

City Airport Development Programme (CADP1)

Condition 44: Ground Power Strategy



- 1.1. 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.
- 1.2. On 13th July 2018, the London Borough of Newham (LBN) approved details pursuant to condition 44 relating to Fixed Electrical Ground Power (LPA ref. 18/00846/AOD). The condition required FEGP to be installed on every stand and the approved strategy described the approved strategy for the implementation of these works.
- 1.3. Technological advances mean that the function of the FEGP can now be fulfilled by Battery powered Mobile Ground Power Units (B-MGPUs) whilst continuing to be emission free at the point of use from an air quality perspective and generating no perceptible noise beyond the airport boundary.. Battery powered MGPUs also offer significant operational benefits and, accordingly, London City Airport is seeking to adjust condition 44 to enable them to be used instead of FEGP on any stand across the Airport.
- 1.4. This statement sets out the strategy for the use of Ground Power equipment across the Airport and supersedes the approved FEGP strategy.
- 1.5. The strategy is as follows:
 1. Only FEGP, B-MGPUs or equivalent equipment can be used anywhere on the airport – no diesel ground power units are permissible beyond December 2020.
 2. Ground Power equipment should be capable of serving the full range of aircraft which the stand is designed.
 3. Ground Power shall only be used in the period 30 minutes before and the period 30 minutes after the permitted take-off and landing times set out in Condition 17 of the CADP1 permission.
 4. Emissions of CO₂ and NO_x from Ground Power used should not be in excess of those from the FEGP installed in the Airport.
 5. Ground Power noise should not be audible above background noise when measured at the Airports boundary.
 6. Where B-MGPU's are used, where practicable, one unit should generally be dedicated for the use on the stand which it serves.
 7. Each B-MGPU will ordinarily be self-manoeuvred or moved by operational staff, without the need for tugging by a separate diesel powered vehicle.
- 1.6. The Airport will continue to monitor the use and performance of all Ground Power equipment. The monitoring approach is described in the Airport's AQMS and will include:
 - a) the use of Ground Power equipment;
 - b) training records for individuals using the equipment;
 - c) testing the equipment through a pre-planned maintenance regime; and
 - d) agreeing and implementing reactive arrangements for any outages.
- 1.7. The monitoring of Ground Power performance will be reported annually in the Airport's Annual Performance Report