed management arrangements for vehicle movement within the Phase, including the internal shared access;*
  - *include details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclists and pedestrians; and*
  - *ensure that the internal road network is designed, operated and retained in line with current practice on highway design for all road users (including buses, cyclists, and pedestrians).*

*Thereafter the relevant Phases shall be operated in accordance with the approved Traffic Management Plans for those Phases.*

*Reason: To prevent obstruction of the public highway surrounding the site and internal roads (used by buses, taxis, delivery vehicles, cyclists and pedestrians) and avoid accidents”*
6. The Airport submitted a Construction Phasing Plan to LBN pursuant to Condition 4 of the CADP1 permission in February 2017. It was proposed to build out CADP1 as a single uninterrupted period of construction over 5 years split into two distinct phases. Consistent with terminology used in the UES, the two phases were referred to as the ‘Interim Works’ and the ‘Completed Works’ – each delivering different parts of the

CADP infrastructure. The Interim Works would be delivered first and would be immediately followed by the Completed Works. This Construction Phasing Plan was approved by LBN in March 2017 (ref. 17/00500/AOD) and the details pursuant to Condition 77 for the 'Interim Works' were also approved at the same time (ref. 17/00333/AOD).

7. Ahead of the commencement of construction of CADP1, the Airport's Delivery Partner have identified a number of programme efficiencies and improvements to the 5 year build which would reduce the duration of the construction programme by 14 months to 3 years 10 months and deliver the full CADP1 infrastructure in an accelerated single phase (2017 Accelerated Construction Plan). The new 2017 Accelerated Construction Plan has been submitted to London Borough of Newham pursuant to Condition 4 under separate cover.
8. This submission seeks approval of the details pursuant to Condition 77 for all of the approved CADP1 infrastructure as described in the new 2017 Accelerated Construction Plan submitted pursuant to Condition 4.
9. At the request of LBN Officers, new text added to the previously approved details (17/00333/AOD) has been distinguished in blue text in this document.
10. This Traffic Management Plan sets out the proposed management arrangements for vehicle movements in addition to the arrangements for pedestrians and cyclists. It is consistent with the assessment set out in Updated Environmental Statement (UES) and Transport Assessment (TA), and should be read in conjunction with the following drawings for information, shown at **Appendix 2**:
  - **Drawing 110116E/A/03 – Traffic Routes: Forecourt;**
  - **Drawing 110116E/A/04-05 – Traffic Routes: Car Parks;**
  - **Drawing 110116E/A/06 – Traffic Routes: Taxi Feeder Park and Car Hire Areas**
  - **Drawing 110116E/A/07 – Road Traffic Signage**
11. This plan was discussed with TfL and London Borough of Newham at a meeting on 2 November 2017. Future updates to this Traffic Management Plan will be subject to engagement with key stakeholders through the Airport's Transport Forum. Any future amendments to the internal road network at the Airport will be designed, operated and retained in line with current practice on highway design for all road users, and this Traffic Management Plan or subsequent versions.

## **CADP1 - Private Vehicle Movements**

12. Current parking arrangements at the airport comprise two main car parking areas within the shared between passengers and staff. The short stay car park, with 148 spaces, is located closest to the terminal building and the main stay car park, with 644 spaces, is located to the east of the short stay car park.

13. Both the short stay and main stay car parks are accessed via the same junction on Hartmann Road. The junction is barrier controlled with tickets issued upon arrival. Tickets have to be validated by paying the relevant parking charge within the terminal, by card at a machine in the car park or at the barrier itself.
14. The proposed arrangements with regards to the CADP1 private vehicle parking and passenger drop-off/pick-up are described below and shown on **Drawing 110116E/A/04-05** with pick-up/drop-off shown on **Drawing 110116E/A/03**.

#### CADP1 Parking Arrangements: Passengers

15. There will be three main car parking areas within the Airport for passengers, all accessed from Hartmann Road and shown in **Drawings 110116E/A/ 04 - 05** These are summarised in **Table 1** below:

**Table 1: CADP1 Passenger Car Parking Areas**

Car Park	Short-Stay Spaces	Long Stay Spaces	Disabled Spaces	Total Spaces
Car Park 1 (Decked Car Park)	373	-	39	412
Car Park 2 (Surface)	-	187	-	187
Car Park 3 (Surface)	-	150	-	150
<b>Total</b>	373	337	39	749

16. Car Park 1 is situated to the east of the Forecourt. Car Parks 2 and 3 are situated further to the east on Hartmann Road.
17. Short-stay parking will comprise of 373 spaces in Car Park 1, and long stay parking will comprise of 337 spaces. In addition, 39 disabled access spaces will be provided on the ground floor of Car Park 1.
18. All passenger car parks will be barrier controlled with tickets issued upon arrival. Tickets have to be validated by paying the relevant parking charge within the terminal, by card at a machine in the car park or at the barrier itself.
19. The current fee schedule for the car parks for passengers is shown in **Table 2** . Fees are subject to continuous review by the Airport and may be updated from time to time in the future as required to manage parking onsite. Any future changes (which will also affect charges for mini-cabs collecting passengers) either ahead of completing CADP1 or once it is fully built out, will be communicated to the ATF.

**Table 2: Parking Charges at London City Airport**

Short Stay Parking		Main Long Stay Parking	
Hours	Price	Hours	Price
0 – 10 minutes	£3.00	0 – 10 minutes	£3.00
10 – 30 minutes	£7.50	10 – 30 minutes	£7.50
30 minutes – 1hr	£13.00	30 minutes – 4 hrs	£22.00
1 – 2 hrs	£16.00	4 – 8 hrs	£33.00



<b>2 – 4 hrs</b>	£24.00	<b>8 – 24 hrs</b>	£49.00
<b>4 – 8 hrs</b>	£26.00	<b>2 Days</b>	£98.00
<b>8 – 12 hrs</b>	£51.00	<b>3 Days</b>	£147.00
<b>12 – 24 hrs</b>	£59.00	<b>4 Days</b>	£196.00
<b>Additional 24 hours</b>	£59.00	<b>5 Days</b>	£245.00
		<b>6 Days</b>	£294.00
		<b>7 Days</b>	£343.00
		<b>8 Days</b>	£382.00
		<b>9 Days</b>	£421.00
		<b>10 Days</b>	£460.00
		<b>11 Days</b>	£499.00
		<b>12 Days</b>	£538.00
		<b>13 Days</b>	£577.00
		<b>14 Days</b>	£616.00
		<b>Additional 24 hours</b>	£39.00

20. The parking charges outlined in **Table 2** will be applicable to those who drive-up on the day. Discounts will be available for those who pre-book parking via the Airport website.
21. There will be 39 disabled parking spaces situated in Car Park 1 for both passengers and staff. The spaces will be allocated 24 for passengers and 15 for staff. These will be the closest spaces to the Airport terminal. Charging for disabled bays will be as set out in Table 2; however, they will be allowed the first hour free of charge to enable extra time to get to/from the Terminal building. Staff access will be managed by using ANPR to restrict access to car park 1 for authorised staff car users only.
22. 22 active electric vehicle charging points will be provided for passengers on completion of CADP with passive provision for a further 22 changing points. These will be situated in Car Park 1
23. Motorcycle parking for passenger use is provided under the DLR viaduct to the south of the Forecourt. The location is shown in **Drawing 110116E/A/03**.

#### Parking Arrangements: Staff

24. Car Park 4, as shown in **Drawing 110116E/A/05**, will be allocated for staff use. This contains 285 spaces. Car Park 4 shares an access from Hartmann Road with Car Park 3. Premium staff parking spaces will be included within Car Park 1 to be used as car sharing bays. Premium parking spaces will be allocated to car sharers to support the initiatives set out within the Travel Plan. The number of spaces provided will be managed in line with the take up of the initiatives.
25. As with the passenger car park, the staff car park will be barrier controlled. Staff members with a parking permit are registered on the Airport's Automatic Number Plate Recognition (ANPR) system. The car park barriers will automatically lift when a registered vehicle approaches without the need for a physical permit.

26. The staff parking demand will be managed as part of the overall Travel Plan process to manage staff parking.
27. There will be five active electric vehicle charging points with passive provision for a further five. These will be situated in Car Park 4.
28. At total of 22 motorcycle parking spaces will be provided within Car Park 4 for staff use. The terminal building can be reached on foot; however, a shuttle bus will also be provided for use by staff.

#### Passenger Pick-Up and Drop Off

29. Private vehicles users can drop-off passengers in the Forecourt, adjacent to the pedestrian canopy. There will be a time limit and charge for the use of the Forecourt, as per Table 2 this is up to 10 minutes for £3.00 which will be subject to review from time to time. Disabled pick up will be allowed up to 30mins before incurring the drop off charge. Space for approximately 48 vehicles is provided for private vehicle drop-off, including two disabled spaces. This is shown on **Drawing 110116E/A/05**.
30. If passengers cannot be picked up immediately, vehicles will have to park within the short stay car park. Vehicles are able to wait for up to 10 minutes for £3.00 or up to 30 minutes for £7.50, as set out in **Table 2** and paragraphs 16 – 18. Charges are paid within the terminal, by card at a machine in the car park, or at the barrier itself.
31. If attempts are made to wait for passengers in the Forecourt, vehicles will be instructed to move to the short stay car park by marshals and advised that there may be a fine issued.

#### **Car Rental Movements**

32. The existing car hire arrangements have a total of 120 parking spaces allocated to car hire companies. Within the Forecourt, 49 spaces are dedicated for car hire returns and 81 car hire spaces along Hartmann Road adjacent to the long stay car park.
33. The location of proposed car rental parking areas is shown in **Drawing 110116E/A/04** and **06**. **Drawing 04** shows the western car hire area, adjacent to car park 1. **Drawing 06** shows the main car hire area at the eastern end of Hartmann Road.
34. There will be 159 car rental parking spaces allocated to car hire companies in two locations:
  - West Car Hire – 31 spaces situated to the south of Car Park 1, accessed via Hartmann Road;
  - East Car Hire – 128 spaces situated to the south of the Taxi Feeder Park at the eastern end of Hartmann Road. Spaces will also be accessed via Hartmann Road.
35. Passengers will be able to walk to the West Car Rental from the Terminal building. A shuttle bus will be provided to transport passengers between the terminal Forecourt and the East Car Rental and vice versa.

## Taxi Movements

36. The existing arrangement for taxis requires them, upon arrival at London City Airport to wait in a feeder park located approximately 600m to the east of the existing Forecourt. To be called forward through two feeder ranks located along Hartman Road. A CCTV screen informs the taxi at the front of the main feeder rank when to progress to the Forecourt to collect passengers from the dedicated taxi rank. Taxi drop off is carried out in the main forecourt drop off area.
37. The existing arrangements for Private Hire Vehicles (including ride sharing services, such as Uber) is as private vehicles. They drop passengers off in the main forecourt and pick passengers up from the short stay car park.
38. The location of the proposed taxi pick up, drop off and Feeder Park is shown in **Drawing 110116E/A/03 and 110116E/A/06** respectively.
39. The management of taxi movements in relation to London City Airport is set out within a separate **Taxi Management Plan** prepared to discharge Condition 78 of the CADP1 permission. A summary of the key elements of the proposed Taxi Management Plan is set out below.

### Black Taxis

40. Upon arrival at London City Airport, Black Taxis will wait in a holding area located just over 1km to the east of the new Forecourt, as shown in plan **110116E/A/06**. This will be accessed via Hartmann Road, from the new eastern access from Woolwich Manor Way. The holding area will operate with a series of lanes which will be released in turn as a single “creeping” queue. Once a Black Taxi has parked in the holding area it does not need to move again until its lane is called to the Forecourt. Therefore, drivers are required to switch off their engines, to reduce emissions and noise. A CCTV screen will inform Black Taxis when to progress to the Forecourt to collect passengers from the dedicated Black Taxi rank.
41. A breakdown of spaces within the Black Taxi Feeder Park is summarised in **Table 3** below:

**Table 3: Black Taxi Feeder Park**

Area	Number of spaces
Feeder Lanes	284
Rest Bays	13
Electric Charging Points	12
<b>Total</b>	<b>309</b>



42. Black Taxi pick up, as shown in plan **110116E/A/03**, will be located within the Forecourt where there is a rank for 10 vehicles. The Black Taxi pick-rank will be situated immediately outside the terminal entrance, making it clear for passengers. The head of the pick-up rank will be at the eastern side of the Forecourt. A shelter will be provided for passengers departing the terminal to wait under.
43. Black Taxi drop off will be via the Black Taxi drop-off area, as shown in plan **110116E/A/03**, located to the south of the terminal and to the west of the main Forecourt. There will be space for 10 Black Taxis, include one disabled access drop off.

#### **Private Hire Mini-Cabs (including ride sharing companies)**

44. Private hire mini-cab (including Uber affiliated minicabs) drop-off and pick-up will be treated the same as private vehicle pick-up/drop off. As such, immediate pick-up will take place from the Forecourt. If passengers cannot be picked up immediately, vehicles will have to park within the short stay car park. Drop-off is undertaken via the Forecourt, adjacent to the pedestrian canopy, whilst pick-up is from the short stay car park. Private hire mini-cabs incur the same fees as private vehicles when waiting to collect passengers.
45. Signage information will be provided to direct private hire vehicles to the correct pick-up areas. Marshalls will be available to control this.
46. Private hire mini-cabs parking off-site on local streets when waiting for a collection will continue to be monitored through the ATF. The introduction of a residential Residents Parking Zone in the surrounding area in May 2017 has begun to limit the impact of this. In addition, Uber operate a GPS 'Zoning' system so that their drivers cannot accept a pick-up request when parking in the surrounding residential streets. This stops Uber drivers parking within this area.
47. Taxi marshals will be provided during peak hours, to manage any taxi and passenger queues. In addition, LCY has an appointed Taxi-Coordinator resource who allocates five hours per week to communicate with taxi drivers and resolve any issues that arise.

#### **Bus Movements**

48. The location of bus stops is shown in **Drawing 110116E/A/03**.
49. There will be two bus stops and one bus stand located within the Forecourt.
50. Currently, all buses arrive and depart the Airport from/to the west. When arriving from the west, buses will access the dedicated bus lane within the Forecourt and loop around in an eastbound direction. Once passengers are collected/dropped-off, buses then depart the Forecourt onto Hartmann Road where they will again travel west.
51. The Forecourt has been designed to also accommodate buses arriving from and departing to the east, should TfL decided to reroute buses in the future to utilise the opened-up Hartmann Road/Woolwich Manor Junction Road.

52. The bus stand provides an area for buses to wait if regulating the service, or if the driver needs to use the Airport's restroom facilities.
53. Two coach parking bays will be provided, these are shown in **Drawing 110116E/A/03** to the south of the bus stops, situated at the southern end of the Forecourt, to be accessed via Hartmann Road. The arrival and departure of coaches will be managed by Forecourt marshals on an ad-hoc basis (i.e. when required). Coaches will arrive from the west on Hartmann Road, and depart to the east.

## **Pedestrian and Cycle Movements**

54. The main pedestrian route from Hartmann Road to the terminal entrance is situated to the west of the Forecourt and taxi drop off point. A new zebra crossing, with dropped kerbs and tactile paving, will provide a connection to footways on the southern side of Hartmann Road. This crossing will also connect into the exiting ramp pathway from Hartmann Road to Newland Street.
55. Within the Forecourt itself, a series of zebra crossings, with dropped kerbs and tactile paving, will ensure that pedestrians alighting and boarding coaches, buses and taxis can move around the forecourt safely.
56. Canopies or shelters will be provided at all waiting areas to ensure pedestrians remain dry during periods of adverse weather. A detail of the bus shelters is set out in CADP1 condition 80 Bus Facilities Plan.
57. A pedestrian canopy will also be provided along the north of the Forecourt and Car Park 1 (decked car park). This provides a covered walkway for pedestrian movement between the terminal entrance and Car Park 1. Zebra crossings are provided within the car parks to assist pedestrian movement.
58. Cycle parking for passengers is currently located under the DLR ramp opposite the Forecourt area. There are approximately 20 spaces in this location.
59. Following a review of cycle storage by the ATF Working Group, an additional 52 spaces will be provided, giving a total of 72 cycle parking spaces for use by staff members. Following implementation, there will be three enclosures of 24 cycle parking spaces:
  - One situated to the west near to the Jet Centre,
  - One under the DLR ramp opposite the forecourt – illustratively shown in Drawing 110116E/A/03, and
  - One outside King George V House (location to be agreed).
60. Location and uptake of cycle parking is monitored by the ATF and more will be provided if warranted by demand.

## Shuttle Bus Movements

61. A shuttle bus will be provided to transport passengers and staff to the different areas of the Dockside to and from the Terminal. Shuttle bus stops will be provided in the following locations:
- Forecourt next to the passenger pick-up/drop off area;
  - Car Park 2
  - Car Park 4; and
  - East Car Rental (including a turning head).

## Road Markings and Signage

62. The relevant road markings and signage for the Forecourt, car parks, taxi holding area and Hartmann Road are shown on [Drawing 110116E/A/07](#), shown at the end of this management plan.

## Monitoring

63. The operation of traffic throughout the internal road network will be managed by [the Airport](#) and monitored by the ATF. The Traffic Management Plan and the performance of traffic management throughout the Airport will form a rolling item on the agenda.
64. Monitoring will ensure that any issues with the arrangements are identified at the earliest opportunity and that measures can be identified to rectify any issues.

## Review

65. The results of monitoring will be fed back to the LBN and TfL through the ATF.
66. The ATF will agree the method of monitoring and reporting and the intervals at which it will be undertaken. The ATF will also determine the measures to be implemented, with agreement from LBN, to overcome any issues that arise should there be a need.

## Summary

67. This Traffic Management Plan sets out the proposed management arrangements for vehicle movements as part of [CADP1](#) in addition to the arrangements for pedestrians and cyclists.
68. The traffic management arrangements and dedicated staff members will ensure the smooth movement of vehicles, pedestrians and cyclists throughout the London City Airport internal road network and will ensure that there is no obstruction onto the public highway surrounding the site.
69. The operation of traffic around the internal road network will be monitored, with results reported back to the LBN and TfL through the ATF.

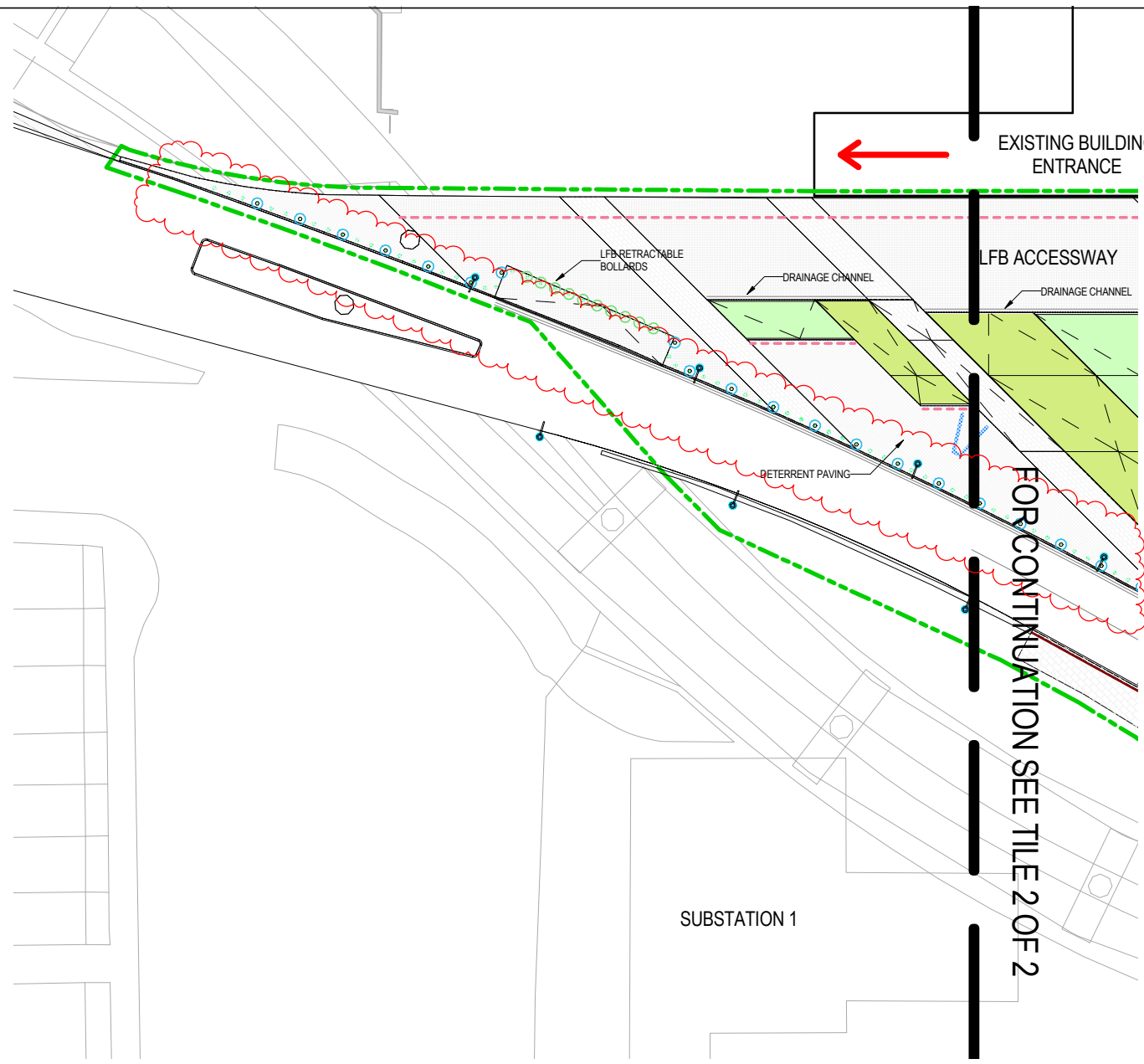
70. [The Airport will continue to engage with](#) key stakeholders including LBN and TfL. Any future amendments to the internal road network will be designed, operated and retained in line with current practice on highway design for all road users, and the Traffic Management Plan.

## **Appendix 1 – Approved Site Plans**

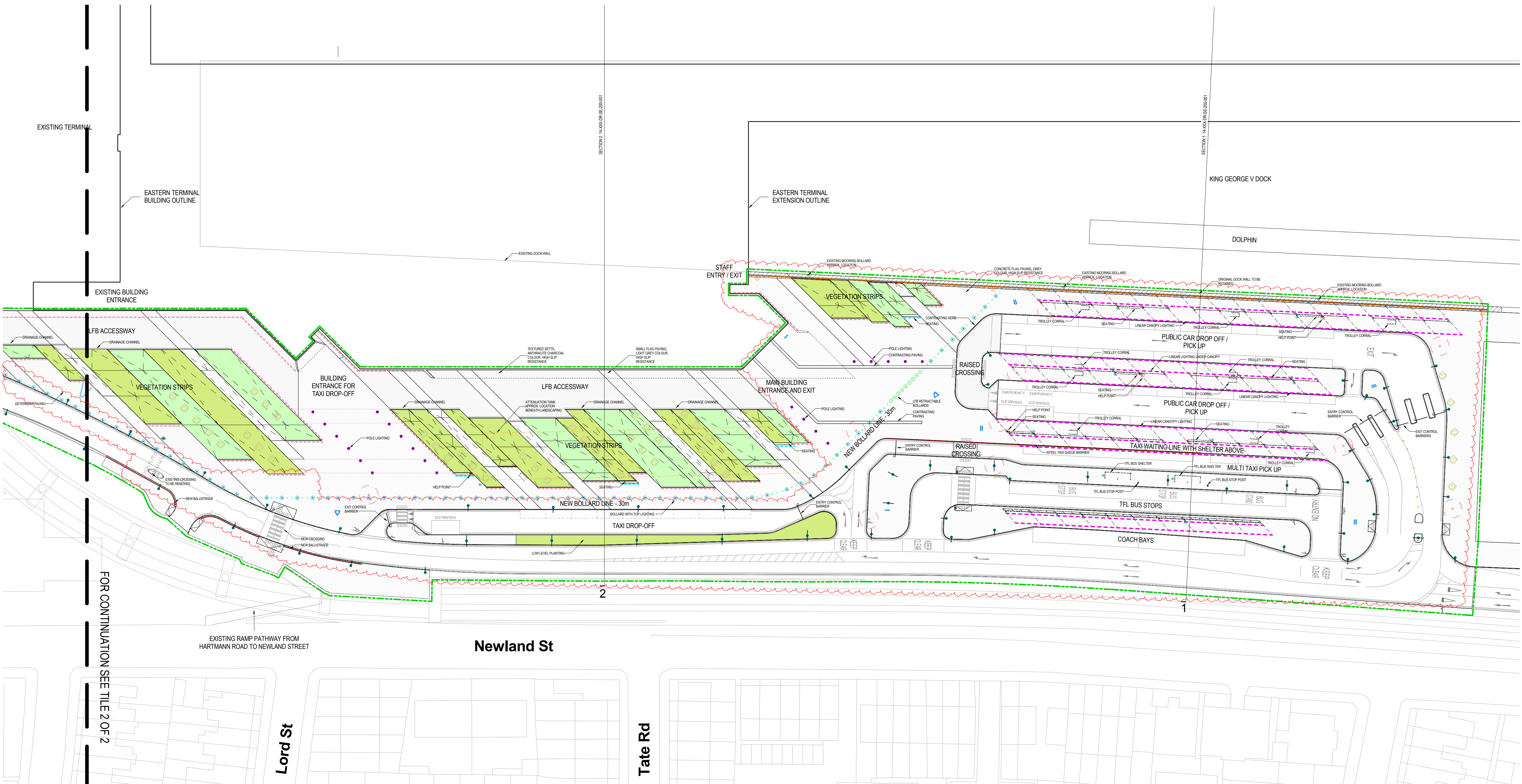
**7.4 Proposed Forecourt (A400-PAW-A-14-L00-DR-GA-200-004-C-S2)**

**Dockside General Arrangement (A400-ATK-L-16-XXX-DR-GA-200-001-01-S2)**





1 FORECOURT (TILE 1 OF 2)  
1:500



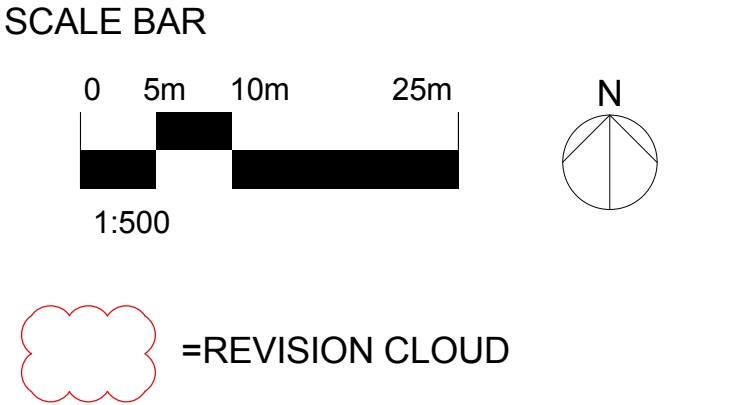
2 FORECOURT (TILE 2 OF 2)  
1:500

- LEGEND**
- PLANTED STRIPS WITHIN STEEL RETAINERS (VARYING SPECIES)
  - GROUND COVER LANDSCAPING
  - AGGREGATE CONCRETE TEXTURED SETTS, HIGH SLIP RESISTANCE (ANTHRACITE CHARCOAL)
  - AGGREGATE CONCRETE FLAG PAVING, HALF STAGGERED JOINT FORMAT, HIGH SLIP RESISTANCE (MID GREY / LIGHT GREY)
  - DETERRENT PAVING (LIGHT GREY)
  - EXISTING DOCK WALL
  - OUTLINE OF BELOW-GROUND ATTENUATION TANK
  - TREE WITH CUBOID CANOPY
  - GLASS / STAINLESS STEEL EDGE BALUSTRADE
  - STEEL BALUSTRADE
  - LIGHTING LAMP POST FOR ROAD / PARKING AREA
  - WAYFINDING LIGHTING POST
  - PEDESTRIAN CROSSING LAMP POST
  - CCTV POST MOUNTED CAMERA (PTZ)
  - ANPR CAMERA
  - L.E.D LIGHTING MOUNTED ON WEATHER CANOPIES
  - RECESSED L.E.D LINEAR UP LIGHTING TO PLANTERS AND FACADE
  - RECESSED L.E.D LINEAR UP LIGHTING TO SEATING
  - DRAINAGE CHANNEL
  - PROPOSED DEVELOPMENT BOUNDARY
  - HELP POINT
  - RUBBISH BIN
  - POTENTIAL LIFE-JACKET MOUNTING LOCATION
  - HIGH SECURITY BOLLARD (1200 C's)
  - FLEXIBLE BOLLARD
  - RETRACTABLE HIGH-SECURITY BOLLARD (1200 C's) FOR LFB ACCESS
  - HIGH-SECURITY BOLLARD (1200 C's) WITH LIGHTING
  - PROPOSED MEDIA SCREEN LOCATIONS

**NOTES**  
REFER TO FORECOURT DETAILS DRAWINGS FOR SETTING OUT:  
A400-PAW-A-14-XXX-DR-DE-735-001  
A400-PAW-A-14-XXX-DR-DE-735-002  
A400-PAW-A-14-XXX-DR-DE-735-003  
REFER TO PLANTING DETAIL FOR SETTING OUT:  
A400-LDA-L-14-L00-DR-DE-734-002  
A400-LDA-L-14-L00-DR-DE-734-003

**REVISION NOTES**

- Eastern sub-station demolished
- Revised eastern terminal extension
- Revised forecourt configuration
- Forecourt bin store omitted
- Revised landscape extents
- Revised canopy extents
- Additional canopy shown
- Revised forecourt details



C	RC	31.07.17	Issued for Planning
Previously Issued as LCY_P+W_4486_B_FC_20002			
B	MN	04.02.14	Legend Update
A	MN	04.12.13	Re-issued for Planning
-	HRS	26.04.13	Issued for Planning
Rev	Dtn	Date	Description

**FOR APPROVAL**

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Client  
LONDON CITY AIRPORT

Project Name  
CITY AIRPORT DEVELOPMENT PROGRAMME

Title

7.4 PROPOSED FORECORT  
GROUND LEVEL 00

Discipline Architecture		Purpose of Issue PLANNING	
Drawing Originator Pascall+Watson architects		Originators Job No. 4486	
Checked By SW	Checked date 31.07.2017	Drawn By RC	Drawn Date 31.07.2017
Approved By MN	Approval Date 31.07.2017	Scale @ A1 As indicated	

Building Grid Reference  
CADD

Prog Code	Orig	Disc	Zone	Level	Type	SubType	Orig. Series/NO	Rev.	Status
A400	PAW	A	14	L00	DR	GA	200-004	C	S2