George Best Belfast City Airport – 2019 Annual Performance Report

On Compliance with the Requirements of the 2019 Planning Agreement

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1. Introduction

This report has been prepared to meet the requirements of the Planning Agreement (the Agreement) between Belfast City Airport and the Department for Infrastructure (the Department) dated 22 July 2019. Specifically –

Covenant 1.1: To submit the Annual Performance Report by 31st March in each calendar year and within the Annual Performance Report to report on the performance and compliance with the covenants in this Agreement in the preceding calendar year in a form which shall include all the annual reporting requirements contained in this Agreement or as agreed with the Department from time to time and which shall be published on the Company's website.

The report aims to address each of these reporting requirements either directly within the sections of this report or by reference to further reports (or sections of these) which are provided as appendices.

2. Summary of Reporting Requirements

Table 1 summarises the current reporting requirements within the covenants of the Agreement, as understood by Belfast City Airport.

Table 1 – Reporting Requirements

Covenant Reference	Reporting Requirement (summarised)
2.4.2	Written details of every delayed aircraft outside of permitted hours and circumstances for any aircraft during extended hours
2.4.3	Written report of the payments into and out of the Community Fund
6.7.1.1	Noise exposure contours for year x-1* based on actual ATM (air traffic movements) data
6.7.1.2	Forecast noise contours for years x and x+1 based on predicted ATM data
6.7.1.3	Composite graphic superimposing contours for year, x-1, x and x+1
6.7.2	Comparison of the area within the 57 dB LAeq, 16h contours for the cases described in 6.7.1.1 and 6.7.1.2 with a 5.2km2 area
6.7.3	Total number of ATM by aircraft type and actual modal split (for year x-1) and assumed modal split (for years x and x+1) for the cases described in 6.7.1.1 and 6.7.1.2
6.7.4	Number of monthly and annual ATM and a comparison against 48,000 in any period of twelve months
6.7.6	The Quota for year x-1 and a comparison against 4,665
6.7.7	Record of movements by aircraft types not permitted to use the Aerodrome in year x-1 (ie to only accept those which meet the requirements of ICAOC Chap 3, Annex 16 and which are not Marginally Compliant Aircraft)
6.7.8	Record of the use by Aircraft of approaches and climb-outs over Belfast Lough in year x-1

6.7.9	Record of ATM within extended hours and fines administered in year x-1
6.7.10	Log of engine ground runs including time & duration for year x-1
6.7.11	Summary of noise complaints received by the Company, the responses given and the actions taken for year x-1
6.7.12	Review of the degree of adherence to any published noise abatement procedures in operation
6.7.13	Information to verify the accuracy and consistency of the operation of the integrated noise and track keeping system
6.7.14	Evaluation of the data reported including a description of any trends and identification of any relevant features of the Aerodrome operation which may have affected the results
6.7.15	Where the results of the comparison described in 6.7.2 show that the area within the 57 dB LA _{eq, 16h} contour of 4.68km2 was exceeded in year x-1 or is likely to be exceeded in year x or x+1, submit (and promptly implement) proposed actions to ensure compliance in year x (and report in the subsequent Annual Performance Report)
6.9	In the Annual Performance Report for 2020, provide data showing the percentage of total arrivals in year x-1 that implemented Continuous Descent Approaches and any agreed improvement
6.11	In the Annual Performance Report for 2020, details of the number and type of departing aircraft breaching the departure noise limits (which are to be introduced by 22 July 2020 along with a mechanism to fine breaches of the limits) and a report of payments into and out of the Community Fund in year x-1
6.12.3	Report regarding compliance with the obligation to ensure the availability of fixed electrical ground power (FEGP) (as described in 6.12 and 6.12.1 to 6.12.2.2 in the Agreement) for year x-1 and agreed actions for improvements (if any) in each Annual Performance Report
7	Include a written report on the operation of a noise insulation scheme

^{*}In this report 'year x-1', 'year x' and 'year x+1' refer to 2019, 2020 and 2021, respectively

3. Reports by Requirement

This section provides a report by each requirement – in the order in which these are covered within the Agreement.

2.4.2 Written details of every delayed aircraft outside of permitted hours and circumstances for any aircraft during extended hours

Details of each delayed aircraft are provided at Appendix 1 - Extensions Log for 2019.

2.4.3 Written report of the payments into and out of the Community Fund

Table 2 shows the payments into and out of the Community Fund in 2019, including a summary of the types of projects receiving funding. This should be viewed in conjunction with Appendix 3 – Extension Charges for 2019.

Table 2 – Community Fund Payments

	£	£
Payments In		
Extensions Jan-June		23,250
Extensions July-Dec		49,450
Extensions over 480		16,800
Subtotal		89,500
Payments Out		
Local schools support	17,989	
Community education initiatives	3,408	
Community events/awards	26,821	
Local sports	3,000	
Local charities/community groups		
support	38,282	-
Subtotal		(89,500)
Balance		0

6.7.1.1 to 6.7.1.3 Noise Exposure Contours

These are discussed in Section 4 and shown in Figures 1 to 5 of the report prepared by Bickerdike Allen Partners on behalf of Belfast City Airport, provided at Appendix 2 – Bickerdike Allen Partners Report 2019.

6.7.2 Comparison of the area within the 57 dB LAeq, 16h contours for the cases described in 6.7.1.1 and 6.7.1.2 with a 5.2km² area

The area of the 2019 57 dB LAeq, 16h contour area is 3.3 km², whilst the forecast areas for 2020 and 2021 are 2.7 km² and 2.9 km² respectively. Details are provided in Table 4: 2019, 2020, and 2021 Noise Contour Areas in Section 4 of Bickerdike Allen Partners Report 2019 (Appendix 2).

6.7.3 Total number of ATM by aircraft type and actual modal split (for year x-1) and assumed modal split (for years x and x+1) for the cases described in 6.7.1.1 and 6.7.1.2

Total number of ATM by aircraft type for the cases described in 6.7.1.1 and 6.7.1.2 is provided at Table 1: 2019, 2020 and 2021 Summer Fixed Wing Movements in Section 2 of Bickerdike Allen Partners Report 2019 (Appendix 2).

The term 'modal split' refers to the split of movements by runway – at Belfast City Airport this is between Runway 04 (c 040° bearing) and Runway 22 (c 220° bearing). This is generally determined by wind direction as aircraft will take off and land into a headwind to maximise lift - so variation is likely between individual years.

Actual modal split for 2019 and assumed modal split for the cases described in 6.7.1.1 and 6.7.1.2 are provided at Table 2: 2019 and Long-Term Average Summer Modal Split in Section 3.2 of Bickerdike Allen Partners Report 2019 (Appendix 2).

6.7.4 Number of monthly and annual ATM and a comparison against 48,000 in any period of twelve months

Table 3 (below) shows the monthly ATM in 2018 and 2019 along with the rolling 12-month total from January 2019 onwards – which remained lower than the upper limit of 48,000 movements.

Table 3 – Rolling 12 Month AT/

ATM 2	018	ATM 2	019	Rolling 12 Mth ATM
Jan-18	2,738	Jan-19	2,622	36,120
Feb-18	2,629	Feb-19	2,537	36,028
Mar-18	2,905	Mar-19	2,892	36,015
Apr-18	3,061	Apr-19	3,076	36,030
May-18	3,393	May-19	3,249	35,886
Jun-18	3,251	Jun-19	3,133	35,768
Jul-18	3,326	Jul-19	3,397	35,839
Aug-18	3,294	Aug-19	3,310	35,855
Sep-18	3,108	Sep-19	3,006	35,753
Oct-18	3,041	Oct-19	2,974	35,686
Nov-18	2,786	Nov-19	2,621	35,521
Dec-18	2,704	Dec-19	2,565	35,382

6.7.6 The Quota for year x-1 and a comparison against 4,665

The Quota Count total for the Quota Period 2019 was 2216, which is lower than the upper limit of 4,665. Details of how the Quota Count has been calculated are provided in Table 7: Summer 2019 Quota Count in Section 4 of Bickerdike Allen

Partners Report 2019 (Appendix 2) including details of how the Quota Count has been calculated.

6.7.7 Record of movements by aircraft types not permitted to use the Aerodrome in year x-1

In 2019 there were no movements of aircraft that do not meet the requirements of ICAOC Chap 3, Annex 16 or are only marginally compliant. Details are provided in Section 6 of *Bickerdike Allen Partners Report 2019* (Appendix 2).

6.7.8 Record of the use by Aircraft of approaches and climb-outs over Belfast Lough in year x-1

The Agreement requires Belfast City Airport to maintain a bias in favour of approaches and climb-outs by aircraft over Belfast Lough (the 'Lough Bias'). Whilst direction of approach/climb-out is generally determined by wind direction, Air Traffic Control aims to maximise additional opportunities to direct aircraft over Belfast Lough (for example during light wind conditions, if safe to do so). Table 4 (below) shows the number of arrivals and departures over both the City and Belfast Lough throughout 2019. An average bias of 52% in favour of arrivals and departures over Belfast Lough was maintained, in compliance with the Agreement.

	Jan- 19	Feb- 19	Mar- 19	Apr- 19	May- 19	Jun- 19	Jul- 19	Aug- 19	Sep- 19	Oct- 19	Nov- 19	Dec- 19	2019
Arrivals over Lough	1,091	1,197	1,330	986	807	867	1,217	1,488	1,207	1,065	609	1,218	13,082
Arrivals over City	221	73	117	553	817	698	485	164	297	422	701	65	4,613
Departures over Lough	257	103	152	640	848	744	549	244	328	499	756	126	5,246
Departures over City	1,053	1,164	1,293	897	777	824	1,146	1,414	1,174	988	555	1,156	12,441
Total	2,622	2,537	2,892	3,076	3,249	3,133	3,397	3,310	3,006	2,974	2,621	2,565	35,382
Percentage Over Lough	51%	51%	51%	53%	51%	51%	52%	52%	51%	53%	52%	52%	52%

Table 4 – Arrivals and Departures over the City and Belfast Lough

6.7.9 Record of ATM within extended hours and fines administered in year x-1

Appendix 3 – Extension Charges for 2019 provides a record of ATM within extended hours and associated fines administered.

6.7.10 Log of engine ground runs including time & duration for year x-1

Belfast City Airport operates restrictions on engine ground runs. These are prohibited between 22:30 and 06:00 and require prior approval by Airfield Operations, with further restrictions in place according to location and the power level of runs. All engine ground runs in 2019 complied with these requirements. Details of engine ground run requirements are provided in Appendix 4 – AOI-07 Aircraft Ground Running and Use of Auxiliary Power Units and Ground Power Units. A log of engine ground runs is provided at Appendix 5 – Engine Run Log 2019.

6.7.11 Summary of noise complaints received by the Company, the responses given and the actions taken for year x-1

A summary of noise concerns logged in 2019 is provided at Appendix 6 – *Noise Concerns Summary 2019*. All noise concerns received are acknowledged upon receipt and responded to by letter, email or telephone within 14 days.

Various responses are provided according to the nature of the concern lodged. In the case of general queries, information on the procedures and standards applied at the airport will be provided. In the case of concerns relating to specific noise events, the results of investigation will be provided. A relatively high proportion of concerns relate to movements during extended hours. In these cases, our response will include reference to the relevant requirements of our Planning Agreement and to the guidance issued by the Department of Infrastructure relating to extensions.

Where applicable, action will be taken to address noise issues and/or make improvements to noise management. This has included dialogue with airlines to ensure effective implementation of the noise abatement procedures in place at the aerodrome.

6.7.12 Review of the degree of adherence to any published noise abatement procedures in operation

Belfast City Airport's noise abatement procedures published are at https://www.aurora.nats.co.uk/htmlAIP/Publications/2020-01-30-AIRAC/html/eAIP/EG-AD-2.EGAC-en-GB.html#AD-2.EGAC. These determine specific paths to be flown by aircraft on departure/arrival to minimise the impact of noise on local populations. 'Track violations' occur when aircraft deviate from these paths. Whilst the incidence of track violations is relatively low, in certain situations adherence to the noise abatement procedures may prove problematic, for example in poor weather conditions. Belfast City Airport reports track violations to Airlines on a monthly basis and maintains dialogue with Airline representatives with the aim of minimising the number of occurrences.

Table 5 summarises the occurrence of track violations in 2019.

Table 5 – Track Violations

Runway	A/D	Number Flights	Number Violations	Percentage
04	D	5246	202	3.9%
04	Α	4613	7	0.2%
22	D	12441	30	0.2%
22	Α	13082	5	0.0%
	Total	35,382	244	0.69%

At only 0.69% of all flights, the number of track violations is well below the target level of 5% set out in the Airport's Environmental Noise Directive Noise Action Plan 2019-2023 (available at https://www.belfastcityairport.com/our-community/environment/noise).

6.7.13 Information to verify the accuracy and consistency of the operation of the integrated noise and track keeping system

Belfast City Airport operates a Noise & Flight Track Monitoring System which provides ongoing data on aircraft movements including noise levels and tracks flown. An ongoing maintenance and support contract has been in place with Topsonic Systemhaus GmbH since 2007 when the system was installed. This includes daily system checks by Topsonic (further details are available on request). Third-party calibration of microphones and monitoring equipment is conducted on a two-yearly basis. Copies of current system calibration records are provided at Appendix 7 – Calibration Records. In 2019, local radar maintenance took place in September and November for a total period of approximately 39 hours (at which time a secondary radar feed was provided by the nearby Crow Hill installation). During this period the Noise & Flight Track Monitoring System continued to record data on flight movements and noise events.

6.7.14 Evaluation of the data reported including a description of any trends and identification of any relevant features of the Aerodrome operation which may have affected the results

Overall, Belfast City Airport has fully complied with the requirements of the Agreement during 2019.

The Airport has provided bi-monthly performance reports to the Department since the Agreement came into effect in July 2019, including details of delayed aircraft using the aerodrome outside permitted hours (06:30 to 21:30) and the circumstances for any aircraft using the aerodrome during extended hours (21:31 to 23:59). The following summarises key data and trends:

- In 2019, delayed flights after 21:30 constituted only 1.5% of all movements
- Of these, the majority (71%) occurred within the period 21:30 to 22:00

- In 2019, 79% of delays after 21:30 were due to the late arrival of aircraft from another flight or previous sector
- Most delayed flights after 21:30 were on the following routes: Birmingham (20%),
 Manchester (17%) and Edinburgh (16%).

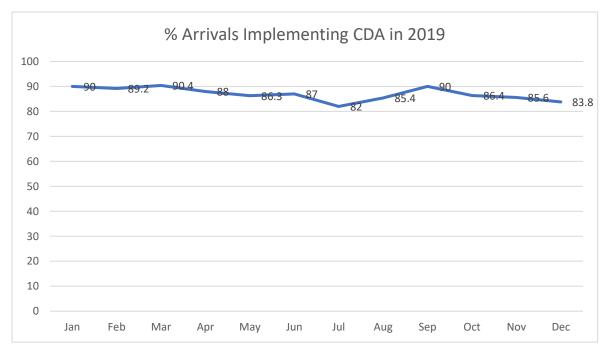
6.7.15 Where the results of the comparison described in 6.7.2 show that the area within the 57 dB LAeq, 16h contour of 4.68km2 was exceeded in year x-1 or is likely to be exceeded in year x or x+1, submit (and promptly implement) proposed actions to ensure compliance in year x (and report in the subsequent Annual Performance Report)

Not applicable, as the area within the 57 dB LAeq, 16h contour of 4.68km2 was not exceeded in year x-1 and is not likely to be exceeded in years x or x+1.

6.9 In the Annual Performance Report for 2020, provide data showing the percentage of total arrivals in year x-1 that implemented Continuous Descent Approaches and any agreed improvement

Continuous Descent Approach (CDA) is an operating technique in which arriving aircraft follow a constant-angle descent (rather than a series of steps) in order to reduce noise and fuel consumption. Whilst reporting is not required until 2020, data for 2019 has been provided.

The chart below shows the percentage of arrivals implementing Continuous Descent Approaches (CDA) by month. Overall, 86.92% of arrivals in 2019 implemented CDA.



Data provided by NATS (Air Traffic Control provider at Belfast City Airport)

6.11 In the Annual Performance Report for 2020, details of the number and type of departing aircraft breaching the departure noise limits and a report of payments into and out of the Community Fund in year x-1

Not applicable to this report – departure noise limits and an associated fining mechanism will be introduced in 2020.

6.12.3 Report regarding compliance with the obligation to ensure the availability of fixed electrical ground power (FEGP) (as described in 6.12 and 6.12.1 to 6.12.2.2 in the Agreement) for year x-1 and agreed actions for improvements (if any) in each Annual Performance Report

All stands at Belfast City Airport are equipped with FEGP. In 2019, 98% of flights used FEGP. Occasions when FEGP was not used were due to the following:

- Aircraft parked in non-standard orientation (due to weather) making FEGP inaccessible
- Aircraft incompatible with FEGP
- FEGP unit undergoing repair

Over the past two years we have undertaken a replacement programme of all FEGP units at a cost of £280,000. FEGP at Belfast City Airport will continue to be subject to an ongoing maintenance regime aimed at achieving maximum serviceability.

7 Include a written report on the operation of a noise insulation scheme

At present, no residential dwellings are affected by the level of noise at which a noise insulation scheme must be implemented (ie as defined by the 63 dB LAeq, 16h contour). For this reason, the scheme is not yet operating.

4. Appendices

Appendix 1 - Extensions Log for 2019

Appendix 2 – Bickerdike Allen Partners Report 2019

Appendix 3 – Extension Charges for 2019

Appendix 4 – AOI-07 Aircraft Ground Running and Use of Auxiliary Power Units and Ground Power Units

Appendix 5 – Engine Run Log 2019

Appendix 6 – Noise Concerns Summary 2019

Appendix 7 – Calibration Records

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22/01/2019 BE 22/01/2019 EI	21:45 21:00	21:48 21:53	A GPRPO 41W SEN A EIDEA 037 LHR	93 75	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector DE-ICING OF AIRCRAFT, removal of ice and/or snow, frost prevention excluding unserviceability of equipment		Reactionary due to waither heavy around all appoint of one and electing Reactionary due to waither heavy around all appoint of one and electing Reactionary due to weather heavy around all appoint of one and electing Reactionary due to weather heavy around all appoint of one and electing Reactionary due to weather heavy around all appoint of one and electing Reactionary due to weather heavy around all appoint of one and electing the appointment of the appointment of appointmen
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30/01/2019 BE 30/01/2019 BE 30/01/2019 BE	21:00 21:00	21:39 21:50	A GFLBE 740 LBA A GPRPD 130 GLA	39	TECHNICAL EQUIPMENT, lack of or breakdown, lack of staff, e.g. pushback AIRCRAFT BOTATION, late privated of pirroit from propher fische or province seaters	77 GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONDITIONS	Reactionary due to de-loing and problem with equipment in Leeds Reactionary due to de-loing
31/01/2019 BE 31/01/2019 BE	21:00 20:35	21:38 21:52	A GPRPD 740 LBA	93	ARCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector.	71 WEATHER DEPARTURE STATION	Adverse weether at Leeds Rear-timesy due to weether
31/01/2019 BE	21:20	22:17	A GPRPJ 486 MAN	93	AIRCRAFT ROTATION, late serival of sircraft from another flight or previous sector	77 GROUND HANDLING MIPAIRED BY ADVERSE WEATHER CONDITIONS	Reactionary due to snow in UK mainland and de-icing issues at Leeds.
01/02/2019 BE 01/02/2019 BE	20:35	21:33	D GECOK 987 SOU	93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector		Reactionary due to weather in Southempton
01/02/2019 BE 01/02/2019 BE 01/02/2019 BE 01/02/2019 EI	21:15 21:15	21:45 21:47	A GPRPL 693 EDI	77	GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONSTITUTE GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONSTITUTE AND DEATH DOTATION. In control of constitutions from control from control from control from control from control of contro	23 AUROPOT FACILITIES, quality agreed, may compression, foliopis, buildings, gate inhaldron, etc. 33 AUROPOT FACILITIES, quality agreed and semine worth register previous heater 20 CHEATICHUM, INCLUSIERENT Size for the almost and exercise. 12 CHEATICHUM, INCLUSIERENT Size for the almost and exercise. 13 EXCLUSION FACILITIES, removal of a exercis provious heater existing seasonic substitute of a semine security of exponent	Reactionary data to catering delays in London City and adverse weather in Birmingham Reactionary data to catering delays in London City and adverse weather in Birmingham
01/02/2019 BE 01/02/2019 EI	2010 2010 2010 2010 2010 2010 2010 2010	21:54 22:57	A GIPRPA 416 BHX A EIDEA 037 LHR	93 93	ARCHOFF FOR TITO, we are used and unrish time worther light or previous sector WEATHER DEPARTMENT EXTENDION WAS ARRESTED AND ARREST TO ARREST AND ARREST ARR	os. Un'TERN I DEVINE, TECNAMICIONETO, D. INEL, DOS INSTITUTOS. 75. DE-CINDS O RICKIPATY, TRANSICO de las servizios nonos, loss prevention excluding unserviciosibility of equipment	According to the control to be seen in Manchaser According of the control of control of the con
04/02/2019 BE 08/02/2019 EI	20:40 21:00	21:47 21:31	D GJEDV 694 EDI A EIDEB 037 LHR	93 93	AIRCRAFT MOTATION, bite armed of aircraft from another flight or previous sector AIRCRAFT ROTATION, bite armed of aircraft from another flight or previous sector		Meactoriery technical issues with elecraft during the day and aircraft swaps. Late inbound due to Air Traffic restrictions in Heathrow.
08/02/2019 BE 08/02/2019 BE	21:15 20:40	21:46 22:24	A GECOO 368 EMA D GPRPB 694 EDI	93 93	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector	7 Transfer begg received	Late in due to adverse vesither and Air Traffic restrictions. Late in and then issues with oversize begs at gate needing to be placed in the hold.
08/02/2019 BE 11/02/2019 BE 17/02/2019 BE	21:20 20:35	21:33 21:53	A GJEDP 486 MAN D GJEDP 989 SOU	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector		Reactioniery due to aircraft change on previous sector due a technical issue Reactioniery due to earlier technical issues at Southempton
18/02/2019 BE 24/02/2019 BE	21:10 20:25	21:49 21:38	A GJECO 416 BHX D GJECK 487 MAN	19 96	REDUCED MOBILITY, boarding / deboarding of passengers with reduced mobility. OPERATIONS CONTROL, re-outing, diversion, consolidation, sincreft change for reasons other than technical		Reactionary delay due to wheelchair loading at Birmingham Reactionary due to earlier fog
24/02/2019 BE 24/02/2019 BE	21:15 21:00	21:41 21:59	A GJEDW 368 EMA A GECOE 130 CI A	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	62 OPERATIONAL REQUIREMENTS, faul, load silvaridon	Reactionary due to earlier fog Reactionary due to earlier fog
24/02/2019 BE 27/02/2019 BE	21:20 21:10	22:25 23:04	A GECOJ 486 MAN A GJEDW 416 RHV	93 72	ARCRAFT ROTATION, late arrival of aircraft from another flight or previous sector WEATHER DESTINATION STATION		Reactionary due to earlier aircraft change due to technical issues. Delard due to foo
27/02/2019 BE	20:20	23:11	A GJECR 414 BHX	46	AIRCRAFT CHANGE, for technical reasons. AIRCRAFT ROTATION late arrival of aircraft from another finite or reprince sector.	72 WEATHER DESTINATION STATION	Delays due to fog
27/02/2019 BE 01/03/2019 BE 01/03/2019 BE	21:10	21:34	A GPRPC 416 BHX	23	WALFARE DESTINATION STATION ARCHART DISTRICT, as exacted around from another ligit or provious sector ARCOLAFT DISTRICT, as exacted around from another ligit or provious sector ARCOLAFT DISTRICT, as exacted around from another ligit or provious sector ARCOLAFT DISTRICT, as exacted around from sector ligit or provious sector ARCOLAFT DISTRICT, as exacted district from sector ligit or provious sector ARCOLAFT DISTRICT, as exacted district from sector ligit or provious sector ARCOLAFT POINTON (as exacted ad variant from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from another ligit or provious sector ARCOLAFT DISTRICT, and around a district from a district fr	55 CREW ROTATION, weaters cover from arother flight filled tidek or entire cases	MacLinorry data to select log MacLinorry data to select log MacLinorry data select annot change due to technical issues Delay da due to log Delay da to to log Delay da to to log Delay da to to log MacLinorry da setterial issues and aissured dranges MacLinorry da setterial issues and aissured dranges MacLinorry data setterial issues and aissured dranges MacLinorry data setterial issues and aissured dranges MacLinorry data setterial issues and aissured setterial dranges
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03/03/2019 BE	21:10	21:42	D GPRPA 692 EDI	23	AIRCRAFT ROTATION, late service of aircraft from another flight or previous sector	72 WEATHER DESTINATION STATON 7 Transfer agrounds	
04/03/2019 BE 07/03/2019 BE 07/03/2010 BE	21:15 20:45	21:38 21:40	D GECOK 417 BHX	16 93	COMMERCIAL PUBLIC I 1 / PADDENCEN CONVENENCE, VIP, press, ground means and massing personal terms AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	A Transport	Medical incident on the previous sector from Belfast City Reactionary due to crew sickness
07/03/2019 BE	21:15 20:45	21:42 21:34	A GPRPE 1360 LCY D GRKEV 417 BHX	93 93	CARRECOLA FORLICITY/MS-SENICHE CONVENENCE. TO, Press, quand mean and massing personal sens ARRICOLATE TOOLICITY, but seniored all senior time under light per personal sector and the personal sector of the personal sector of the personal sector ARRICOLATE TOOLICITY, but seniored all seniors from sectors filling or previous sector ARRICOLATE TOOLICITY, but seniored all seniors from sectors filling or previous sector ARRICOLATE TOOLICITY, but seniored all seniors from sectors filling or previous sector ARRICOLATE TOOLICITY, but seniored all seniors from sectors filling or previous sector ARRICOLATE TOOLICITY, but seniored all seniors from sectors filling or previous sector ARRICOLATE TOOLICITY, but seniored all seniors from sectors filling or previous sector ARRICOLATE TOOLICITY, but seniored all seniors from sectors filling or previous sector ARRICOLATE TOOLICITY, but seniored sectors from sectors filling or previous sectors and sectors are sectors and sectors are sectors and sectors and sectors are sectors and sectors and sectors are sectors and sectors and sectors are sectors and sectors are sectors and sectors are sectors and sectors and sectors are sectors and sectors are sectors and sectors are sectors and sectors and sectors are sectors are sectors and sectors and sectors are sectors and sectors and sectors are sectors and sectors are sectors and sectors and sectors are sectors and sectors are sectors and sectors are sectors and and sectors are sectors and and are sectors and are sectors and	7 Transfer biggs societed	Reactionary due to creer aichness Reactionary due to Art Traffic nathridens at London City Aliport Reactionary due to technical issues
08/03/2019 BE 08/03/2019 BE 10/03/2019 EI	20:35 21:15	21:37 22:07	D GFLBA 987 SOU A GPRPH 1360 LCY	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	87 ARRORD FACULTES, patriag stands, even congestions, byloting, business, patriag stands, even congestions, byloting, business, patriag stands, even and patriag stands of the p	Reactionary due to technical issues. Reactionary due to special request from cnew
10/03/2019 EI 10/03/2019 BE 10/03/2019 BE	21:00 20:35	21:31 21:40	A EIDVG 037 LHR D GJECO 989 SOU	93 93	AJRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AJRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	39 RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air fulfic Services, state-up and pushback, export and/or runsey closed due to obstruction or weather, industrial action, stall shortage, political invests, noise abstrainers, right curiese, special lights	Resocionary due weather delays all over uk. Resocionary due weather delays all over uk.
10/03/2019 BE 10/03/2019 BE 10/03/2019 BE	21:20 21:10	21:43 21:44	A GPRPG 486 MAN D GECOR 692 EDI	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	15 BOARDING, disorepancies and paging, missing checked-in passanger	Reactionary due weather delays all over uk Reactionary due weather delays all over uk
10/03/2019 BE 10/03/2019 BA	21:40 19:40	22:04 22:08	A GPRPN 43D BHX D GEUYE 1421 LHR	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, late servial of aircraft from another light or previous sector	16 COUMERCAL PUBLICITY/PASSENGER CONVENENCE, VIP press, ground make and missing personal items	Aircraft on earlier sector diverted to Birmingham due to issues at Esst Midlands. Reactionary due weather delays all over uk
10/03/2019 BE 10/03/2019 RF	21:10 20:25	22:11 22:13	A GJECM 416 BHX D GJEDW 487 MAN	93 93	AJRCRAFT ROTATION, little service of aircraft from another tilight or previous sector AJRCRAFT ROTATION, late service of aircraft from another tilight or previous sector	65 FLIGHT DECK CREW SPECUAL REQUEST, not within coparational requirements	Reactioning does weather children de out our de Reactioning of a weather children de out our de Reactioning of a weather children de out our de Accordin no sector accordin children de Dismophen dans to travels at East Millardo. Reactioning da sector children de Dismophen dans to travels at East Millardo. Reactioning da de sector children de la contra children de Reactioning da sector children despe di servi ou Reactioning da sector de la contra children de Reactioning da sector de Reactioning da sector de la contra children de Reactioning de la contra children de Reactioning de la contra children de Reaction de la contra children de Reaction de la contra children de Reaction de l
12/03/2019 BE 12/03/2019 RF	21:15 21:15	21:51 21:55	A GJEDU 693 EDI A GPRPE 1360 LCV	93 93	AIRCRAFT ROTATION, lists serival of aircraft from another tlight or previous sector AIRCRAFT ROTATION, lists serival of aircraft from another tlight or previous sector	39 BESTINCTION AT AIRPORT OF DEPARTURE WITHOUT MESTINCTIONS, including At Traffic Services, state-up and pushback, seporal endot narrawy closed due to obstruction or weather, industrial action, staff shortage, policial unreat, noise abanement, right curfew, special flights	Reactionally due to weather delays (storm Gareth) Reactionally due to weather delays (storm Gareth)
13/03/2019 BE 14/03/2019 BF	21:20 21:10	21:32 21:33	A GJECR 486 MAN A GJEDW 416 RHV	91 62	LOAD CONNECTION, awaiting load from another flight OPERATIONAL REQUIREMENTS, fuel, load alteration		ye (water assury
14/03/2019 BE 14/03/2019 BE	20:40	21:39	D GJEDM 694 EDI	93	ARCRAFT ROTATION, late arrival of aircraft from another flight or previous sector MANNATORY RECLIPITY	89. DESTRICTIONS AT AIRPORT OF DEPARTIBE WITHOUT ATEM DESTRICTIONS includes du Traille Services statum and mobiles demonstration mass closed due to character or washer industrial action stall.	Ramana disconners in Marchaster
14/03/2019 BE 14/03/2019 EI 15/03/2019 BE	21:00	22:42	A EIGAM 037 LHR	93	ARCHORY FORTION, was resident and result from earth legislation and the product setted ARCHORY FORTION, was setted and soft benefit legislation setted ARCHORY FORTION, was setted and soft benefit legislation setted ARCHORY FORTION was resident and setted from earth legislation setted ARCHORY FORTION was resident and setted from earth legislation setted ARCHORY FORTION was resident and setted from earth legislation was resident ARCHORY FORTION was resided and setted from earth legislation setted ARCHORY FORTION was resided and setted from earth legislation ARCHORY FORTION was resided and setted from earth legislation ARCHORY FORTION was resided and setted from earth legislation ARCHORY FORTION was resided and setted from earth legislation CONTRICTION ARCHIRACTORY (as a setted described from legislation CONTRICTION ARCHIRACTORY (as a legislation and legislation ARCHIRACTORY ARCHIRACTORY (as a legislation ARCHIRACTORY ARCHIRA	SI RETRICTIONS AT ARRIVOR OF DEPARTURE WITHOUT NATIONAL PRINCIPAL	Baggage discrepancy in Marchester Air Traffic Control restrictions at Heathrow Gate have but for the refer in glernath hold
15/03/2019 BE	21:10	21:52	A GPRPM 740 LBA	23	ARRICANY PROJATON, was used and arrant from exceler light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter ARRICANY PROJATON, was used and arrant from souther light or previous setter setter than the setter of the setter sette	7 Translet days necessor 3 A MSPCRAT CHAMPE for teacherist researce.	All Tallic Control extractions a Manatons Calles lags from the given a recurring to the control of the control
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17/03/2019 BE 17/03/2019 BA 17/03/2019 BE	21:10 20:30	21:42 21:43	A GEUPL 1422 LHR	93 93	APROPRIET INTO A HOW, was arrived of aircraft from another tight or previous sector AIRCRAFT ROTATION, late arrived of aircraft from another tight or previous sector	3 AC dapach	resectionary due to senter recitable problems. Resectionary due to weather related delays and congestion at Heathrow.
17/03/2019 EI	21:00 21:00	21:46 22:01	A GECOD 486 MAN A EIDVL 037 LHR	93 93	ARICOLAPE ROCIATION, lass united areas from searcher light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector ARICOLAPE ROCIATION, lass united areas from morther light or previous sector areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas areas	3. AC Garpanh. SERVICES COLUMBENT, lack of or brasidosine, lack of earling ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of earling ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag steps SERVICES COLUMBENT, lack of or brasidosine, lack of stell ag	resectionary due to an excrisi change at Beltiast City on the previous sector due to technical problems. Reactionary due to weather related delays and congestion at Heathrow.
18/03/2019 BE 18/03/2019 BE	21:20 21:15	21:49 21:58	A GPRPJ 1360 LCY	93 93	APPLIFACE I TO I ALL ION, like armial of arcraft from another flight or previous sector AIRCRAFT ROTATION, late armial of aircraft from another flight or previous sector		Raucicrowy dus to water related statep and congestion at Heathrow Raucicrowy dus to restrictions at Amsterdam Raucicrowy dus to restrictions at Amsterdam Raucicrowy dus to restrictions at Amsterdam Raucicrowy dus to restrictions at Amsterdam
18/03/2019 BE 20/03/2019 BE 20/03/2019 BE	21:10 21:00	22:08 21:52	A GECOD 416 BHX A GJEDW 740 LBA	93 93	AJRCRAFT ROTATION, late envival of aircraft from another flight or previous sector AJRCRAFT ROTATION, late envival of aircraft from another flight or previous sector		Reactionary due to restrictions at Amsterdam Reactionary due to water technical problems Reactionary due to water bedreical problems Reactionary due to water bedreical problems
21/03/2019 BE	21:20 21:15	21:56 21:49	A GJEDT 486 MAN A GPRPF 1360 LCY	93 93	AINCRAFT MOTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector		Reactionary due to earlier technical problems. Reactionary due to power outsige at London City
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28/03/2019 BE	21:15 21:15	22:07 21:38	A GPRPK 368 EMA A GPRPK 1360 LCY	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late serival of aircraft from another flight or previous sector	41 ARCEAFT DEFECTS. 89 RESTRICTIONS AT AIRPORT OF DEPARTURE WITHOR WITHOUT ATRIA RESTRICTIONS, including Air Traffic Services, start-up and pushback, simport and/or runway dosed due to obstruction or weather, inclusive action, staff shortage, political invest, noise absentent, night curiew, special lights	Passenger off basket Passenger off basket Real-circumy so har self-restricted problems Real-circumy so har self-restricted problems Real-circumy so has be self-restricted problems Real-circumy so has be self-restricted problems Real-circumy so has be self-restricted problems
29/03/2019 BE 29/03/2019 BE 31/03/2019 BE	21:00 21:15	21:49 22:11	A GECOT 130 GLA A GPRPF 693 FDI	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another filet or previous sector		Reactionary due to earlier technical problems Reactionary due to earlier technical problems
21/02/2010 RE	20.25 21.00	21:38 22:16	A GFBJB 4557 CWL D GFBJB 4558 CWI	93	AIRCRAFT POTATION has populated given the property of the prop		Reactionary due to safety activities (Colombia Reactionary due to safety activities) problems
01/04/2019 BE 01/04/2019 BE 04/04/2019 BE	1955 2040	22:42 23:09	A GECOR 414 BHX D GECOR 417 PLV	23 93	AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector	4 AC harding	, , , , , , , , , , , , , , , , , , ,
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	20:40	21:33	D GJECL 417 BHX	93	AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector AIRCRAFT ROTATION has arrival of aircraft from another light or previous sector	41 PROLINEST LICENCES T Transis large seasonal 4 AC handing 6 PRICAL RECUEST, not within operational requirements F FLIGHT ECEC CREW RPF CAS. RECUEST, not within operational requirements	
07/04/2019 BE 07/04/2019 BE 07/04/2019 BE	2120	21:52	A GFLBB 488 MAN	93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	65 FLIGHT DECK CREW SPECIAL REQUEST, not within operational requirements	
07/04/2019 BE	21:15	22:38	A GJEDM 697 EDI	93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	42 OPERATIONAL RECURSIENENTS, fuel, load alteration 42 DEPENDENCE OPERATION	
07/04/2019 BE 07/04/2019 BE 07/04/2019 BE 07/04/2019 BE 07/04/2019 BE 07/04/2019 BE 07/04/2019 BE 08/04/2019 BE	2025	22:52 21:40	D GFLBB 131 GLA	96 00	ARCHAPT FORTATO, as a must and around from another flyed or persona seasor ARCHAPT FORTATO, as a must and around from south right or persona seasor ARCHAPT FORTATO, as a must and around from south right or persona seasor ARCHAPT FORTATO, as around and around from souther flyed or persona seasor ARCHAPT FORTATO, as around and around from souther flyed or persona seasor ARCHAPT FORTATO, as around and around from souther flyed or persona ARCHAPT FORTATO, as around and around from souther flyed or persona ARCHAPT FORTATO, as around and around from souther flyed or persona ARCHAPT FORTATO, as around and around from souther flyed or persona ARCHAPT FORTATO, as around and around from souther flyed or persona ARCHAPT FORTATO, as around around from souther flyed or persona ARCHAPT FORTATO, as around around from souther flyed or persona seasor ARCHAPT FORTATO, as around around from souther flyed or persona seasor ARCHAPT FORTATO, as around around from souther flyed or persona seasor OFFER TORS CORPINCE, on souther days around from souther flyed or persona seasor ARCHAPT FORTATO, as around around from souther flyed or persona seasor ARCHAPT FORTATO, as around around from souther flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor ARCHAPT FORTATO, as around around from some flyed or persona seasor.	45 OREATHORNE (EGUIREMENT'S, but, lead absencins 5 DEPARTIBLE CONTROL 55 DEPARTIBLE CONTROL 56 DEPARTIBLE CONTROL 66 DEPARTIBLE CON	
08/04/2019 BE 08/04/2019 BE	20:40	21:52	D GECOB 417 BHX	23	AIRCRAFT ROTATION, late service of sircraft from another flight or previous sector		
08/04/2019 BE 11/04/2019 BE 14/04/2019 BE 15/04/2019 BE	2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 2020 0 20	2133 2134 2134 2134 2134 2134 2134 2134	A GJECY 488 MAN	93 95	APROFACE INDICATION, see armost of aircraft from another tight or previous sector CREW ROTATION, assetting crew from another tight (flight deck or entire crew)	41 MECHAFI DEFECTS. 6 COMMERCIAL PUBLICITY/IPASSENGER CONVENENCE, VIP, press, ground masks and missing parsonal terms	
15/04/2019 BE 16/04/2019 BE			D GECOT 417 BHX A GPRPC 416 BHX	96 93	ARICHET ROTATION, has mixed already from worther legisle or previous sector. ARICHET ROTATION, has arrived all executify from souther legisle or previous sector. ARICHET ROTATION, has arrived all execution measure legisle or previous sector. OFFERTATION, CONTROL, has arrived all execution, convenidation, activated traking for reasons of the Plan Nactivosal ARICHET ROTATION, has arrived all execution, convenidation, activated traking for reasons of the Plan Nactivosal ARICHET ROTATION, has arrived all execution, execution for any other legisle arrived articles.	87. AIRPORT FACILITES, parking stands, seep congestion, lighting, buildings, gate Inhabitions, etc.	
16/04/2019 EI 17/04/2019 BE			D GJECK 417 BHX	16 38	Extension declined. Aircraft divented to BPS. COMMERCIAL PUBLICITY/PASSENGER CONVENIENCE, VIP, press, ground meals and missing personal items LLO, lack of or sentiosability.		The Birth was Astronal initials Ass to a technical issue in Malana on a nation of carter , there were further issues when it organized to Flore use there was no
18/04/2019 BE 22/04/2019 BE 23/04/2019 BE	20:40 21:05 20:45 21:00	Developed 22:107 22:107 22:107 22:108 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105 22:105	A GECOF 738 LBA D GFBJJ 489 MAN	38 4	A/C handing	23 JAIN-DAUT FOTATION, late aminal of aircraft from arother flight or previous sector 4 JAIN-DAUT FOTATION, late aminal of aircraft from arother flight or previous sector	
23/04/2019 BE	21:00 20:45	21:36 22:15	D GFBJF 4558 CWL D GFBJI 489 MAN	93 93	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector	4 AC handing	
24/04/2019 BE 24/04/2019 BE	20:45 21:15 21:20 21:15 21:15 21:15 19:55 20:40	21:35 21:41	A GECOR 697 EDI A GPRPF 1364 LCY	96 93	ARCHOF HOTATON, was used and areast from exceler light or persons setter OPERATION CONTINUES, earning demonstration, secured through the reason of the relative secure of the relative	87 AIRPORT FACILITIES, parking stands, rump corposition, lighting, buildings, gate limitations, etc.	
24/04/2019 BE 25/04/2019 EI	21:15 21:15	22:11 21:48	A GFLBE 488 MAN A EISTA 973 FAO	93 93	AINCRAFT MOTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector		
25/04/2019 EI 26/04/2019 BE 26/04/2019 BE	19:55 20:40	22:51 23:23	A GPRPK 414 BHX D GPRPK 417 BHX	46 93	AJRCRAFT CHANGE, for technical research. AJRCRAFT ROTATION, take envised of aircraft from another flight or previous sector		
27/04/2019 BE 28/04/2019 BE 28/04/2019 BE	21:10 21:00	21:33 22:04	A GFLBE 416 BHX D GFBJI 4558 CWL	93 93	ARCRAFT ROTATION, lass annived all serrors from another light or previous seator ARCRAFT ARTOTATION, lass annived all serrors from another light or previous seator ARCRAFT ROTATION, lass annived all serrors from another light or previous seator ARCRAFT ROTATION, lass annived all serrors from another light or previous seator ARCRAFT ARTOTATION, lass annived all serrors from another light or previous seator		
28/04/2019 BE 29/04/2019 BE	21:10 21:10	22:23 21:38	A GPRPB 416 BHX A GJEDP 416 RHX	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	66 LATE CABIN CREW BOARDING OR DEPARTURE PROCEDURES, other from commercion and standby	
02/05/2019 BE 03/05/2019 BE	21:15 21:00	21:35 21:53	A GPRPC 697 EDI A GPRPH 990 SOLI	93 96			Aircraft delayed on earlier sector out of LHR Aircraft sees in SOU Weight residence in Sous
03/05/2019 BE 05/05/2019 BE	21.20 21.15	21:57 21:45	A GFLBE 1364 LCY A GPRPB #07 FT	5	OPPENDING CORPICE, the solvent destroom consistent want throw for reasons other the treatment of Corpical Corpi		Weight restriction issues Crew results
05/05/2019 BE 05/05/2019 BE	21:05 21:00	22:12 22:05	A GPRPL 368 EMA	23	ARCRAFT ROTATION, late arrival of aircraft from another light or previous sector AIRCRAFT ROTATION has arrival of aircraft from another field or previous sector.	7 Toronfort hope specialists	Wright restriction bases Amonthmission (SPD or Sparline due the bases with provide tags in CNE. Issue with restrict tags in CNE. Resilience of task or sparline and include the control of
08/05/2019 BE	20.45 21.00	22:00 21:65	D GFBJK 489 MAN	96 96	OPERATIONS CONTROL re-routing, diversion, coreolidation, singuist change for reasons other than technical OPERATIONS CONTROL re-routing diversion, coreolidation, singuist change for reasons, other than technical	7 Transfer Sagn seculend 7 Transfer Sagn seculend 7 Transfer Sagn seculend	Resembersion shall the statifier hands monthlesses Resembersion shall the statifier hands monthlesses
06/05/2019 BE	2120	21:48	A GPRPB 1364 LCY	93	AIR CRAFT ROTATION, late serioul of aircraft from another flight or previous sector		Reactionary due to earlier tech problems
08/05/2019 BE 08/05/2019 BE	21:15 21:00	21:46 21:46	A GECOR 990 SOU	93 96	OPERATIONS CONTROL. re-contino, diversion, corrections, sincest change for reasons selected OPERATIONS CONTROL. re-contino, diversion, corrections of the formations other than technical		Contributional datary due to an Arcalf change in SOU due tech issues
08/05/2019 BE 08/05/2019 BA	21:20 20:30	21:52 22:08	A GPLISE 1364 LCY A GEUYH 1426 LHR	93 93	AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector		resectionary due ATC delays at LCY Resectionary due ATC delays at LHR
08/05/2019 EI 08/05/2019 BE	20:40 20:40	21:40 21:58	A EICVC 937 LHR D GJECK 417 BHK	93 93	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector		Reactionary due ATC delays at LHR Reactionary due to technical problems in BHX
08/05/2019 BA 08/05/2019 BA	19:10 20:10	21:57 22:24	D GEUUV 1419 LHR D GEUOB 1421 LHR	93 93	AJRCRAFT ROTATION, late envival of aircraft from another flight or previous sector AJRCRAFT ROTATION, late envival of aircraft from another flight or previous sector		Reactionary due ATC delays at LHR Reactionary due ATC delays at LHR
09/05/2019 EI 12/05/2019 BE	21:15 21:15	22:34 21:31	A GECOJ 973 FAO A GFLBE 697 EDI	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air Traffic Services, sales-up and pushback, airport and/or nurseay dosed due to obstruction or weather, industriel action, staff shortage, political uniest, noise abatement, right curriew, special lights	Reactionary due slots - French ATC Industrial action: blamed.
15/05/2019 BE 15/05/2019 BE	21:20 21:15	21:51 21:57	A GPRPA 1364 LCY A GPLBA 697 EDI	93 19	AIRCRAFT ROTATION, lists serival of aircraft from another light or previous sector REDUCED MOBILITY, boarding / deboarding of passengers with reduced mobility.		Crew sickness , swapping crew from other flights Awaiting PRM PAX in EDI
16/05/2019 BE 16/05/2019 RF	2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100 0 2:100	21:035 21:037 21:46 22:10 22:00 22:00 21:05 21:46 21:46 21:46 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:50 21:5	A GPRPA 738 LBA A GJEDT 1362 LCV	93 93	ARRICAN PROJATO, was used and areas from excelent light or precious states ARRICAN PROJATO, was used and areas from souther light or previous states ARRICAN PROJATO, was used and areas from souther light or previous states ARRICAN PROJATO, was used and areas from souther light or previous states ARRICAN PROJATO, was used and areas from souther light or previous states ARRICAN PROJATO, was used and areas from supersymment invitation modely ARRICAN PROJATO, was used and areas from souther light or previous states ARRICAN PROJATO, was used and areas from souther light or previous states ARRICAN PROJATO, was used and areas from souther light or previous states		Care inclines, swepping contribute the flights American PRIM'S AC EST Dos to confort fruit insue at BIO
16/05/2019 BE 17/05/2019 RA	20:15 19:15	22:13 21:52	1	93 93	AIRCRAFT ROTATION, lists serival of aircraft from another tlight or previous sector AIRCRAFT ROTATION, lists serival of aircraft from another tlight or previous sector		Due to earlier fuel issue at BHD Original Aircraft schnical issue in LHR and then Aircraft change required
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Emission by Newman 2019 - Merch 2011

Date Airline Co.				vote 1 Associates 1			
17/05/2019 BE 19/05/2019 BE	21:00 21:20	21:40 22:04	D GPB.H 4558 CWL 41 A GPRPK 1354 LCY A GPRPK 488 MAN 81 A GJECM 738 LBA 115 A GFLBA 416 BFX 20	ACCOUNT CONTROL Name and of second from another light or previous sector ACCOUNT CONTROL Name and of second from another light or previous sector AMPOINT FACILITIES, passing seaths, ware prospector, givings, basilenge, gas instances, etc. REDUCED MODIFY Control of second or placemaps with second or light, ACCOUNT CONTROL Name and of second from section light or previous sector Execution Section Account Section	Delay code	J. Nesse)	Aincraft delayed ex MAN on a previous sector due to refusiling issue Retulating issue at MAN - a power surge had meant no refusiling iossible
1905/2019 BE 1905/2019 BE	21:00 21:20 21:20 21:05 21:10	21:40 22:04 21:38 21:43 22:04	A GJECM 738 LBA 15	7 AIRPORT FACILITIES, parking stands, namp congestion, lighting, buildings, gate limitations, etc. 9 REDUCED MOBILITY, boarding / deboarding of passangers with reduced mobility. AIRPORT POYATION because of course from content for the course of the cours	31	ARCHAFT DOCUMENT DOTOLETE AND COLLECT suggisted belone, greated decision, par medica etc. ARCHAFT DOCUMENT OF DOCUMENT OF SUBJECT AND COLLECT AND COLL	Refuelling issue at MAN- a power surp had meant no refuelling possible Boarding PRM PAX and loadsheet issue Delay due technical issues at BPD this afternoon - sincreft suop ceto spare aircraft and transferring PRM PAX
2105/2019 BE 2205/2019 EI 2305/2019 BE	21:10 21:20 21:20	22.04 Diverted 21.31	A GPBBA 416 BHX 50 A EISTA 949 AGP A GPBPK 1984 LCV 90	3 AFRCRAFT ROTATION, bits arrival of secretif from another hight or previous sector Extension decland. Aircraft diverted to BFS. 3 AFRCRAFT ROTATION bits arrival of secretif from another finite or requires control.	31	ARCRAFT DOCUMENTATION LATE INNOCUMATE, seight and balance, general declaration, par minited, etc.	Dates due schnick issues at BHD this afternoon - secretif swop onto spare secretif and transfering PHM PAX. Aircraft had schnick issue earlier at FAO - foal imbalance - eventually diversed to BFS. Bearingsey has dimentif soon on the neutron's service as PHD has behavior issues.
23/05/2019 BE 23/05/2019 EI	2120 2120 2045 21:15 21:20 20:05 21:20 21:20	21:46 21:57	A EISTA 949 AGP A GPRPK 1384 LCY 20 D GPBL 489 MAN 20 A EISTA 972 FAO 20 A EISTA 949 AGP 20 D GECOA 991 SOU 6 A GPRPD 1384 LCY 5 A GPRPD 1384 LCY 5	3 AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector 3 AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector			Ancost had sectional issues unders of FAD. That imbalance - eventually destined to BPS Reactions Ask Ancost travary on the provious sector to ED that sectorical issuess Reactionsy due sealer sectionical issues resulting in an Aircraft change Reactionsy due sealer sectionical issues resulting in an Aircraft change Reactionsy due sealer sectionical issuess Reactionsy due sealer sectionical industring to BPS all sensit due to earlier sectorical issues
24/05/2019 EI 24/05/2019 BE 26/05/2019 BE	21.20 20.05	21:36 22:02	A EISTA 949 AGP 90 D GECOA 991 SOU 64	3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector FLIGHT DECK CREW SHORTAGE, sickness, awaiting standby, flight time limitations, cnew meals, valid visa, health documents, etc.		AIRCRAFT ROTATION, less winds of alroraft from another figit or provious actors	Slowed to depart also swissport checking cabin baggage sizes on boarding at gate.
28/05/2019 BE 28/05/2019 BE	21:20 21:20	21:91 21:46 21:57 21:95 22:02 21:41 21:95 21:46 Diverted	A EISTA 949 AGP A GPRN 1384 LCY D GFB.II 489 MAN 22 A EISTA 972 FAO 22 A EISTA 949 AGP 22 A EISTA 940 AGP 22 A GPRN 1364 LCY 81 A GPRN 1364 LCY 82 A EISTA 940 AGP 24 A GPRN 1364 LCY 81 A GPRN 1564 LCY 22 A EISTA 942 AGP 22	7 AHPORT FACILITIES, paining stands, name congestion, lighting, buildings, gate limitations, etc. 3 AHRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector 4 AHPCRAFT ROTATION late principal of property from another flight or providers.	93	AIRCRAPT ROTATION, take amount of account from another flight or previous sector	Street to depart allow selection of exchange cable happages allow on boarding at gate. Awarding tour, change placed in LCU. Reactionary date an ATC degree on the processor and offer the SEO LCU? Reactionary date an ATC degree on the processor and offer the SEO LCU? Designed that is the behavior all leaves and a few of the selection of the SEO LCU and SEO. Designed that is the behavior all leaves are after all orders designed as contained and develop the IDPS.
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30/05/2019 BE 30/05/2019 BE 31/05/2019 BE	21:05 21:15	21:36 21:46	A GKKEV 416 BHX 92 A GJEDU 388 EMA 92 A GPRPO 697 EDI 92 D GECOM 417 BHX 92	3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector 3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			Liu significate in Settlement inside and earth enter county of the control of the
31/05/2019 BE 02/06/2019 BE 02/06/2019 BE	20:40 19:50 21:15	21:41 21:32 21:58	A GPRPF 625 EDI 50 A GPLBC 697 EDI 50	3 AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector 3 AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector 3 AIRCRAFT ROTATION late arrival of aircraft from another light or provious	16 87 96 93	COMBINED, IF PRILITY OF ASSESSMENT COMPONENCE, Visit prince in sent and minimizing personal teams. ANY PROFIT OF ACCUSED Separations, from growings, relight publication, gas reconstructions, sent componence of the profit of the prince of th	LIAC from BYX due staff shortages on ground / PAX on inbound would not get off aircraft, wanted to compliain to criew / flight deck Reactionary due to two technical issues in EDI Reactionary due to two technical issues in EDI
03/06/2019 BE 04/06/2019 BE 04/06/2019 BE	20:40 21:05	22:08 21:47	D GPRPA 417 BHX 55 A GJECR 738 LBA 50	5 DEPARTURE CONTROL 3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			Lata loaders DRY, do so to solder faillar and manual boardina Lata loaders DRY, do so to solder faillar and manual boardina Lata loaders DRY, do so to solder sold and corse mails and PRM datase Lata loaders DRY, and consider doo little crose to sizecute. Buth of delive due PRM issue in MAN T-derivate problem on easilier solders.
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05/06/2019 BE 07/06/2019 BE 07/06/2019 BE	20:45 21:15 21:20	21:55 22:05 21:37	D GPBJA 489 MAN 90 A GPRPF 697 EDI 90 A GPRPD 1964 LCV 90	3 AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector 3 AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector 3 AIRCRAFT ROTATION late arrival of aircraft from another light or provious			The alteral operated EDI-LHR-EDI on the previous sectors and got deleved due to ATC slots at LHR Delay at BHD on revious sector dealing with oversize hand leptuces.
07/06/2019 BE 09/06/2019 EI 09/06/2019 BE	20:40 20:40	21:37 22:15	D GJEDP 417 BHK 90 A EIDEG 937 LHR 90	3 ARCRAFT ROTATION, late arrival of aircraft from another light or previous sector 3 ARCRAFT ROTATION, late arrival of aircraft from another light or previous sector	41	AIRCRAFT DEFECTS.	Datas at once of the provision sector industries was nowman most uponesse. Reactionway data as submission laws on an easier seasor from DRF. that further sechelosi issues on this sector from LPR Reactionway due to operational changes due to a suchriscal problem with aircraft Hand Datas issues and the booking gate (Including the provision of t
oninerroso RE	19:50 21:15	21:40 21:31	A GFLBC 486 MAN 90 A GPRPF 697 EDI 90	3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector 3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	7	Transfer bigg accided	Reactionary due to operational changes due to a technical problem with aircraft Hand luggage issues at the boarding gate
1006/2019 BE 1006/2019 BE 11/06/2019 BE	21:15 21:10 21:05	21:30 21:49 21:45	A GECOF 416 BHX 93	AIRCRAFT ROTATION, than airwind of aircraft from another light or previous sector AIRCRAFT ROTATION, than airwind of aircraft from another light or previous sector AIRCRAFT ROTATION, the airwind of aircraft from another light or previous sector AIRCRAFT ROTATION, the airwind of aircraft from another light or previous sector AIRCRAFT ROTATION, the airwind of aircraft from another light or previous sector	46 41	Transferring merical: REGISTER STATE CONTROL REGISTER, not within operational registerances AUCUST CONTROL between diseases. AUCUST CONTROL between diseases. AUCUST CONTROL between diseases.	rance Laggage seasure are the Contenting gate. Cappain open of or a minimate laberathese Aliciant change. Aliciant change. Aliciant change and the contention of the contentio
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12/06/2019 BE 13/06/2019 BE	20:15 21:15 21:00	22:21 21:37	D GFLBC 696 EDI 93 A GPRPL 697 EDI 93	3 AIRCRAFT ROTATION, late service of aircraft from another flight or previous sector 3 AIRCRAFT ROTATION, late service of aircraft from another flight or previous sector 4 AIRCRAFT ROTATION, late service of aircraft from another flight or previous sector 5 COMMEDICAL BIS (CITYLE) ASSESSED COMMEDICAL BIS (CITYLE).			Reactionary due hold up on earlier sector in LHR due slots Zenith Aviation, Government charterial-tax.
1306/2019 BE 1306/2019 BZE 1406/2019 BE 1406/2019 BE 1406/2019 BE	21:00 20:40	22:02 21:34	A GPRPD 990 SOU 65 D GPRPI 417 BHX 96	3 LATE CREW BOARDING OR DEPARTURE PROCEDURES, other than connection and standary flight deck or entire crewl 6 consideral delay due to such problems			Administration of Continues of the State of Continues of
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14/06/2019 BE 14/06/2019 BE 14/06/2019 BE 16/06/2019 BE 16/06/2019 BE	20:15 21:20	22:34 22:11	D GJEDP 696 EDI 96 A GPRPL 1364 LCY 90	G DIPERATIONS CONTINGS, ne-estima, diversion, consolidation, secral change for reasons other than technical AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	36	FUELLING, DEFUELLING, food supplier	Assiling transfer bigs in LCV Assiline invariable from CFV as an ordered abstracts had barriered anotherin Reactionary from earlier sector. Assiling fault in CEV Alcost fifth and serviced absons the EEV and what he had without Assiline from a continue of the continue of
1606/2019 BE 17/06/2019 FI	21:00 21:20	21:38 Diverted	D GFBJA 4558 CWL 20 A EISTA 242 AGP	AIRCRAFT BOTATION bear entired in directly from conclose file-be or experience country Had diverted to DUB on route to AGP due tech issues - eta was 2345 back at BHD so diverted to BFS			
14/06/2019 BE 16/06/2019 BE 17/06/2019 BE 17/06/2019 BE 18/06/2019 BE 18/06/2019 BE 18/06/2019 BE 18/06/2019 BE	20:25 19:45	21:37 21:33	0 0 0 0 0 0 0 0 0 0	3 AIRCRAFT ROTATION, late servical of aircraft from another flight or previous sector 3 AIRCRAFT ROTATION, late servical of aircraft from another flight or previous sector			ETA was 245-bank in BMD so divende to 56°S Delived on a newissia sector that the loading and securing of a 117kg Mobility Socioter Basiminus via w in salar technical evolution. Rescionary via w in salar technical evolution. Rescionary via the salar technical issues, even meab at BMD, sorting a discinst and fine escorts and time issue with the badshheat
18/06/2019 BE 19/06/2019 BE	20.45 21.20	22.49 22.00	D GFBJD 489 MAN 90 A GECOB 416 BHX 90 A GECOT 416 BHX 90	3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector 3 AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late airvival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late airvival of aircraft from another flight or previous sector			Reactionary due to safer inscrincial issues, crew meaks at BHD, sorting a obscner and three escorts and trim issue with the loadsheet T-dendrise photomen on the previous ascent from BHD to BHX. MARIPA technical problems and recent changes MARIPA technical problems and recent changes
21/06/2019 BE 21/06/2019 BE	21:10 21:10 21:20	21:30 21:41 21:44	A GPRPF 416 BHX 93 A GPRPE 1384 LCY 93	AIRCRAFT ROTATION, lass arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, lass arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, lass arrival of aircraft from another light or previous sector	19	REDUCED MOBILITY: bosedine / deboardine of cassamosen with reduced mobility.	Multiple technical problems and sincesif changes
21/06/2019 BE 22/06/2019 BE 23/06/2019 BE	20:40 19:50	21:56 22:47	D GECOC 417 BHX 90 A GPRPE 486 MAN 90	3 AIRCRAFT ROTATION, late servicel of aircraft from another light or previous sector 3 AIRCRAFT ROTATION, late servicel of aircraft from another light or previous sector			Multiple technical issues at EXT and subsequent aircraft changes. IT failure at MAN aircraft caused from delaws. Technical problem on eatilier sector and awaring policy to off baad drunk passenger.
23/06/2019 BE 24/06/2019 BE 24/06/2019 BE 24/06/2019 BE	21:15 21:00	23.05 21.33	A GECOJ 697 EDI 90 D GFBJA 4558 CWL 90	3 ARCRAFT MOTATION, late arrival of aircraft from another flight or previous sector 3 ARCRAFT ROTATION, late arrival of aircraft from another flight or previous sector 3 ARCRAFT ROTATION, late arrival of aircraft from another flight or previous sector		COMMERCIAL PUBLICITY/PASSINGER CONVENENCE: VIP oreas, cround made and missing personal items	Technical problem on earlier sector and awaiting octice to off load drank passenger Shot on earlier sector draw to weather
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18/08/2019 BE 19/08/2019 BE	21:20 20:40	21:55 21:35	A GPRPK 1364 LCY D GRKEV 417 BHX	93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
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22/08/2019 BE 23/08/2019 BE	21.05 21.05	22:34 21:54	A GJEDM 368 EMA A GJECM 368 EMA	93 93	AIRCRAFT ROTATION, late entired of aircraft from another flight or previous sector AIRCRAFT ROTATION, late entired of aircraft from another flight or previous sector	46 46	AIRCRAFT CHANDE, for therminal reasons. AIRCRAFT CHANDE, for therminal reasons.	LOGANAIR EMBRAER TECH - POSITIONED TO ABZ THEN SWOPPED
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01/09/2019 BE 01/09/2019 BE	2120 2120	21:31 21:36	A GPRPH 488 MAN A GPRPI 1364 LCY	93 93	AIRCRAFT ROTATION, late serval of aircraft from another flight or previous sector AIRCRAFT ROTATION, late serval of aircraft from another flight or previous sector		950 700 0050	
02/09/2019 BE 02/09/2019 BE	21:15 21:05	21:35 21:47	A GPRPI 368 EMA	93 93	ARCENET ROTATION, was enrolled aircraft from seather tight or previous senters. ARCENET ROTATION, the serviced circraft from seather tight or previous senters. ARCENET ROTATION, the serviced circraft from seather tight or previous senters. ARCENET ROTATION, the serviced oil aircraft from seather tight or previous senters. ARCENET ROTATION, the serviced oil circraft from seather tight or previous senters.	89	OPERATIONS CONTROL no-rousine, disversion, consolidation, arcself chainso for reasons other fine technical RESTRICTIONS AT ARPOINT OF GEPARTURE WITH OR WITHOUT ATFAIRESTRICTIONS, including Ar Traffic Services, steat-up and pushbaics, siepon and/our runway closed due to obstruction or weather, industrial action, steff shortings, political unwast, noise abstraction, special flights	
02/09/2019 BE 02/09/2019 BE	2030	21:32 21:37	D GJECO 493 EXT	93 93	AIRCRAFT ROTATION, this amount of aircraft from another light or previous sector AIRCRAFT ROTATION, take amount of aircraft from another light or previous sector AIRCRAFT ROTATION, take arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, take arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, take arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, take arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, take arrival of aircraft from another light or previous sector AIRCRAFT ROTATION AIR arrival of aircraft from another light or previous sector AIRCRAFT ROTATION AIR AIRCRAFT AIRCR	41	AIRCRAFT DEFECTS.	
04/09/2019 BE 04/09/2019 BE	21:10	21:32 21:35	D GJEDR 417 BHX	93	AIRCRAFT ROTATION, late annual of aircraft from another flight or previous sector AIRCRAFT ROTATION, late annual of aircraft from another flight or previous sector	93		
05/09/2019 BE	21/20 21:15 21:95 21:90 20:30 21:10 20:40 21:95 21:15 21:15 21:20	21:31	A GFLBC 488 MAN	93	AIRCRAFT DEFECTS. AIRCRAFT DEFECTS. AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION.			Assessed and commend the extensed condition of Braillians ("See Assessed days to benchmisted increase
06/09/2019 BE	2120	21:48	A GFLBC 1384 LCY	36	FUELLING DEFLEILING, fuel supplier BESTEINFARM AT ARREST OF RESPONT OF RESPONDING WITHOUT ATEM SECTION TO Installing Air Traffic Sensings, and an and auditorial size	nad militar		Aircraft returned to stand earlier at Belfleat City Airport due to technical issue Handling issues in London City Airport
07/09/2019 BE	21:20 21:15 21:16 20:25 21:00 21:20 20:45	22:20 21:30	A GJECR 416 BHX A GERJD 4557 CWI	93 67	ARCHOFF WORLD as which a simulation executing the previous sector. RESTRICTIONS AND ARCHOFF OF PROPARTIES WITHOUT WORLD ATTHRESTRICTIONS, including Air Traffic Services, sear-up out pushbook, any ARCHOFF ROTATION, say and under alread insurant from executing life or previous sector. CHESTRICTIONS AIR CONTROL sectors, sear-up sections, figure the instruction, core made, said one, breach controllers, and controllers are sections, and the search of the section of the	pon aneson r	THE CONTROL OF THE PROPERTY OF	Aircraft returned to stand in Birmingham Airport, then sircraft was swapped
08/09/2019 BE 08/09/2019 BE	21:00 21:20	22:23 21:40	D GFBJD 4558 CWL A GPRPD 488 MAN	67 89	CABIN CREW SHORTAGE, sickness, assisting standby, light time limitations, crew meets, valid visis, health documents, etc. RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air Traffic Services, start-up and qualities.	85	MANDATORY SECURITY	
08/09/2019 BE 08/09/2019 BE	20.45	21:43	D GJEDU 697 EDI D GJEDM 417 BHX	93	AIRCRAFT ROTATION, late serival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late serival of aircraft from another flight or previous sector			
08/09/2019 BE 08/09/2019 BE 08/09/2019 BE 08/09/2019 BE	20:40 21:15 21:20 21:45	21:45 21:48	A GJEDR 698 EDI A GPRPI 1384 LCY	93 93	ARCENET ROTATION, was enried of aircraft from section flight or previous sector. ARCENET ROTATION, was enried of aircraft from section flight or previous sector. ARCENET ROTATION, was enried of aircraft from section flight or previous sector. ARCENET ROTATION, was enried of aircraft from section flight or previous sector. ARCENET ROTATION, was enried of aircraft from section flight or previous sector.			
08/09/2019 BE 08/09/2019 BE 10/09/2019 EI	21:45 21:10	22:15 22:04	A GJECK 45P BHX A GJECN 416 BHX	93 65 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector FLIGHT DECK CREW SPECIAL REQUEST, not within operational nequimenents			Security issue in Birmingham Airport Security issue in Birmingham Airport
10/09/2019 EI 10/09/2019 BE	21:15 21:15	21:56 22:17	A EISTA 973 FAO A GFLBD 697 EDI	93 96	AIN. HAPP I ROLLALING, also amount or activate from anothers regin or previous sectors. FLIGHT DEECK CREW SPECEL, REQUEST, not within operational requirements. AIRCRAFT ROTATION, like amount of aircraft from another tight or previous sector. OPERATIONS CONTROL, nevering, devision, concolledation, aircraft handaped for reasons or scher than technical			
10/09/2019 BE 11/09/2019 BE	21:10 21:15 21:15 21:15 20:40 21:15 21:95	21:33 21:47	D GJEDM 417 BHX A GPRPI 697 EDI	93 93	OPEN TO CONTINC, we may depend upon the control trapp for mason date that inches and all CONTINC, we cannot go developed upon the control trapp for mason date that inches and all control makes light or previous and trapp for masons date that inches and control trapp for masons date and			
11/09/2019 BE 11/09/2019 BE	21:05 21:10	21:36 21:43	A GJEDR 738 LBA A GPRPB 416 BHX	96 93	OPERATIONS CONTROL, re-routing, diversion, consolidation, aircraft change for reasons other than technical AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
11/09/2019 BE 11/09/2019 BE	21:15 20:05	21:51 21:42	A GPRPF 488 MAN D GPRPL 991 SOU	93 93	AINCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
11/09/2019 BE 11/09/2019 BE 11/09/2019 BE 12/09/2019 BE 12/09/2019 BE 12/09/2019 BE 13/09/2019 BE 13/09/2019 BE	21:10 21:15 20:05 20:05 20:05 21:15 21:00 21:00 21:00 21:00 21:00 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20 21:20	21:36 21:44	D GSAJI 131 GLA A GJEDV 488 MAN	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	46	AIRCRAFT CHANGE, for technical reasons.	
12/09/2019 BE 13/09/2019 BE	21:00 21:00	21:58 22:31	A GJECZ 990 SOU A GJECZ 990 SOU	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	46	AIRCRAFT CHANDE, for text-denical instances. SERVICING EQUIPMENT, lack of or breakdowns, lack of salet, e.g., steps	
13/09/2019 BE 18/09/2019 BE	21.05 21.20	23:34 21:32	A GJEDM 1384 LCY	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector		SERVICINE DICLIPMENT, lack of or Invalidors, back of salf, e.g. steps ARCHAFT DEFECTS. ARCHAFT DEFECTS.	
18/09/2019 BE 19/09/2019 BE	2025 2120	21:46 21:31	A GJEDV 1384 LCY	93 93	AIRCRAFT ROTATION, little armoid of aircraft from another flight or privious sector AIRCRAFT ROTATION, late airmoid of aircraft from another flight or privious sector ORDER ATTORNO CONTROL	41	AIRLANT LECELIO.	
2009/2019 BE 2009/2019 BE 22/09/2019	21:00 21:20	21:42 21:57 21:40	A GJEDP 1384 LCY	95 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
23/09/2019 BE	21.05	21:52 21:52	A GPRPA 368 EMA	93	ARICRAF TROTATION, tax amound a varrant from another tight or previous sector ARICRAF TROTATION, tax amound a varrant from another tight or previous accordance ARICRAF TROTATION, tax amound or arrant from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from another tight or previous accordance ARICRAF TROTATION, tax amound or aircraft from accordance ARICRAF TROTATION, tax arrantaffor aircraft from accordance ARICRAF TROTATION, tax arrantaffor aircraft from accordance ARICRAF TROTATION, tax arrantaffor aircraft from accordanc	46	AIRCRAFT CHANGE, for technical reasons.	
23/09/2019 BE	21:15 21:15	21:57	A GPRPI 697 EDI	93	AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another light or previous sector AIRCRAFT ROTATION has prival of aircraft from another light or provious sector	89	ARCRAFT CHANGE, to submission associates. ARCRAFT CHANGE, to submission	ATC restrictions throughout the afternoon
26/09/2019 BE	21:05 21:20 21:15 21:00 21:15 21:15 21:15 20:25	21:52 22:01 21:57 21:45 22:21 22:08 22:01	A GJEDW 488 MAN A GREEF 407 FT-	93	AIRCRAFT ROTATION, late serval of arcraft from another hight or previous sector AIRCRAFT ROTATION has serval of already from another hight or previous sector AIRCRAFT ROTATION has excelled a discrete from another field or accordance to control			
26/09/2019 BE 27/09/2019 BE 27/09/2019 BE	2025	22:01 21:51	D GSAJC 131 GLA A GFI RD 488 MAN	93	AIRCRAFT ROTATION, late animal of aircraft from another light or previous sector AIRCRAFT ROTATION. Into animal of aircraft from another light or previous sector		AIRCRAFT DEFECTS.	
27/09/2019 BE 27/09/2019 EI	21:15 21:20 20:40 21:10	22:21 21:54	A GJEDW 1384 LCY A EIDEC 937 LHR	23 23	AIRCRAFT ROTATION, laws airmin of aircraft from another light or previous sector AIRCRAFT ROTATION, laws airmin of aircraft from another light or previous sector AIRCRAFT ROTATION, law airmin of aircraft from another light or previous sector AIRCRAFT ROTATION, law airmin of aircraft from another light or previous sector AIRCRAFT ROTATION, law airmin of aircraft from another light or previous sector	87	AIRPORT FACILITIES, parking stands, surp corgestion, lighting, pulse limitations, etc.	
29/09/2019 BE 29/09/2019 BE	21:10	21:32	A GECOI 416 BHX A GPRPK 488 MAN	93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
30/09/2019 BE 30/09/2019 BE	21:20 21:10 21:05	21:45 22:09	A GECOH 4557 CWL A GPRPD 738 LBA	72 93	CREW ROTATION, exeiting crew from another flight (Right deck or entire crew) WEATHER DESTINATION STATION AIRCRAFT ROTATION, bits enrival of sircraft from another flight or previous sector		AIRCRAFT ROTATION, tass serious of aircraft from sendmen flight or previous sector	
30/09/2019 BE 30/09/2019 BE	21:10 21:05 21:20 21:15 20:40	22:30 21:40	A GJEDW 1364 LCY A GFLBB 697 EDI	41 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	93	AIRCRAFT ROTATION, lies enrival of aircraft from another flight or previous sector	
01/10/2019 EI 03/10/2019 BE 03/10/2019 BA	20:40 21:15	21:51 21:35	A EIDEG 937 LHR A GPRPD 697 EDI	71 93	WEATHER DEPARTURE STATION AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
03/10/2019 BE 03/10/2019 BE 04/10/2019 BE	20:10 21:15	21:42 22:03	D GEUYR 1421 LHR A GPRPH 697 EDI	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	18 41	BAGCAGE PROCESSING, writing etc. ARRICART DEFECTS. ARRICART DEFECTS.	Blags late to aircraft
07/10/2019 BE 08/10/2019 BE	20:45 21:20	21:56 21:43	D GFBJE 489 MAN A GPRPH 1364 LCY	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector	41	AIRCRAFT DEFECTS.	
08/10/2019 BE 09/10/2019 BE 10/10/2019 BE	2115 20:10 21:15 20:45 21:20 21:15 21:15 21:15 18:20 20:40	21:43 21:31	A GPRPH 697 EDI A GECOF 488 MAN	93 93	WATHER CRAMINE STATION ARROWS THE CRAMINE STATION As around a result in large or previous action ARCOUNT FOOLTHOOK, was mored a result from another light or previous action ARCOUNT FOOLTHOOK, was mored a result from the content light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the more tillight or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was mored around the material light or previous action ARCOUNT FOOLTHOOK, was more all around the material light or previous action ARCOUNT FOOLTHOOK, was more all around the material light or previous action ARCOUNT FOOLTHOOK FOOLTHOOK ARCOUNT FOOLTHOOK ARCOUNT FOOLTHOOK FOOLTHOO			aircraft delayed out of London Heathrow
10/10/2019 BE 11/10/2019 EI	18:20 20:40	21:35 21:43	A GJEDU 1360 LCY A EIDVM 937 LHR	67 93	CABIN CREW SHORTAGE, sickness, awaiting standby, flight time limitations, crew meals, valid visa, health documents, etc. AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			Cabin crew shortage
11/10/2019 BE 11/10/2019 BE	1950 2120	21:54 21:51	A GFBJH 4483 DSA A GPRPI 1364 LCY	93 93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			ATC delays in Amsterdam on a previous sector
11/10/2019 BE 12/10/2019 BE	20:40 21:10	22:32 22:03	D GFBJH 4484 DSA A GPRPL 416 BHX	93 93	AIRCRAFT ROTATION, late serival of aircraft from another flight or previous sector AIRCRAFT ROTATION, late serival of aircraft from another flight or previous sector			
17/10/2019 BE 18/10/2019 BE	2120 2120	21:48 22:21	A GPRPF 1364 LCY A GPRPF 1364 LCY	93 84	ARCHAPT ROTATION, late arrival of aircraft from another flight or previous sector ATFM due to WEATHER AT DESTINATION		AIPORT FACILITIES, pasking stands, samp congessions, lighting, buildings, gate limitations, etc.	
18/10/2019 BE 23/10/2019 BE 23/10/2019 BE	21.05 21.00	21:40 21:35	A GJECL 990 SOU	93 96	AMELINAT I MOLATION, little armost of secretif from another flight or previous sector OPERATIONS CONTROL, re-sculing, diversion, consolidation, secret change for ressors other than technical ALPO BLOT ROTATIONS.	87	AIRPORT FACILITIES, parking stands, nerp congestion, lighting, buildrys, gas innisions, etc.	
23/10/2019 BE	21:15	23:22	A GPRPL 488 MAN	96	OPERATIONS CONTROL, re-routing, diversion, consolidation, sincest regime or previous success OPERATIONS CONTROL, re-routing, diversion, consolidation, sincest change for reasons other than technical AIP PART FOR TATUS. Yes consolid closes from control fields or receive control.		OPERATIONS CONTROL, re-routing, disension, consolidation, already change for reasons other than socknical	Shakeadid wolker countries in income with accord hantful wolker
23/10/2019 BE 24/10/2019 BE	2040 2025	22:40 21:40	D GPRPG 131 GLA	93 41	AIRCRAFT DEFECTS. AIRCRAFT DEFECTS.	95	OF A PART A THAT	Potential water contamination issue with crew bottled water Potential water contamination issue with crew bottled water Potential water contamination issue with crew bottled water
24/10/2019 Bt	21:15	21:37 22:21	A GPRPN 368 EMA	41 69	AIRCRAFT DEFECTS. AIR PART DEFECTS.	41	MORRATTOESCYTE	Potential water contamination issue with crew bottlend water Almantal transcription of the contamination of the co
24/10/2019 BE 24/10/2019 BE 24/10/2019 BE 25/10/2019 PE	19.90		_ WENT 410 BHX	93 93	AIRCRAFT ROTATION, title arrival of aircraft from another flight or previous sector	41	AIRCRAFT DEFECTS. AIRCRAFT DEFECTS.	Multiple technical issues and aircraft swaps
24/10/2019 BE 24/10/2019 BE 24/10/2019 BE 25/10/2019 BE 25/10/2019 BE 25/10/2019 BE	18:30 18:50 20:44	21:42 21:31	D GFBJK 480 MAN	678	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous searcher			
24/10/2019 BE 24/10/2019 BE 24/10/2019 BE 25/10/2019 BE 25/10/2019 BE 25/10/2019 BE 25/10/2019 BE	2120 2040 E 2040 E 2110 2110 2110 2110 2110 2110 2110 2110	2151 2151 2154 2154 2154 2156 2156 2156 2156 2156 2156 2156 2156	A DESCRIPTION OF STATE OF STAT	93 93 93	ARCHOFF FORTATION, was much all areas them senders light or previous autors CABIN CREW FORTAGE, stresse, usually supply, light time instance, over made, said visa, health disconnent, str. ARCHOFF FORTAGE, stresse, and senders, light time instance, over made, said visa, health disconnent, str. ARCHOFF FORTAGE, was much of anythme share where light or previous autors ARCHOFF FORTAGE, was much of anythme share where light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors OPERATION CORTION, was much of anythme shared light or previous autors OPERATION CORTION, can wrong durants, consolidation, securit classing for measure of the file to be the control of a strength or anythme shared light or previous autors OPERATION CORTION, can wrong durants or manufacting anythme shared previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE, was much of anythme shared light or previous autors ARCHOFF FORTAGE	41 19	ARICRAFI DEFECTS. REDUCEN MIGRITY, busefug / debourding of passengers with noduced mobility. ARICRAFI DEFECTS. ARICRAFI DEFECTS. ARICRAFI DEFECTS.	Multiples technical issues and sincest swaps Passenger with reduced mobility Multiple schrincial issues and aidecest swaps

Ballan Cly Alport LL.

Examinor by November 2010 - March 2011

Die	Airline Co.	de Sch Time	Actual Time	Arr / Dept Registrati	en Flight # Airport	Delay code 1	Description 1	Delay code 2	2 Description 2	Additional Info
29/100	019 BE	21:10	21:31		416 BHX	23	AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector			
30/100	019 BE	21:10	22:34	A GJEDP	416 BHX	96	OPERATIONS CONTROL, re-routing, diversion, consolidation, aircraft change for reasons other than technical			Aircraft changes and an ATC staff shortage
01/11/2	019 BE	21:00	21:47	D GFBEJ	417 BHX	93	AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector			
07/11/2	019 RF	21:10	21:33	A GPRPB	416 BHX	93	AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector			
07/11/2		21:15	21.59	A GFCOB		89	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air Traffic Services, start-up and qualible	ack, airport and/or r	virnir	Incident in Merchaster
07/11/2	019 RF	20.45	22:09	D GPRPJ	487 MAN	893	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air Traffic Services, start-up and qualible	ank aiment anding r		
10/11/2		20:35	21:54	A GJECK		93	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector	41	AIRCRAFT DEFECTS.	
10/11/2		20:35	22:00	A GJECP		40	AIRCRAFT CHANGE, for technical reasons.			
12/11/3		20.50	21:42	D GJBJB	417 BHX	93	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector			Earlier technical issues in Birminoham
13/11/2		21:15	21:54	A GIECK		41	AIRCRAFT DEFECTS			
14/11/3		20:30	21:43	D GPRPH			AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
14/11/2		20.55	22:30	A GPRPD	368 FMA	93	ARCRAFT ROTATION, like arrival of arcraft from another flight or previous sector	41	AIRCRAFT DEFECTS.	
16/11/3		20:40	21:57	A GPRPF	484 MAN	67	CABIN CREW SHORTAGE, sickness, assistno standby. (light time limitations, crew meals, valid visa, health documents, etc.			
18/11/		21:15	21:31	A GIFCM		OF	CREW ROTATION, assisting crew from another flight deck or entire crew)			
20/11/2		21.00	21:32	A GPRPC		93	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector			Late due to an earlier medical diversion
21/11/2		21:15	21:37	A GPRPK		600	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector			Late due to an earlier ATC slot delay at London City Amont
22/11/2		20:45	22:02	D GPRPH		m	ARCRAFT ROTATION, late arrival of aircraft from another fight or previous sector	96	OPERATIONS CONTROL re-routing, diversion, consolidation, aircraft change for reasons other than technical	Late due to an earlier technical problem
27/11/2		20.55	21:31	D GPRPC	129 GLA	41	ARCRAFT DEFECTS.		OF EAST TOTAL CONTINUE, INFORMER, UNIVERSITY OF THE STATE	Aircraft swee due to fechnical issue
27/11/2		19.25	21:45	D GEUXL		41	AIRCRAFT DEFECTS			Aircraft swee due to technical issue
28/11/2		20:10	21:40	A GEUYJ		40	AIRCRAFT CHANGE for technical reasons.			Access amplicate to access a second
01/12/		21:10	21:32	D GPRPK		m	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector			
08/12/		21:10	21:38	D GPRPN		m	ARCRAFT ROTATION, late arrival of aircraft from another fight or previous sector			Poor weather on UK Mainland
08/12/		21:15	21:44	A GIFDW		m	ARCRAFT ROTATION, late arrival of aircraft from another fight or previous sector	97	AIRPORT FACILITIES, parking stands, ramp congustion, lighting, buildings, gate limitations, etc.	Poor weather on LK Mainland
10/12/		21:15	21:33	A GPRPI		1	Catering equip	u,	NOT ON 1 WHILE I LLD, prawing assessed, steep configuration of grandy, section of the	FOR MERCHANICAL CONTRACTOR OF THE PROPERTY OF
10/12/		21:15	21.58	A GJEDW	1380 LCY	89	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air Traffic Services, start-up and pushba	ank aiment anding r	Total Control of the	
10/12/		20.55	22:01	D GFLBE		600	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector	AR	AIRCRAFT CHANGE for inchnical nasions.	
11/12/		21:15	21:37	A GPRPA		m	ARCRAFT ROTATION, late arrival of aircraft from another fight or previous sector	40	ANCHOL I CIPHOL, IN BUILDE HERMIN.	
13/12/		21.05	21:34	A EIDVE		93	ARCRAFT ROTATION, like arrival of arcraft from another flight or previous sector			Due to earlier ATC delays at Healthrow due to atrono winds
15/12/		21:20	21.55	A GPRPJ		93	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector			Due to earlier sincraft change for technical resisons
17/12/		20:50	21:46	D GECOR		00	OPERATIONS CONTROL re-outing, diversion, consolidation, aircraft change for reasons other than technical	21	WEATHER DEPARTIRE STATION	Aircraft de-icing accounted for 10 mins of this delay
19/12/	019 RF	20.55	21:31	D GFLBE	417 BHX	93	AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector			, , , , , , , , , , , , , , , , , , , ,
19/12/		21:10	22.03	A GECOI		93	AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector			
21/12/		20:40	22:18	A GJECN		600	AIRCRAFT ROTATION, like arrival of aircraft from another flight or previous sector			Late due to earlier foo
26/12/		21.00	21:34	D GPRPC	4527 DLB	96	OPERATIONS CONTROL, ne-outing, diversion, consolidation, sincest change for reasons other than technical			Late due al easter rog
27/12/		21:15	21.58	A FIGHK		41	AIRCRAFT DEFECTS	96	OPERATIONS CONTROL, ne-rousing, diversion, consolidation, aircraft change for massers other than technical	
28/12/		21.05	22:13	A GECOI	4558 CWL	41	AIRCRAFT DEFECTS	06	OPERATIONS CONTROL, re-routino, diversion, consolidation, aircraft change for reasons other than technical	
29/12/		20:30	22:10	D GECOI		41	ARCRAFT DEFECTS.	96	OPERATIONS CONTROL, re-routing, diversion, consolidation, sircuist change for research other than technical	Aircraft swee due to technical issues
30/12/		21:00	22:20	A GPRPA		93	AIRCRAFT ROTATION, little arrival of aircraft from another flight or previous sector			Aircraft that was to operate this flight had diverted on its previous sector to do an aircraft change due to technoal problems
30120	ora DE	21.00	11.10	A GENERA	140 Lun	20	ANCHOR I NOTATION, ass situation situations right of previous sector			Percent tills was to operate that regin tills directed on as previous action to do at actions to temper out to recting
			Total	number of extensions for 2	219	536				
	1 EQ	Ground Servicing	Catering equip	Catering equip						
	2 RT	Mor	Thru check-in error	Thru check-in error						
	3 GA	Ground Servicing	A/C dispatch	A/C dispatch						
	3 GA 4 GH	Ground Servicing Ground Servicing	A/C dispatch A/C handling	A/C dispatch A/C handling						

	PCI	Mor.	I FEU CHICK-IN EITOF	TITU CRECK-IT EITOF
3	GA	Ground Servicing	A/C dispatch	A/C dispatch
		Ground Servicing	A/C handling	A/C handling
		Ground Servicing	Aircraft towing	Aircraft towing
6	OA.	Airline	No gate due to company aircraft	NO GATE/STAND AVAILABILITY DUE TO OWN AIRLINE ACTIVITY
7	PX	Misc	Transfer hans reneised	Transfer base received
	TX	Airport	Taxiway compastion	Texasis consistion
		Mor	Scheduled ground time	SCHEDULED GROUND TIME LESS THAN DECLARED MINIMUM GROUND TIME
		Misc	Missed slot	Ministrate Inc. 222 The Scale Manual Control of
		Misc.	Late check-in	Meases of the CK-IN acceptance of the relations
		Misc	Check-in congestion	LATE CHECKIN, consisting in checkin area
		Msc.	Check-in congession	LATE UPECANIA, congestions in creation area
13		Msc. Msc	Check-in error Oversales	CHECK-IN ERROR, pissenger and baggage
				OVERSALES, booking errors
		Msc.	Board discrepency	BOARDING, discrepancies and paging, missing checked-in passenger
16		Msc.	PR/Pax convenience/VIP	COMMERCIAL PUBLICITY/PASSENGER CONVENIENCE, VIP, press, ground meets and missing personal items
		Msc.	LT CAT/BOND ORD	CATERING ORDER, late or incorrect order given to supplier
		Msc.	Late bags to aircraft	BAGGAGE PROCESSING, sering etc.
	PW	Airport	PRM	REDUCED MOBILITY, boarding / deboarding of passengers with reduced mobility.
		Ground Servicing	Cargo documents	DOCUMENTATION, errors etc.
22	CP	Ground Servicing	Cargo late posn	LATE POSITIONING
23	CC	Ground Servicing	Carpo sales dec.	LATE ACCEPTANCE
		Ground Servicing	Carpo-packing	INADEGUATE PACKING
25		Ground Servicing	Cargo oversales	OVERSALES booking entra
		Ground Servicing	Cargo incorrect	LATE PREPARATION IN WAREHOUSE
		Ground Servicing	Mail doc and pack	DOCUMENTATION PACKING are shall crist
27	CL	Ground Servicing	mail late posn	LATE POSITIONING Mail Only
		Ground Servicing	Mail late acceptance	LATE ACCEPTANCE Mail Only
		Ground Servicing	Aircraft documents	
31		Ground Servicing	Ancraft documents Loading inhad	AIRCRAFT DOCUMENTATION LATE/INACCURATE, weight and balance, general declaration, pax manifest, etc.
				LOADINGUNLOADING, bulky, special load, cabin load, tack of loading staff
	GE	Ground Servicing	Loading equipment	LOADING EQUIPMENT, lack of or breakdown, e.g. container pallet loader, lack of staff
		Ground Servicing	Servicing equipment	SERVICING EQUIPMENT, lack of or breakdown, lack of staff, e.g. staps
		Ground Servicing	Aircraft cleaning	AIRCRAFT CLEANING
		Ground Servicing	Fuelling	FUELLING/DEFUELLING, fuel supplier
37	GB	Ground Servicing	LT CAT/Bond Del	CATERING, late delivery or loading
		Ground Servicing	ULD lack of	ULD, lack of or serviceability
39	GT	Ground Servicing	Tech equipment	TECHNICAL EQUIPMENT, lack of or breakdown, lack of staff, e.g. quathack
41		Airline	Aircraft defect	ARCRAFT DEFECTS.
42	TM	Airline	Scheduled maintenance	SCHEDILLED MAINTENANCE, late indicase.
43	TN	Airline	Unacheduled maintenance	NON-SCHEDULED MAINTENANCE, special checks and/or additional works beyond normal maintenance schedule
		Airline	Lack of snares	SPARES AND MAINTENANCE EQUIPMENT, lack of or breakdown.
45	TA	Airline	AOG spares	AVX SPARES to be quiried to conflict station
		Airline	Aircraft change	AIRCRAFT CHANGE, for technical resistors.
40		Airline	Standby aircraft lacked	STAND-BY AIR CRAFT, lack of binned standards. STAND-BY AIR CRAFT, lack of binned standards.
		Airline	Scheduled cabin config	51 AND 51 AND CARRY (, MICH DE PROPRIE METERS OF METERS
40		Misc	Acft damage-fit	DAMAGE DIVERSITION, DIVERSITION Folds of lighting state, state, state, state or lighting state, state, state, state or lighting state, state, state, stated
		Mac.	Act damage-int Act damage-ond	DAINAGE DURING GROUND OPERATIONS, collisions forther time, natural or distinction, nature or distinction or distinction of dis
55		Msc. Msc	Auto equip fail Carpo doc fail	DEPARTURE CONTROL CARGO PREPARATION DOCUMENTATION
		Msc.	Fit pin eq fail	FLIGHT PLANS
58		Msc.	Other auto eqp	OTHER AUTOMATED SYSTEM
		Airline	Flightplan	FLIGHT PLAN, late completion or change of, flight documentation
		Airline	Ops requirement	OPERATIONAL REQUIREMENTS, fuel, load alteriation
63		Airline	Late crew procedure	LATE CREW BOARDING OR DEPARTURE PROCEDURES, other than connection and standby (flight deck or entire crew)
		Airline	Fitcrew short	FLIGHT DECK CREW SHORTAGE, sickness, awaiting standby, flight time limitations, crew meaks, valid visu, health documents, etc.
		Airline	Fitcrew specreq	FLIGHT DECK CREW SPECIAL REQUEST, not within operational requirements
66	FL	Airline	Late cabin crew	LATE CABIN CREW BOARDING OR DEPARTURE PROCEDURES, other than connection and standby
67	FC	Airline	Caboniw short	CABIN CREW SHORTAGE, sickness, awaiting standby, flight time limitations, crew meabs, valid visa, health documents, etc.
68	FA	Airline	Cabonew specred	CABIN CREW ERROR OR SPECIAL REQUEST, not within countricon insurinments
		Airline	Capt reg sec ck	CAPTAIN REQUEST FOR SECURITY CHECK, extraordinary
		Weather	Weather at origin	WEATHER DEPARTURE STATION
72	WT	Weather	Weather at destination	WEATHER DESTINATION STATION
73	WR	Weather	Weather on more	WEATHER EN ROUTE OR ALTERNATE
76	WI	Weather	De-ine/De-arrow	DE-ICING OF AIRCRAFT, removal of ice and/or snow, frost prevention excluding unserviceability of equipment
		Weather	Removal snow from airport	BEMOVAL OF SNOW, ICE, WATER AND SAND FROM AIRPORT
		Weather	GHVS had weather	GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONDITIONS
		ATC	ATC Clearance	ATM due to ATC EN-ROUTE DEMANDICAPOTY, standard demandicionicity problems
		ATC	ATC Staff/Equipment problem	A TEM due to ATC STAFFEQUIPMENT EN-ROUTE; source-invalved resissor destination projecting processes. ATEM due to ATC STAFFEQUIPMENT EN-ROUTE; source-invalved resissor provided in the state of the sta
		ATC	Sint due to race at dest	ATTM due to RESTRICTION AT DESTINATION AT DESTINATI
		ATC	Slot due to regs at dest	A FM due to CCS FRIC TOW A LUCS TIME TOWARD FOR THE TOWARD COST OF T
84		ATC	Slot due to weather (dest) Mandatory Security	ATPM days to WEATHER AT DESTINATION MANDATORY SECURITY
		Misc	Imm/CustHealth	MANDATOR SECURITY MANDATOR CIRTURE HAITH
	AF	Airport	Airport Facilities	AIR PORT FACILITIES, pasking stands, ramp congestion, lighting, buildings, gate limitations, etc.
		Msc.	Restriction at destination	RESTRICTIONS AT AIRPORT OF DESTINATION, airport and/or nurway closed due to obstruction, industrial action, staff shortage, political unrest, notice abatement, night curriers, pecial flights
		Airport	ATC/Ground control	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air Traffic Services, state-up and pushback, airport and/or runway closed due to obstruction or weather, industrial action, stall shortage, policul unrest, noise abatement, night curiew, special flights
		Airline	Load connection	LOAD CONNECTION, awaiting load from another flight
		Airline	Flight crew rotation	THROUGH CHECK-IN ERRO®, passenger and beggage
		Airline	Reactionary	AIRCRAFT ROTATION, late serival of sircraft from another flight or previous sector
	RS	Airline	Cabin crew rotation	CABIN CREW ROTATION, awaiting cabin crew from another flight.
			Crew rotation	CREW ROTATION, awaiting crow from another flight (flight deck or entire crow)
95	RE	Airline		
95 96	RE RO	Airline	Ops control	OPERATIONS CONTROL, re-routing, diversion, consolidation, aircraft change for reasons other than technical
95 96 97	RE RO MI	Airline Msc.	Ops control Industrial action	OPERATIONS CONTROL, se-routing, diversion, consolidation, aircraft change for reasons other than technical INDUSTRULA CONTROL (and RELEASE CONTROL).
95 96 97	RE RO MI MO	Airline	Ops control Industrial action Industrial action	OPERATIONS CONTRIC. In orouge, develor, consolidation, victor diseage for reasons other than technical Hobbit TROLA. ACTION TO WITH TOWN TO AN ARTHOR ACTION TO A TOWN TO A TOW
95 96 97	RE RO MI MO	Airline Msc.	Ops control Industrial action	OPERATIONS CONTROL, in-routing, diversion, consolisation, aircraft change for reasons other than technical INDUSTRIAL ACTION WITH 0VAN JRILE. IN



GEORGE BEST BELFAST CITY AIRPORT 2019 ANNUAL REPORT

Report to

George Best Belfast City Airport Sydenham By-Pass Belfast BT3 9JH

A11298_02_RP001_4.0 31 October 2020







Bickerdike Allen Partners Architecture Acoustics Technology

Bickerdike Allen Partners LLP is an integrated practice of Architects, Acousticians, and Construction Technologists, celebrating over 50 years of continuous practice.

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Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

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A11298_02_DR005 Figure 05 Comparison of 2019, 2020 and 2021 57 dB L_{Aeq,16h} Summer Daytime Noise Contours

Appendices

Appendix 1: Glossary of Acoustic and Aviation Terminology

Appendix 2: George Best Belfast City Airport Contour Validation – Noise

1.0 INTRODUCTION

The planning agreement¹ between Belfast City Airport Limited (BCA) and the Department for Infrastructure dated 22 July 2019 sets out regular reporting that the airport is required to make. The required reporting includes an Annual Performance Report (APR) which is to be submitted annually on 31 March. The content of the APR is detailed in paragraphs 6.7.1 to 6.7.15 of *PART II The Covenants* of the agreement.

Bickerdike Allen Partners LLP (BAP) have been retained by George Best Belfast City Airport (GBBCA) to produce some of the information required for the APR, specifically the information related to the following paragraphs:

- 6.7.1 Noise exposure contours
- 6.7.2 Comparison of noise contour areas
- 6.7.3 Air traffic movements the contours are based on
- 6.7.6 The Quota Count for the previous year
- 6.7.7 A record of movements by aircraft types not permitted to use the airport in the previous year (those only marginally compliant with Chapter 3)
- 6.7.14 (Partial) An evaluation of the data reported, specifically that we are preparing.

Noise contours have been produced for 2019 based on the actual aircraft movements over the 92 day summer period, and for 2020 and 2021 based on forecasts provided by GBBCA. All of the noise contours have been produced using the Federal Aviation Administration's prediction software, the Integrated Noise Model (INM) version 7.0d. This methodology has been validated for the key aircraft types operating at the airport, using results from the Noise Monitoring Terminals (NMTs) installed at GBBCA.

Section 2 of this report gives details of the air traffic movements used to produce the noise contours. Section 3 gives details of the methodology used to produce the noise contours. Section 4 reports the areas of the noise contours and compares them with the 57 dB L_{Aeq,16h} noise contour area limit. Population counts for the key noise exposure contours are also provided. Section 5 reports the results of the quota count assessment for 2019. Section 6 gives details of movements in 2019 by aircraft types that were only marginally compliant with Chapter 3.

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¹ Agreement Pursuant to Section 77(1)(a) of the Planning Act (Northern Ireland) 2011

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A glossary of acoustic and aviation terms can be found in Appendix 1, with Appendix 2 containing details of BAP's validation exercise with respect to noise.

2.0 AIRCRAFT MOVEMENTS

The basis for the 2019 noise contours are the actual movements during the 92 day summer period, 16 June to 15 September inclusive. Detailed information was provided by GBBCA for all aircraft movements during this period. Although a small proportion of movements occur early in the morning between 6:30 and 7:00 or late in the evening between 23:00 and 23:30 over the 92 day period, for the production of the noise contours all movements have been modelled as taking place within the "daytime period" of 07:00 to 23:00.

The actual movements in 2019 include 24 movements by helicopters. Historically helicopters have not been modelled at GBBCA, as they typically comprise less than 1% of the total movements, and this was also the case in 2019. Their continued omission is not considered significant to the overall contours due to their small number of movements and maintains consistency with previous contouring.

Forecasts for 2020 and 2021 have been provided in the form of 92 day summer schedules. As these are schedules they do not allow for unscheduled movements. Therefore the movements by general aviation aircraft and business jets from summer 2019 have been added to the forecast schedules.

The INM software includes noise information for many common aircraft types, but as with all noise modelling software, it does not include every aircraft type. This means that substitutions are required, where an alternative aircraft type is used to model the actual type. For larger aircraft this generally does not involve a change but for the smaller types, and in particular the general aviation aircraft, substitutions occur. Where INM has no guidance, an aircraft type has been assigned based on the aircraft size and engine details. Table 1 below shows the aircraft movements by aircraft type in summer 2019 and those forecast for 2020 and 2021. It also includes the INM type used for each aircraft type in the modelling.

Total movements are forecast to increase by around 4% from 2019 to 2020. In terms of the aircraft fleet, movements by the ATR-72 and Boeing 737-300 are forecast to cease, and movements by the Embraer E175 are forecast to reduce significantly. Movements by the Dash 8-Q400, the Embraer E190 and the Saab 340 are forecast to increase. From 2020 to 2021 movements by the Airbus A320ceo are forecast to increase by one rotation a day.

		Summer F	ixed Wing N	lovements
Aircraft Type	INM Type(s)	2019 Actual	2020 Forecast	2021 Forecast
Airbus A319ceo	A319-131 ⁽¹⁾	369	420	420
Airbus A320ceo	A320-211 ⁽¹⁾	984	896	1,080
Airbus A320neo	A320-211 ⁽¹⁾	78	132	132
ATR72-600	DO328	318	0	0
Beechcraft Super King Air	CNA441	18	18	18
Boeing 737-300	737300 ⁽¹⁾	354	0	0
Boeing 737-700	737700	12	0	0
Bombardier Dash 8-Q400	SD330/DHC6 ⁽¹⁾	6,057	7,176	7,176
Bombardier Global Express	GV	10	10	10
Cessna Citation Excel	CNA560XL	30	30	30
Cessna Citation Sovereign	CNA680	12	12	12
Cessna CitationJet 2	CNA525C	12	12	12
Embraer E145	EMB145	310	0	0
Embraer E175	EMB175/737500 ⁽¹⁾	688	52	52
Embraer E190	EMB190	124	684	684
Embraer E195	EMB195	12	0	0
Embraer Phenom 300	CNA510	12	12	12
Gulfstream V	GV	16	16	16
Pilatus PC12	CNA208	65	65	65
Saab 340	SF340	108	496	496
Other (less than 10 movements by any one type)	Various	156	138	138
Total		9,745	10,169	10,353

 $[\]overline{\ }^{(1)}$ INM type modified based on results of a validation exercise.

Table 1: 2019, 2020 and 2021 Summer Fixed Wing Movements

3.0 NOISE CONTOUR METHODOLOGY

3.1 General

The aircraft movement data, provided by GBBCA, has been assessed in relation to aircraft type, departure and arrival route, flight profiles and runway usage to enable input into the noise computation program, the Integrated Noise Model (INM). This section of the report describes how this information has been compiled in a form suitable for analysis purposes.

3.2 Runway Usage

The overall split of movements by runway during the 2019 summer period is given in Table 2, and is compared with the long term average (2015-2019). For the 2019 actual contours, the actual runway usage for each individual movement was used. For the 2020 and 2021 forecast contours the long term average modal split has been used.

	% of Summer Movements						
Runway	20	19	2015-2019 Average				
	Arrivals	Departures	Arrivals	Departures			
04	23%	26%	26%	30%			
22	77%	74%	74%	70%			

Table 2: 2019 and Long Term Average Summer Modal Split

The usage of the runways is dependent on the direction of the wind, therefore some variation is to be expected between individual years. Compared to the long term average there was around 3% less usage of runway 04 by arrivals and around 4% less usage of runway 04 by departures in 2019, with corresponding increases in the usage of runway 22.

3.3 Flight Tracks

For each runway there is a single modelled arrival route, which follows the runway centreline. There is one modelled initial departure route on runway 22, but four modelled initial departure routes on runway 04.

A validation exercise was undertaken in 2011 to validate the flight tracks used in the INM software. The details of this exercise are shown in Appendix B of BAP's report Ref: A9443-R01-NW dated November 2011. The resulting main departure tracks are shown in Figure 01 and have been used for the contours as there have been no changes to the published routes since 2011.

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The method of determining the split of aircraft between the routes from runway 04 takes into account both aircraft type and destination. Where the destination is in Scotland or in Northern Europe (Iceland, Norway, etc.) the initial route heading in a north easterly direction is used. The remaining traffic is split amongst the three routes which turn south. The particular route depends on the distance at which the aircraft type involved is expected to have achieved one of a set of specific altitudes, as required by the airport's noise abatement procedures. These altitudes are 1,500 ft for small propeller aircraft (maximum takeoff weight of up to 13,000 kg); 2,000 ft for large propeller aircraft; and 3,000 ft for jet aircraft.

3.4 Dispersion

Aircraft on departure are allocated a departure route to follow. In practice, this route is not followed precisely by all aircraft. To allow for this the INM software was used to generate a mean track for each of the five initially distinct routes, and these mean tracks were then dispersed as described below.

The dispersion model has the common assumption that there are five "dispersed" tracks associated with each departure route; these comprise the mean track of each route and two sub-tracks either side, as the actual pattern of departing aircraft is dispersed about the route's centreline. The degree of dispersion is normally a function of the distance travelled by an aircraft along the route after take-off and also on the form of the route.

When considering many departures, it is commonly found that the spread of aircraft approximates to a "normal distribution" pattern. A simplified mathematical model can be adopted to represent a normal distribution of events, based on standard deviations. Five "dispersed" tracks associated have been used to model each departure route; these comprise the mean track of each route and two sub-tracks either side. The resulting allocation of movements to each track is as follows:

- 53.3% departures along the main track;
- 22.2% departures split equally along two inner sub tracks either side of the main track and offset by a distance of 1.355 standard deviations;
- 1.15% departures split equally along two outer sub tracks either side of the main track and offset by a distance of 2.71 standard deviations.

This dispersion model has been used in the INM software, which generates the sub-tracks with distances supplied by the user. The distances and percentages used have been determined by BAP from analysis of similar activity at other airports.

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3.5 Flight Profiles

For departure movements the INM software offers a number of standard flight profiles for most aircraft types, particularly for the larger aircraft types. These relate to different departure weights which are greatly affected by the length of the flight, and consequently the fuel load. In the INM software this is referred to as the stage length. The stage length increases in increments of 500 nmi up to 1,500 nmi and then in increments of 1,000 nmi. The INM software assumes all aircraft take off with a full load irrespective of stage length. As the stage length increases, the aircraft has to depart with greater fuel, and so its flight profile is slightly lower than when a shorter stage length is flown.

The actual departure movements for 2019 and most of those forecast for 2020 and 2021 are accompanied by the specific destination airports. Stage lengths have been assigned, where INM offers the option, based on the distance of these airports from GBBCA. For a small number of the 2020 and 2021 movements the forecasts do not provide a destination airport. For these flights a stage length has been assigned based on advice from GBBCA.

3.6 INM Model

All contours and population counts have been determined using the Integrated Noise Model (INM) version 7.0d software. GBBCA data relevant to the INM study is taken from the latest edition of the UK Aeronautical Information Package. A 3.0° approach angle has been used for all aircraft and the ground topography has been assumed to be flat. The INM default headwind of 14.8 km/h has been assumed.

Results from the airport's Noise Monitoring Terminals (NMTs) from the period November 2018 to September 2019 have been used for the 2019 validation exercise to review the INM assumptions for the key aircraft types operating at GBBCA.

The 2019 validation exercise found that modifications were required for six aircraft types, to better model their operations at GBBCA. These included types such as the Bombardier Dash 8-Q400 for which the INM does not contain specific data. The result is that the modelled noise characteristics of these aircraft have been adjusted by modifying the INM aircraft used and/or the noise level of the INM aircraft types. Where modifications have been made to the noise levels, this has been done using a movement multiplier. These adjustments are detailed in Table 3 below.

Aircraft True	Default INM	Modification to INM Assumptions		
Aircraft Type	Туре	Departures	Arrivals	
Airbus A319ceo	A319-131	A319-131 × 1.4	A319-131 × 0.7	
Airbus A320ceo	A320-211	A320-211 × 1.1	A320-211	
Airbus A320neo	-	A320-211 × 0.4	A320-211 x 0.6	
Boeing 737-300	737300	737300 x 2.8	737300 x 1.7	
Bombardier Dash 8-Q400	-	DHC6 × 0.8	SD330 × 1.4	
Embraer E175	EMB175	737500 × 1.3	EMB175 × 1.2	

Table 3: Modifications to INM Assumptions Used for the Contours

The modifications to the INM assumptions are the same for most of the types as those used for the 2018 contours, following the previous validation. The Airbus A320neo has begun operations and so was validated for the first time in 2019. The other change is to the multiplier for departures by the Boeing 737-300, which has been increased from 2.2 to 2.8, because the measured departure noise levels for this aircraft type have increased by around 1 dB. Full details of the 2019 validation exercise are given in Appendix 2.

4.0 NOISE CONTOURS

Noise contours for 2019, 2020 and 2021 in terms of the $L_{Aeq,16h}$ metric have been produced for the 16 hour daytime period, 07:00 to 23:00; although they also include the movements that occur between 06:30 and 07:00 and the small number that occurred between 23:00 and 23:30. They are based on the actual movements for the 92 day summer period in 2019 and the forecasts provided for 2020 and 2021 as detailed in Section 2. The areas of the noise contours are given in Table 4, where they are compared with the 57 dB $L_{Aeq,16h}$ contour area limit.

The 2019 actual, 2020 forecast and 2021 forecast noise contours are shown in Figures 02, 03 and 04 respectively at values from 54 to 69 dB L_{Aeq,16h} in 3 dB steps. The 57 dB contours for all three years are compared in Figure 05.

Contour Level	Area of Day	Contour Area		
(dB L _{Aeq,16h})	2019	2020	2021	Limit (km)²
54	6.6	5.6	5.8	-
57	3.3	2.7	2.9	5.2
60	1.7	1.4	1.5	-
63	0.9	0.8	0.8	-
66	0.5	0.5	0.5	-
69	0.3	0.3	0.3	-

Table 4: 2019, 2020 and 2021 Noise Contour Areas

The area of the 2019 57 dB L_{Aeq,16h} contour area is 3.3 km², which is well below the contour area limit of 5.2 km².

The noise contours for 2020 are forecast to be smaller than those for 2019, despite a slight increase in total movements. This is due to the changes to the fleet mix forecast for 2020. In particular the ending of flights by the Boeing 737-300, which is relatively loud compared to other aircraft types that operate at GBBCA. The noise contours for 2021 are slightly larger than those for 2020, due to the forecast increase in movements.

4.1 Population and Dwelling Counts

The population and dwelling data has been derived from a 2018 postcode level database supplied by CACI Ltd. Population counts for the 2019, 2020 and 2021 L_{Aeq,16h} daytime contours are given in Table 5 and Table 6 below, the corresponding dwelling counts are given in Table 7 and Table 8.

Contour Level (dB L _{Aeq,16h})	2019 Population	2020 Population	2021 Population
54	14,033	10,036	10,819
57	4,085	1,405	2,096
60	32	0	0
63	0	0	0
66	0	0	0
69	0	0	0

Table 5: Comparison of 2019, 2020 and 2021 Population Counts - Cumulative Totals

Year	Population by Contour Band (dB L _{Aeq,16h})						
	> 69	69 – 66	66 – 63	63 – 60	60 – 57	57 – 54	
2019	0	0	0	32	4,053	9,948	14,033
2020	0	0	0	0	1,405	8,631	10,036
2021	0	0	0	0	2,096	8,723	10,819

Table 6: Comparison of 2019, 2020 and 2021 Population Counts

Contour Level (dB L _{Aeq,16h})	2019 Dwellings	2020 Dwellings	2021 Dwellings
54	6,699	4,702	5,071
57	1,826	652	963
60	16	0	0
63	0	0	0
66	0	0	0
69	0	0	0

Table 7: Comparison of 2019, 2020 and 2021 Dwelling Counts – Cumulative Totals

Year		Total					
	> 69	69 – 66	66 – 63	63 – 60	60 – 57	57 – 54	
2019	0	0	0	16	1,810	4,873	6,699
2020	0	0	0	0	652	4,050	4,702
2021	0	0	0	0	963	4,108	5,071

Table 8: Comparison of 2019, 2020 and 2021 Dwelling Counts

The number of people and dwellings within the 2020 contours is smaller than the number within the 2019 contours, largely due to the reduction in the area of the 2020 contours. The 2021 contours contain slightly more people and dwellings than the 2020 contours, due to increase in the area of the 2021 contours. There are 32 people and 16 dwellings within the 63 – 60 dB $L_{Aeq,16h}$ contour band in 2019. No one is forecast to be exposed to over 60 dB $L_{Aeq,16h}$ in 2020 or 2021.

5.0 QUOTA COUNT

As part of their planning agreement BCA are required to report the quota count for the year just completed. The quota count is based on the aircraft movements in the 92 day summer period and is limited to 4,665.

The quota count production methodology is described in paragraphs 6.4 to 6.6 of *PART II The Covenants* of the agreement. In summary, the method requires the certification data for the aircraft type, which is then processed and compared to a scale to determine the quota count for the aircraft type when arriving, and separately when departing.

For the aircraft that operated, the noise certification data has been obtained either from the noise certificate of the specific aircraft, or for those registered in the UK from the CAA G-INFO database² and those registered in Switzerland from the FOCA Swiss Aircraft Register³. Where certification data was not available, quota count values have been taken from the tables in the latest UK AIP Supplement⁴. In some cases the tables offer more than one value for an aircraft type, in these cases the expected QC value based on available information has been used, and where only limited information is available the higher QC value has been taken.

The resulting quota count total for summer 2019 was 2,216.375, which is less than the limit of 4,665.

Table 9 below gives details of how the quota count for summer 2019 has been calculated, including the specific arrival and departure quota count values used for the key aircraft types. Where more than one quota count value has been used for an aircraft type based on the individual noise certificates, both values are shown.

² https://siteapps.caa.co.uk/g-info/

³ https://www.bazl.admin.ch/bazl/en/home/specialists/aircraft/aircraft-noise-certification.html

⁴ http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=11&Itemid=18.html

Aircraft Type	Arrivals	Arrival QC	Departures	Departure QC	QC Total
Airbus A319ceo	185	0.25	184	0.25	92.250
Airbus A320ceo	492	0.25	491	0.5	369.500
Airbus A320Ceo	492	0.25	1	1	309.500
Airbus A320neo	39	0.125	39	0.125	9.750
ATR72-600	159	0.125	159	0.125	39.750
Boeing 737-300	177	0.5	177	0.5	177.000
Bombardier Dash 8-Q400	3029	0.25	3028	0.125	1135.750
Embraer E145	155	0.125	155	0.125	38.750
Embraer E175	244	0.25	142	0.25	222.500
Embraer E1/5	344		202	0.5	222.300
Freehan on F100	62	0.125	58	0.25	24.250
Embraer E190	62	0.125	4	0.5	24.250
Pilatus PC12	33	Exempt	32	Exempt	0.000
Carl 240	2	0.125	2	0.125	26 500
Saab 340	52	0.25	52	0.25	26.500
Other ^[1]	187	Various	191	Various	80.375
Total	4,916	-	4,917	-	2,216.375

^[1] Includes 88 movements by helicopters

Table 9: Summer 2019 Quota Count

6.0 MARGINALLY COMPLIANT CHAPTER 3 AIRCRAFT MOVEMENTS

As part of their planning agreement BCA are required to accept in respect of jet aircraft, only those air traffic movements that comply with the certificate limits, as laid down in Chapter 3 of Annex 16, of the standards adopted by the International Civil Aviation Organisation Council and which are not Marginally Compliant Aircraft. BCA are required to report any movements in the year just completed by any aircraft not permitted to use the airport.

For the aircraft that operated in 2019, the noise certification data has been obtained either from the noise certificate of the specific aircraft, or for those registered in the UK from the CAA G-INFO database² and those registered in Switzerland from the FOCA Swiss Aircraft Register³. Where specific certification data was not available, certification values have been taken from the latest EASA Approved Noise Levels⁵. In some cases the EASA database offers more than one possible classification for an aircraft type. In cases where one of the possible classifications is for non-compliance with Chapter 3 or only marginal Chapter 3 compliance, then the movements by this aircraft will be counted as "Unknown Classification". However there were no instances of this in 2019.

The were no movements in 2019 by jet aircraft types that do not meet the requirements of Chapter 3 or are only marginally compliant with Chapter 3, as shown below in Table 10. The table also includes the number of movements that comply with Chapter 3, but not marginally, or comply with Chapter 4 or Chapter 14, and the number where the classification is unknown. The certification of helicopters and light propeller aircraft is to different standards and so these aircraft have been separately recorded.

2019 Aircraft Movements								
Chapter 3 Marginally Compliant	Chapter 3 Fully Compliant / Chapter 4 / Chapter 14	Unknown Classification	Helicopters and Light Propeller Aircraft	Total				
0	34,617	0	765	35,382				

Table 10: 2019 Aircraft Noise Classification

⁵ https://www.easa.europa.eu/easa-and-you/environment/easa-certification-noise-levels

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7.0 SUMMARY

L_{Aeq,16h} noise contours and the associated population counts have been produced, based on the actual movements during the 92 day summer period in 2019, and the forecast summer movements for 2020 and 2021. The movements used to produce them have been reported in addition to the contours and the number of people they contain.

The area of the 2019 57 dB $L_{Aeq,16h}$ contour area at 3.3 km² is well below the contour area limit of 5.2 km². The contours for 2020 and 2021 are smaller than those for 2019 with 57 dB contour areas of 2.7 and 2.9 km² respectively. This is due to the forecast changes in the fleet mix, and in particular the ending of flights by the Boeing 737-300 which is relatively noisy.

Due to the reduction in the area of the 2020 and 2021 contours they contain fewer people than the 2019 contours. Considering those most exposed, in 2019 there were 32 people within the 60 to 63 dB $L_{Aeq,16}$ contour band. No one is forecast to be exposed to over 60 dB in 2020 or 2021.

The quota count total for summer 2019 was 2216.375, which is less than the limit of 4,665.

The were no movements in 2019 by jet aircraft types that do not meet the requirements of Chapter 3 or are only marginally compliant with Chapter 3 in compliance with the restriction on the airport.

Duncan Rogers David Charles

for Bickerdike Allen Partners Partner



LEGEND:

Initial Departure Routes

REVISIONS

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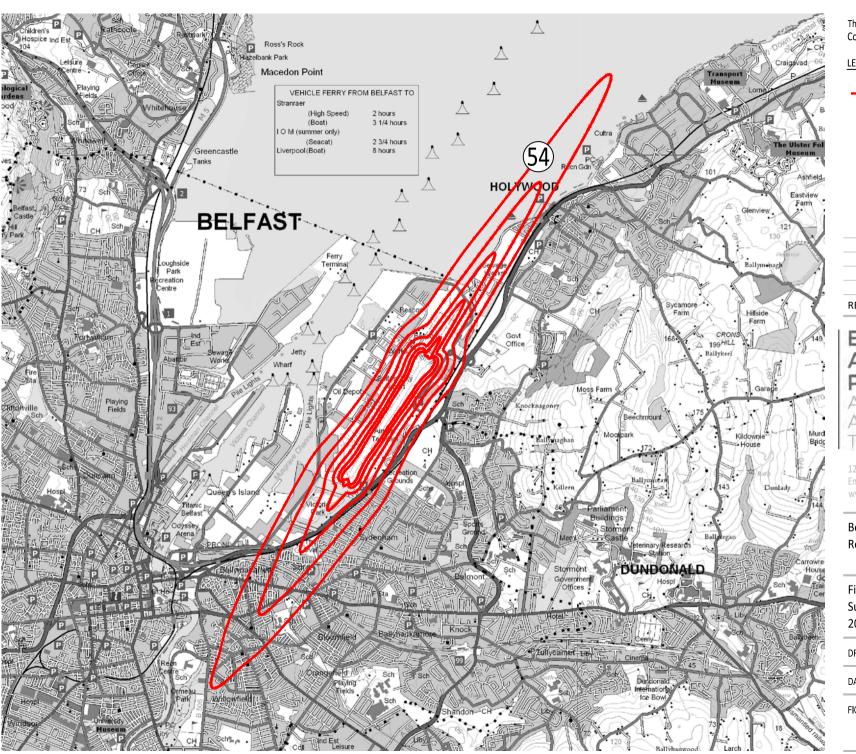
Figure 01 Initial Departure Routes

DRAWN: MP CHECKED: DR

DATE: January 2020 SCALE: 1:125000@A4

FIGURE No:

A11298_02_DR001_2.0



LEGEND:

Noise Contours,

54 to 69 dB LAeq,16h in 3 dB steps



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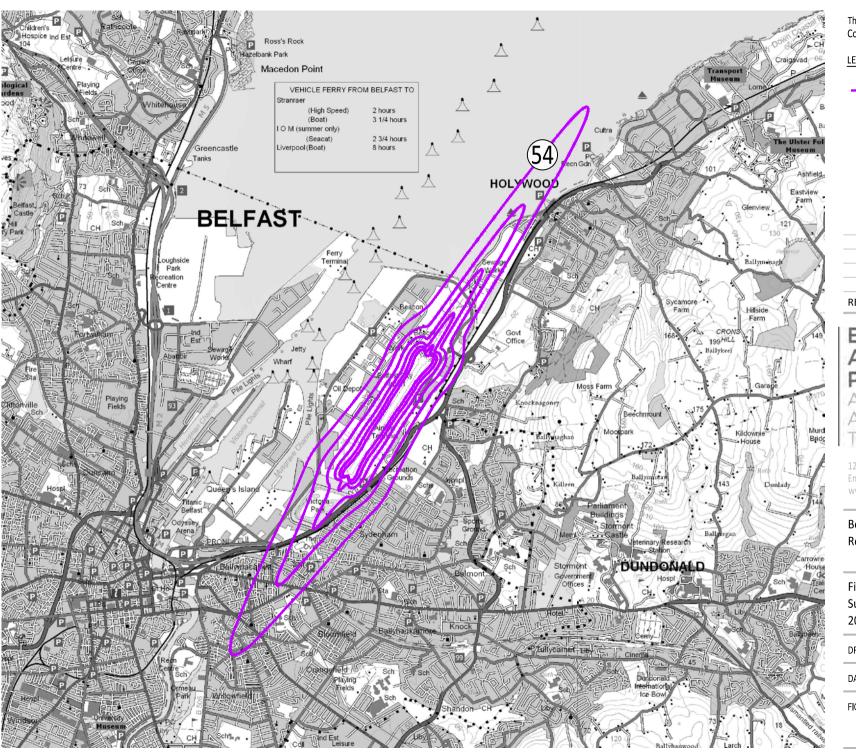
Figure 02 Summer Daytime Noise Contours 2019

DRAWN: MP CHECKED: DR

DATE: January 2020 SCALE: 1:50000@A4

FIGURE No:

A11298_02_DR002_2.0



LEGEND:

Noise Contours,

54 to 69 dB LAeq,16h in 3 dB steps



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Figure 03 Summer Daytime Noise Contours 2020 Forecast

DRAWN: MP CHECKED: DR

DATE: January 2020 SCALE: 1:50000@A4

FIGURE No:

A11298_02_DR003_1.0



LEGEND:

Noise Contours,

54 to 69 dB LAeq,16h in 3 dB steps



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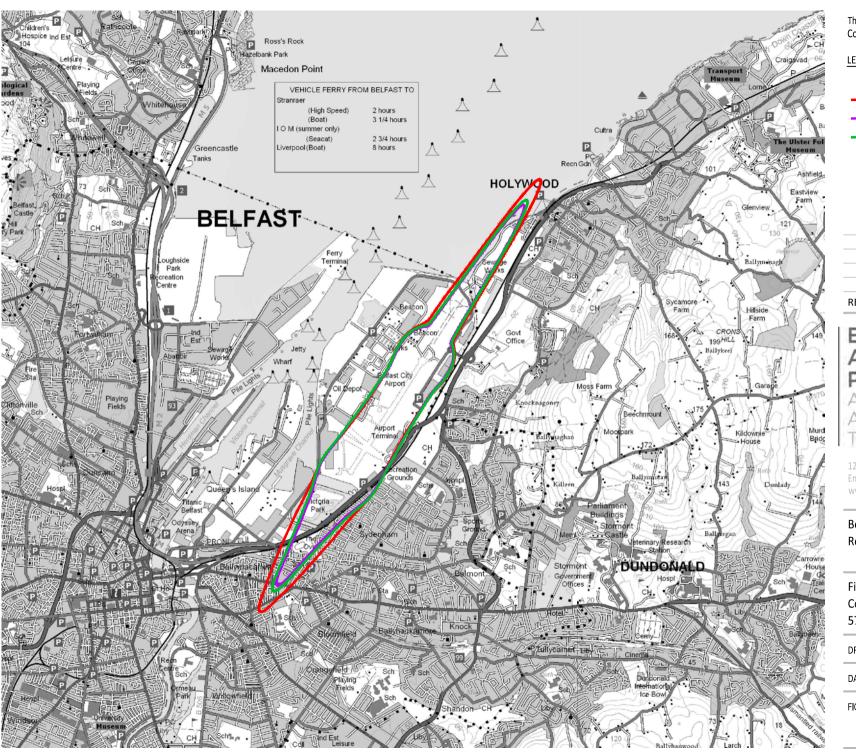
Figure 04
Summer Daytime Noise Contours
2021 Forecast

DRAWN: MP CHECKED: DR

DATE: January 2020 SCALE: 1:50000@A4

FIGURE No:

A11298_02_DR004_1.0



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LEGEND:





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Figure 05

Comparison of 2019, 2020 and 2021 57 dB L_{Aeq,16h} Summer Daytime Noise Contours

DATE: January 2020 SCALE: 1:50000@A4

FIGURE No:

A11298_02_DR005_1.0



APPENDIX 1

GLOSSARY OF ACOUSTIC AND AVIATION TERMINOLOGY

Sound

This is a physical vibration in the air, propagating away from a source, whether heard or not.

The Decibel, dB

The unit used to describe the magnitude of sound is the decibel (dB) and the quantity measured is the sound pressure level. The decibel scale is logarithmic and it ascribes equal values to proportional changes in sound pressure, which is a characteristic of the ear. Use of a logarithmic scale has the added advantage that it compresses the very wide range of sound pressures to which the ear may typically be exposed to a more manageable range of numbers. The threshold of hearing occurs at approximately 0 dB (which corresponds to a reference sound pressure of 2×10^{-5} Pascals) and the threshold of pain is around 120 dB.

The sound energy radiated by a source can also be expressed in decibels. The sound power is a measure of the total sound energy radiated by a source per second, in Watts. The sound power level, L_w is expressed in decibels, referenced to 10^{-12} Watts.

Frequency, Hz

Frequency is analogous to musical pitch. It depends upon the rate of vibration of the air molecules which transmit the sound and is measure as the number of cycles per second or Hertz (Hz). The human ear is sensitive to sound in the range 20 Hz to 20,000 Hz (20 kHz). For acoustic engineering purposes, the frequency range is normally divided up into discrete bands. The most commonly used bands are octave bands, in which the upper limiting frequency for any band is twice the lower limiting frequency, and one-third octave bands, in which each octave band is divided into three. The bands are described by their centre frequency value and the ranges which are typically used for building acoustics purposes are 63 Hz to 4 kHz (octave bands) and 100 Hz to 3150 Hz (one-third octave bands).

A-Weighting

The sensitivity of the ear is frequency dependent. Sound level meters are fitted with a weighting network which approximates to this response and allows sound levels to be expressed as an overall single figure value, in dB(A).

Effective Perceived Noise Level

Effective Perceived Noise Level (EPNL) is a measure used to express noise levels which involves analyses of frequency spectra of noise events as well as the duration of sound. The measurement unit for EPNL is EPNdB. This measure is used for the noise certification of aircraft, and the subsequent quota count determination.

Quota Count

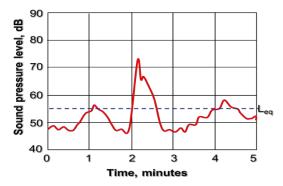
The value assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification. The classification is the determined from the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question, as defined in the individual aircraft's noise certification form.

Environmental noise descriptors

Where noise levels vary with time, it is necessary to express the results of a measurement over a period of time in statistical terms. Some commonly used descriptors follow.

 $L_{Aeq,T}$ The most widely applicable unit is the equivalent continuous A-weighted sound pressure level ($L_{Aeq,T}$). It is an energy average and is defined as the level of a notional sound which (over a defined period of time, T) would deliver the same A-weighted sound energy as the actual fluctuating sound.

This is shown in the graph below:



Noise Contour

A line which joins points on the ground which receive the same noise exposure from the nearby airborne aircraft; often for daytime studies the exposure is considered over a 16 hour period ($L_{Aeq,16h}$) and for night studies over a 8 hour period ($L_{Aeq,8h}$) with a range of levels used to express the different exposures.

Sound transmission in the open air

Most sources of sound can be characterised as a single point in space. The sound energy radiated is proportional to the surface area of a sphere centred on the point. The area of a sphere is proportional to the square of the radius, so the sound energy is inversely proportional to the square of the radius. This is the inverse square law. In decibel terms, every time the distance from a point source is doubled, the sound pressure level is reduced by 6 dB.

Meteorological effects

Temperature and wind gradients affect noise transmission, especially over large distances. The wind effects range from increasing the level by typically 2 dB downwind, to reducing it by typically 10 dB upwind – or even more in extreme conditions. Temperature and wind gradients are variable and difficult to predict.

Aviation terms

NPR

Noise preferential route – departure flight ground tracks to be followed by aircraft to minimise noise disturbance on the surrounding population.

Dispersion

Due to the effect of the wind, aircraft speed, and pilot choice differing aircraft tracks about the nominal track are flown; this is known as dispersion around a nominal track.

Start of Roll

The position on a runway where aircraft commence their take-off runs.

Threshold

The beginning of that portion of the runway usable for landing.

Radar Vectoring

Aircraft are provided by Air Traffic Control (ATC) with various instructions which result in changes of heading, altitude and speed. The controller affects safe separation from other traffic by use of radar.

Nominal Tracks

Using recognised international design techniques, tracks across the ground can be delineated for departing and arriving aircraft. These tracks are nominal because they can be influenced by the wind, ATC instructions, the accuracy of navigational systems and the flight characteristics of individual aircraft. In UK it is usual to permit a 1500m swathe to be established about the nominal track for the purposes of assessing whether an aircraft has stayed on track.

<u>Altitude</u>

Height of aircraft above sea level.

APPENDIX 2

GEORGE BEST BELFAST CITY AIRPORT

CONTOUR VALIDATION – NOISE

INTRODUCTION

Summer noise contours have been prepared for George Best Belfast City Airport (GBBCA) for a number of years. This has involved the use of the Federal Aviation Administration (FAA) prediction methodology, the Integrated Noise Model (INM).

The INM software has been used around the world in over 50 countries and consequently is flexible enough to allow local circumstances to be taken into account. This can be achieved by entering specific departure routes, operational profiles or weather conditions but also by creating or modifying specific noise information for aircraft types.

In order to improve the accuracy of the modelling at GBBCA, validation exercises have been conducted which compare predicted noise levels for individual aircraft movements with noise levels measured at Belfast. This is particularly useful for aircraft types where the INM does not have actual data and so suggests a substitute type.

CURRENT VALIDATION

Validation using NMT Results

The validation exercises use the measured results from the permanent noise monitoring system at GBBCA. Specifically the results from the Noise Monitoring Terminal (NMT) at Nettlefield Primary School (MP01) and at Kinnegar Army Camp (MP02). These NMTs are located approximately 4.5 km from the start of roll location of runway 22 and 3.9 km from the start of roll location of runway 04 respectively. The validation exercise for the 2019 actual and 2020 and 2021 forecast contours uses the most recent results from the NMTs. Specifically the results for the period November 2018 to September 2019 have been used, which comprise over 25,000 individual aircraft measurements.

Five aircraft types have been selected to be analysed in the validation exercise based upon the aircraft types' relative contribution to the noise contours. These are the Airbus A319ceo and A320ceo, the Boeing 737-300, the Bombardier Dash 8-Q400 and the Embraer E175. These aircraft types comprised around 86% of the summer period movements in 2019 and are the same aircraft types that were selected for the 2018 validation.

The Airbus A320neo is one of a new generation of quieter aircraft. It has started operating at GBBCA, although not in significant numbers to date. However as the type is not currently included in the INM database it has also been included in the validation exercise, based on initial measured results. The contours therefore allow for its lower noise levels in comparison to the Airbus A320ceo.

The resulting average measured noise levels used for the 2019 validation exercise are given below in Table A2.1 for these aircraft types. Where they are compared with the corresponding measured results used for the 2018 validation exercise. This shows that the average measured noise levels for these types have not varied by more than 1 dB compared to 2018.

Aircraft Type	Operation	Measur	lidation ed Noise (SEL dB)	Measur	lidation ed Noise SEL dB)
		Average	Number	Average	Number
	Arrival Rwy 04	84.5	111	84.4	222
Airbus A319ceo	Arrival Rwy 22	89.1	317	88.6	496
All bus AS19Ceo	Departure Rwy 04	90.0	98	89.7	214
	Departure Rwy 22	87.4	298	87.9	369
	Arrival Rwy 04	85.9	314	86.4	421
Airbus A220sss	Arrival Rwy 22	90.3	984	90.0	1,450
Airbus A320ceo	Departure Rwy 04	90.7	304	90.4	414
	Departure Rwy 22	87.6	904	88.2	1,181
	Arrival Rwy 04	84.1	15	-	-
Airb. 10 A 220m o o	Arrival Rwy 22	88.9	28	-	-
Airbus A320neo	Departure Rwy 04	86.5	12	-	-
	Departure Rwy 22	83.5	26	-	-
	Arrival Rwy 04	90.3	72	90.3	105
Danima 727 200	Arrival Rwy 22	94.1	107	93.2	115
Boeing 737-300	Departure Rwy 04	95.7	77	94.7	102
	Departure Rwy 22	91.6	76	90.6	112
	Arrival Rwy 04	82.6	1,956	82.9	3,125
Bombardier	Arrival Rwy 22	87.0	6,351	86.4	9,566
Dash 8-Q400	Departure Rwy 04	81.3	1,951	80.6	3,255
	Departure Rwy 22	79.9	5,481	80.3	7,799
	Arrival Rwy 04	85.7	235	85.7	340
[mbra = : [17]	Arrival Rwy 22	89.7	645	89.0	761
Embraer E175	Departure Rwy 04	91.1	230	90.6	316
	Departure Rwy 22	88.2	598	88.3	616

Table A2.1: Measured Noise Levels used for Validation in 2019 and 2018

For each aircraft type there are four sets of measured results; arrivals and departures at each of the two monitors. As the monitors are not located symmetrically with regard to the runway the noise levels at each will differ and so they need to be considered separately. For the individual movements within a set there is some variation, so every arrival by an aircraft type does not produce exactly the same noise level. There are a number of factors which contribute to this, in particular the weather conditions.

Measured Results

The spread of results is illustrated in Figures A2.1 to A2.4 below. These show the distribution of measured noise levels from November 2018 to September 2019 for the most common operations, arrivals from the north and departures to the south, for the most common aircraft types in the summer period of 2019, the Bombardier Dash 8-Q400 and the Airbus A320ceo.

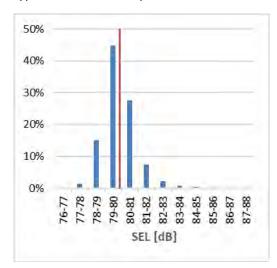


Figure A2.1 - Dash 8-Q400 Arrivals

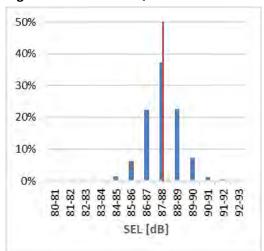


Figure A2.3 – Airbus A320ceo Arrivals

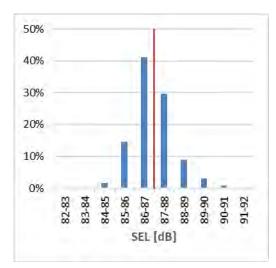


Figure A2.2 – Dash 8-Q400 Departures

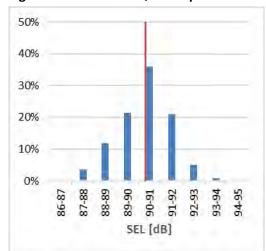


Figure A2.4 – Airbus A320ceo Departures

The distributions have the large majority of measured noise levels closely grouped together around the averages, shown as a vertical red line on the figures, with a pattern that approximates to a normal distribution with a standard deviation of less than 2 dB. Such distributions of measured noise levels are commonly found at airport fixed noise monitors at a similar distance from the runway. From the distributions of measured noise levels for each of the aircraft types considered, the averages have been determined and compared to INM standard predicted noise levels. Table A2.2 gives the latest measured average noise levels for the six aircraft types validated in 2019.

Aircraft Type	Operation	Measur	llidation ed Noise (SEL dB)	INM Standard Assumptions (SEL dB)	
		Average	Number	Type	Level
	Arrival Rwy 04	84.5	111		87.0
Airbus A319ceo	Arrival Rwy 22	89.1	317	A319-131	90.0
All bus AS13CeO	Departure Rwy 04	90.0	98	A319-131	87.9
	Departure Rwy 22	87.4	298		87.0
	Arrival Rwy 04	85.9	314		87.4
Airbus A320ceo	Arrival Rwy 22	90.3	984	A320-211	90.2
Airbus A320ceo	Departure Rwy 04	90.7	304	A320-211	89.4
	Departure Rwy 22	87.6	904		88.2
	Arrival Rwy 04	84.1	15		87.4
Airbus A320neo ⁽¹⁾	Arrival Rwy 22	88.9	28	A320-211	90.2
Airbus A320neo(+/	Departure Rwy 04	86.5	12	A320-211	89.4
	Departure Rwy 22	83.5	26		88.2
	Arrival Rwy 04	90.3	72		88.0
Decina 727 200	Arrival Rwy 22	94.1	107	737300	90.9
Boeing 737-300	Departure Rwy 04	95.7	77	737300	89.0
	Departure Rwy 22	91.6	76		89.2
	Arrival Rwy 04	82.6	1,956	SD330	82.2
Bombardier	Arrival Rwy 22	87.0	6,351	30330	84.5
Dash 8-Q400 ⁽¹⁾	Departure Rwy 04	81.3	1,951	DHC6	82.1
	Departure Rwy 22	79.9	5,481	DHCp	81.6
	Arrival Rwy 04	85.7	235		85.5
[mhra or [17]	Arrival Rwy 22	89.7	645	EN4D47E	88.3
Embraer E175	Departure Rwy 04	91.1	230	EMB175	87.8
	Departure Rwy 22	88.2	598		87.4

 $^{^{(1)}}$ INM does not contain specific data for this type so alternatives used.

Table A2.2: Measured and Standard Predicted Noise Levels

Approach to Validation

The approach to validation modifications has been to only change from the INM standard type when the measured results show clear divergence, i.e. an apparent prediction error in excess of 1.5 dB at a single NMT or an average error of over 1.0 dB across both NMTs. If the type has historically been modified from the standard type, then the approach has been to only change from the previous validation when there is an apparent prediction error or change in measured level in excess of 1.0 dB at a single NMT. Also, the approach seeks to determine any modification by aircraft type and aircraft operation, but not by runway used. This means one modification is adopted for all arrivals by an aircraft type, and one for all departures by an aircraft type.

Comparison of Measured and Predicted Results

For the Airbus A319ceo, Airbus A320ceo, Bombardier Dash 8-Q400 and Embraer E175, the measured levels have not changed sufficiently to warrant a change from the validation used for the 2018 contours. Departures by the Boeing 737-300 are around 1 dB louder than in 2018, the multiplier has therefore been increased from 2.2 to 2.8. The A320neo has been included in the validation for the first time.

The final validation modifications are summarised below in Table A2.3. These have been used for the 2019, 2020 and 2021 contours.

Aircraft Tura	ININA Tura	Modification to Movements Numbers			
Aircraft Type	INM Type	Departures	Arrivals		
Airbus A319ceo	A319-131	A319-131 × 1.4	A319-131 × 0.7		
Airbus A320ceo	A320-211	A320-211 × 1.1	A320-211		
Airbus A320neo	A320-211	A320-211 × 0.4	A320-211 x 0.6		
Boeing 737-300	737300	737300 x 1.7	737300 x 2.8		
Bombardier Dash 8-Q400	DHC6/SD330	DHC6 × 0.8	SD330 × 1.4		
Embraer E175	737500/EMB175	737500 × 1.3	EMB175 x 1.2		

Table A2.3: 2019 Validation Modifications

Table A2.3 shows that for the three Airbus types, modifications to the number of movements have been made. For the Airbus A319ceo arrival movements have been factored down, while the departure movements factored up. For the Airbus A320ceo, no modification was necessary for arrival movements, and departure movements have been factored up slightly. For the Airbus A320neo both arrival and departure movements have been factored down.

The need for modifications for the larger aircraft types in particular is not unexpected as they are available in a range of specifications with different engine types, sometimes from different manufacturers. This means that the actual type operated by the airline may differ to the one in the INM software and this is the case here for both the Airbus A319ceo and A320ceo. The Airbus A320neo is a new quieter version of the A320ceo and is therefore quieter as expected.

For the Boeing 737-300, modifications to the number of movements have been made. The standard INM type was used, however the movements have been factored up for both the arrivals and departures.

For the Embraer E175, modifications were needed to the INM type as the standard type does not agree well with the measured departure results. On arrival the standard type was used, but with movements factored up.

For the Dash 8-Q400 the INM software does not suggest a type. The validation finds that using the Dash 6 (DHC6) for departures and the Shorts 330 (SD330) for arrivals, with movement numbers factored, agrees well with measured noise levels.

Effect of Validation

The effect of the validation exercise on the predicted noise levels for the six aircraft types is detailed in Table A2.4 which gives the differences between the measured noise levels and those predicted after allowing for the validation modifications.

			Noise Leve	els (SEL dB)	
Aircraft Type	Operation	Measured Average	INM Validated Prediction	Difference Predicted - Measured	Operation Weighted Average Difference
	Arrival Rwy 04	84.5	85.5	+1.0	-0.2
Airbus	Arrival Rwy 22	89.1	88.5	-0.6	-0.2
A319ceo	Departure Rwy 04	90.0	89.4	-0.6	+0.6
	Departure Rwy 22	87.4	88.5	+1.1	+0.6
	Arrival Rwy 04	85.9	87.4	+1.5	10.2
Airbus	Arrival Rwy 22	90.3	90.2	-0.1	+0.3
A320ceo	Departure Rwy 04	90.7	89.8	-0.9	+0.6
	Departure Rwy 22	87.6	88.6	+1.0	
	Arrival Rwy 04	84.1	85.2	+1.1	-0.2
Airbus	Arrival Rwy 22	88.9	88.0	-0.9	
A320neo	Departure Rwy 04	86.5	85.4	-1.1	.0.1
	Departure Rwy 22	83.5	84.2	+0.7	+0.1
	Arrival Rwy 04	90.3	90.3	0.0	0.5
Boeing	Arrival Rwy 22	94.1	93.2	-0.9	-0.5
737-300	Departure Rwy 04	95.7	93.5	-2.2	0.0
	Departure Rwy 22	91.6	93.7	+2.1	0.0
	Arrival Rwy 04	82.6	83.7	+1.1	0.5
Bombardier	Arrival Rwy 22	87.0	86.0	-1.0	-0.5
Dash 8-Q400	Departure Rwy 04	81.3	81.1	-0.2	+0.5
	Departure Rwy 22	79.9	80.6	+0.7	+0.5
	Arrival Rwy 04	85.7	86.3	+0.6	0.3
Embraer F175	Arrival Rwy 22	89.7	89.1	-0.6	-0.3
Embraer E1/5	Departure Rwy 04	91.1	88.9	-2.2	0.4
	Departure Rwy 22	88.2	88.5	+0.3	-0.4

Table A2.4: Measured and Validated Predicted Noise Levels

Table A2.4 shows that with the validation modifications there is good correlation between measured and predicted noise levels with differences of less than 1 dB when results from both NMTs are operationally averaged.

The effect of the validation exercises on the contours depends both on the modifications made and the contribution of those aircraft types to the overall noise. Obviously changes to infrequent aircraft types are likely to have very little effect on the contours.

SUMMARY

The validation of noise contours at George Best Belfast City Airport has been continually improved, more recently by checking predictions against the results obtained from GBBCA's noise monitors. This has demonstrated that without validation the standard INM assumptions would be less accurate.

The latest contours have taken into account over 25,000 individual aircraft noise measurements at GBBCA between November 2018 and September 2019. This has identified the need to modify the standard INM assumptions for six aircraft, the Airbus A319ceo, Airbus A320ceo, Airbus A320ceo, Boeing 737-300, Bombardier Dash 8-Q400 and Embraer E175.

GBBCA will continue to collect further detailed information from the fixed noise monitors at Nettlefield Primary School and in Kinnegar, which will be used to regularly validate future GBBCA contours. This is in line with the EiP Panel's advice on contour validation.

Extension charges for 2019

Extensions 1 Jan - 30 Jun 2019

	Α		Total		Cost
21:31-22:00	130	49	179	£50	£8,950
22:01-22:30	26	18	44	£100	£4,400
22:31-23:00	9	4	13	£300	£3,900
23:01-23:30	6	3	9	£600	£5,400
23:31-23:59	0	1	1	£600	£600
Total	171	75	246		£23,250

Figure 1 - Extensions 1st Jan - 30th Jun 2019

Extensions 1st Jul 2019 - 31 Dec 2019

	Α	D	Total	Charge	Total £
21:31 - 21:45	87	40	127	£100	£12,700
21:46 - 22:00	58	18	76	£125	£9,500
22:01 - 22:15	24	14	38	£150	£5,700
22:16 - 22:30	17	6	23	£300	£6,900
22:31 - 22:45	9	5	14	£400	£5,600
22:46 - 23:00	2	1	3	£550	£1,650
23:01 - 23:15	2	1	3	£700	£2,100
23:16 - 23:30	1	1	2	£800	£1,600
23:31 - 23:45	3	0	3	£900	£2,700
23:46 - 23:59	1	0	1	£1,000	£1,000

Total	204	86	290	£49,450

Figure 2 - 1st Jul - 31st Dec 19

Extensions for full year 2019

Total cost		£89,500
No flts > 480	56	£16,800
Totals	536	£72,700
Date Range 1 Jan 19 - 30 Jun 19 1 Jul 19 - 31 Dec 19		Cost £23,250 £49,450

Figure 3 - Extensions for full year – 2019



AIRPORT OPERATIONAL INSTRUCTION (AOI)

AOI-07

Issue 7.1

Subject: Aircraft Engine Ground Running and Use of

Auxiliary Power Units and Ground Power Units

Date of issue: 08 April 2019

Authorised by:

DocuSigned by:

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Michael McDowell, Airfield Operations Manager

It is the responsibility of all employers to ensure that relevant Airport Operational Instructions (AOIs) and Operational Safety Notices (OSNs) are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in doubt should consult their supervisor or manager within their own organisation.

1. Introduction

Belfast City Airport (BCA) is responsible for taking adequate measures to ensure the safety of aircraft, vehicles and persons using the airside environment.

Environmental Policy:

"Through its programme of sustainable development, GBBCA is committed to achieving a balance between the social and economic benefits of the airport's growth and its environmental impacts. We will work with all airport 'stakeholders', including statutory authorities, airlines, business partners and local residents to minimise the impact of our operations on the environment".

2. <u>Distribution and Control</u>

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Comments or queries relating to the contents of this document should be directed to:

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Telephone: 028 9093 5006

3. Acronyms

AOI	Airport Operational Instruction
APU	Auxiliary Power Unit
ATC	Air Traffic Control
BCA	Belfast City Airport
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
FEGP	Fixed Electrical Ground Power
FOD	Foreign Object Debris
GPU	Ground Power Unit
OPS	Airfield Operations
OSN	Operational Safety Notice
SMS	Safety Management System

4. Requirements

Aircraft Engine Ground Running

Aircraft engine ground runs are required under certain conditions to enable engineers to certify that an aircraft is "fit for service".

However, engine ground runs cause both significant adverse impact on the environment and create hazards on the apron. They are therefore strictly controlled within the terms of the BCA Environmental Policy, and CAP 642 guidelines.

CAP 642 (Airside Safety Management) advises:

"Engine runs and check starts should be controlled and only carried out with prior approval of the aerodrome operator who should specify the conditions to be applied." This AOI outlines these conditions.

5. <u>Definitions</u>

Engine Ground Run

An engine ground run is defined in CAP 642 (Airside Safety Management) as:

"Any engine start-up not followed immediately by the departure of the aircraft concerned."

Person in Charge

The Person in Charge is that ground engineer in contact with the flight deck (usually via headset). This person has full view of the surrounding area and can indicate to the flight deck immediately to cut the engine power in the event of an incident or potential hazard.

Auxiliary Power Units (APU)

Small gas turbines normally mounted in the rear fuselage of most aircraft. They are used to power electrical systems on board, to run air circulation and conditioning systems and to supply bleed air for starting main engines before or during push back.

Mobile Ground Power Units (GPU)

A vehicle capable of supplying power to aircraft parked on the ground usually powered by diesel fuel.

Fixed Electrical Ground Power (FEGP)

Ground based power system which uses grid electricity. An electrical supply cable is plugged into the underside of the aircraft and draws its power from the airport's electricity supply.

6. Hazards

Engine ground runs present an extremely dangerous and complex operation. They carry a high risk of engine ingestion and pose a hazard to ramp personnel and vehicular traffic.

7. General Rules

It must always be ensured that:

- The 'Person in Charge' is in communication with the flight deck (ideally via a headset).
- All the aircraft wheels are chocked (aprons only).
- If on the main apron, the rear of stand roadway has been closed off.

Use of aircraft Auxiliary Power Units (APUs)

Aircraft APUs generate high levels of noise and significant fumes which can cause disturbance to those on nearby aprons, in buildings and in residential areas.

BCA has provided Fixed Electrical Ground Power (FEGP) on Stands 1–10 for the purpose of minimising levels of ambient noise and emissions.

On stands where FEGP is available, it must be used in preference to APUs, where possible.

Airlines and handlers are to ensure that APUs are used for the absolute minimum time necessary to meet operational needs.

APUs are not to be used as a substitute for either FEGP or GPUs.

Use of mobile Ground Power Units (GPUs)

Constantly running mobile GPUs can cause high noise levels on the apron, are an additional obstruction to free movement around a parked aircraft and, if poorly maintained, may deposit oil spillage on the stand.

BCA has provided FEGP on Stands 1–10 for the purpose of minimising levels of ambient noise and emissions.

On stands where FEGP is available, it must be used in preference to GPUs, where possible.

Where there is no alternative to the use of GPUs they should be parked outside the stand (when aircraft parked nose in) and promptly shut down when power is no longer required. The GPU should never be parked over a drain.

When purchasing new GPUs airlines and handling agents are urged to make low working noise levels a prime requirement in the selection process.

8. Approval

Aircraft Engine Ground Running

8.1 Aircraft Parked on Apron Areas (Main Apron & General Aviation Apron)

All engine ground runs shall be subject to the prior approval of Airfield Operations (extension **5027**). Airfield Operations (OPS) will record details electronically for audit purposes.

Requests to carry out engine ground runs must be made no later than 2130 hours' local time.

All engine ground runs are strictly prohibited between 2230 – 0600 hours.

Engine ground runs are permitted on apron areas at "engine idle" setting for short periods of time only. All other engine runs including high powered runs require the aircraft to be positioned to the north side of the airfield at "Sierra".

A map illustrating the location of "Sierra" on the north side of the airfield is contained at **Annex A**.

Prior to making a request for permission to carry out an engine ground run the 'Person in Charge' must assess the surrounding area for potential hazards.

The 'Person in Charge' should then seek prior permission to conduct the engine ground run by contacting OPS (extension **5027**) or alternatively by contacting Flight Dispatch on the ground handling frequency. Flight Dispatch staff shall in turn contact OPS.

OPS will advise if the engine ground run is approved.

Once approval has been obtained pilots/engineers must seek permission to start engines from Air Traffic Control (ATC) – Radio contact must be maintained with ATC at all times.

8.2 Aircraft parked on "Sierra" (Airfield north side)

Engine ground runs in this area may be of a higher power.

Engine ground runs in this area are permitted between 0630 - 2130 hours. Pilots/engineers who wish to carry out engine grounds runs on the north side of the airfield between these hours should seek prior permission from OPS (extension **5027**).

If it is anticipated that a high powered engine run will be required between 2130 hours – 2230 hours, then permission must be sought from OPS (extension **5027**). A **request for an airfield extension** must also be sought from the BCA Duty Manager (extension **5053**).

Annex B sets out the 'Follow-me' procedure for engineers taxiing aircraft between the apron and Sierra.

8.3 Use of Auxiliary Power Units (APUs)

Use of APUs for aircraft maintenance purposes is strictly prohibited between 2230 – 0600 hours unless there is no alternative power source available (FEGP or GPU).

Should APU use be required outside of permitted hours (0600 hours – 2230 hours), prior approval must be sought from OPS (extension **5027**).

9. Safety

All personnel concerned with engine ground running must be fully conversant with this instruction, which must be complied with at all times.

The 'Person in Charge' of the engine ground run is responsible for ensuring the safety of personnel and equipment in the vicinity of the aircraft.

The use of aircraft strobe lighting is strictly prohibited during engine ground runs.

Consistent with CAA guidance, aircraft strobe lighting should not be displayed for any reason when an aircraft is on the apron or taxiway areas.

Any essential engineering work requiring a strobe light test shall only be carried out when the airport has closed.

9.1 Aircraft Parked on Apron Areas (Main Apron & General Aviation Apron)

The 'Person in Charge' of the engine ground run must ensure that all apron equipment is placed at a safe distance from the aircraft.

The aircraft must be positioned correctly on the stand in such a way that the engine running will not harm persons or cause damage to aircraft, buildings, installations, vehicles or equipment in the vicinity.

On the main apron, the rear of stand road must be closed to safeguard vehicular traffic, before the engine ground run is commenced. This must be undertaken by the airline engineering department or handling agent.

In the event that the closure of the rear of stand road will cause severe disruption to the timely dispatch of other aircraft, OPS may deny approval or request ATC to stop the engine ground run.

If aircraft are parked in a non-standard fashion (e.g. not nose in due to high winds) then all engine ground runs are prohibited on the main apron at this time.

The engine anti-collision beacons must be switched on for the duration of the engine ground run.

The 'Person in Charge' of the engine ground running activities must ensure that all the aircraft wheels are chocked and that the aircraft cannot move under any circumstances.

Engine ground running must not take place and must be ceased when passengers are being embarked/disembarked on any adjacent stands.

The 'Person in Charge' must be in communication with the flight deck at all times during engine ground runs. This will ensure that the engine(s) can be shut down if persons or vehicles move into a dangerous position in front of, behind or in the vicinity of a live engine.

In all instances where aircraft are unserviceable they must be relocated to the General Aviation apron or to the north side of the airfield.

9.2 Aircraft parked on "Sierra" (Airfield north side)

The aircraft must be positioned in such a way that the engine running will not harm persons or cause damage to aircraft, buildings, installations, vehicles or equipment in the vicinity. The aircraft must also be positioned within the white circle provided.

The "Person in Charge" must ensure that the ground area behind the aircraft is free from loose tarmac, stones and other materials.

The engine anti-collision beacon(s) must be switched on for the duration of the ground run.

The "Person in Charge" must be in communication with the flight deck at all times during engine ground runs. This will ensure that the engine(s) can be shut down if persons or vehicles move into a dangerous position in front of, behind or in the vicinity of a live engine.

NOTE: Where OPS find that the procedures outlined here are not being complied with, or where it is necessary in the interests of safety, they will request ATC, or directly to the 'Person in Charge', to have the engine ground run halted.

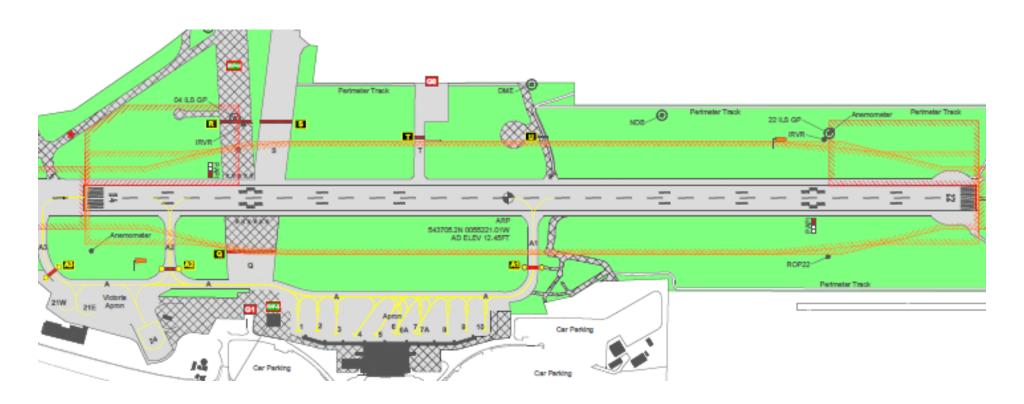
10. Monitoring of Standards

BCA, as the Airport Authority, operates a cautioning mechanism in airside areas.

Where individuals are found to be in breach of regulations, they may be subject to a Written Caution, which shall be formally recorded. This may also involve the issuing of penalty points

Airside Penalty Points will be issued in accordance with **AOI 05 – Airside Safety Regulation Scheme** which contains a sample Caution Slip.

ANNEX A



ANNEX B

	'Follow-me' Procedures
1.	OPS contact ATC and pass the following information: Aircraft registration, type, current stand, and destination e.g. Sierra.
2.	When pushback clearance is received, OPS pass this on to pushback crew (verbally). OPS then move to the ROSR (to halt vehicle movements) and when in place give 'thumbs-up' for the pushback to commence.
3.	When the pushback is complete and all equipment and personnel are clear of the aircraft, the pushback team signal to engineers and OPS. OPS now position their ops vehicle in front of the aircraft (so the vehicle is visible from the cockpit).
4.	When the engineers are ready to taxi they should signal to the ops vehicle with their taxi light.
5.	OPS will now request permission to escort aircraft to destination.
6.	On receiving positive clearance, OPS will illuminate the 'Follow-me' sign on top of the Ops vehicle and move off slowly. The aircraft will follow. The engineers must keep a listening watch on the frequency so they are aware of clearance i.e. holding point only, or full clearance to Sierra.
7.	Once both ops vehicle and aircraft are clear of the holding point the ops vehicle will call runway vacated. The airline engineers will self-position the aircraft in the circle provided.
8.	Engineers must follow the safety instructions detailed in AOI-07.
9.	OPS are not required to remain with the engineers during the engine runs.
10.	Engineers should contact OPS by telephone when the engine run is complete.
11.	OPS will position the ops vehicle in front of the aircraft and contact ATC for clearance to cross the runway to the allocated stand.
12.	Once positive clearance has been received the 'follow-me' sign will be switched on.
13.	The allocated stand should be checked for FOD and stand guidance activated where appropriate.
14.	Once aircraft is on stand OPS will report taxiway and runway vacated.
	Exceptions
15.	If this procedure is from stand 21 then the aircraft engineer will contact ATC and ask for start-up. Then follow points 4 – 14.
16.	If LVPs are in force, then ATC will refer to AOI-12 and MATS part 2.
17.	Overspeed checks may be carried out on the taxiway at the discretion of ATC.

Count of Date	Column Lab	els		
Airline	High		Low	Grand Total
Aer Lingus			•	1 1
ASL Engineering			(3
Flybe		14	122	2 136
KLM		1		1
Other			•	1 1
Grand Total		15	127	7 142

Date		Airline	Reg	Start		Finish	Stand	Power
	01-Jan-19	Flybe	GJEDV		11:22	11:25	08	Low
	03-Jan-19	Flybe	GDEDM		13:40	13:43	03	Low
	03-Jan-19	Flybe	GPRPD		21:50	22:00	10	Low
	04-Jan-19	Flybe	GECOK		19:00	19:03	10	Low
	04-Jan-19	Flybe	GECOK		19:14	19:17	10	Low
	09-Jan-19	Flybe	GJEDV		08:30	08:35	09	Low
	10-Jan-19	Flybe	GJEDV		19:29	19:35	24	Low
	12-Jan-19	•	GFLBA		20:52	20:55	01	Low
	15-Jan-19	Flybe	GPRPJ		10:37	10:46	01	Low
	15-Jan-19	Flybe	GPRPJ		14:08	14:12	01	Low
	24-Jan-19	Flybe	GPRPD		10:39	10:50		Low
	25-Jan-19	Flybe	GFLBD		06:40	06:45		Low
	05-Feb-19	Flybe	GPRPA		09:33	09:37		Low
	05-Feb-19	Flybe	GPRPA		10:39		Sierra	High
	05-Feb-19	Flybe	GPRPA		10:05	10:08		Low
	06-Feb-19	Flybe	GPRPN		11:20		Sierra	High
	09-Feb-19	Flybe	GPRPN		15:47	15:53	10	Low
	13-Feb-19	•	GPRPG		18:29	18:36	7a	Low
	16-Feb-19	•	GJEDU		14:22	14:26	80	Low
	19-Feb-19	•	GPRPM		17:38		7a	Low
	22-Feb-19	•	GPRPA		08:34	08:37		Low
	26-Feb-19	•	GPRPJ		14:36	14:44		Low
	26-Feb-19	•	GPRPJ		17:00	17:06		Low
	28-Feb-19	•	GJECX		17:38	17:42		Low
	01-Mar-19	•	GPRPJ		19:40	19:52		Low
	03-Mar-19	•	GPRPG		19:32	19:37		Low
	07-Mar-19	•	GFLBE		08:31	08:37		Low
	07-Mar-19	•	GECOG		11:39		Sierra	High
	09-Mar-19	•	GECOC		20:40	20:43		Low
	09-Mar-19	•	GPRPG		20:48	20:51		Low
	10-Mar-19	•	GPRPG		08:00	08:12		Low
	11-Mar-19	•	GPRPM		14:48	14:54	-	Low
	16-Mar-19	•	GPRPF		08:30		Sierra	High
	23-Mar-19		GECOF		11:05	11:10		Low
	04-Apr-19	•	GFLBE		22:02	22:05		Low
	09-Apr-19	•	GECOT		06:33	06:37		Low
	09-Apr-19	•	GECOT		07:07		Sierra	High
	18-Apr-19	•	GJEDR		12:35	12:46		Low
	27-Apr-19	•	GPRPF		17:15	17:18		Low
	04-May-19	•	GPRPB		18:54	18:58		Low
	05-May-19	•	GJEDM		09:10	09:15		Low
	07-May-19	•	GJECR		14:35	14:34		Low
	07-May-19	•	GJECR		15:03		Sierra	High
	08-May-19	•	GJEDT		09:36	09:38		Low
	09-May-19	Flybe	GJECR		12:30	12:45	Sierra	High

09-May-19 KLM	GJECR	19:30	19:45	Sierra	High
14-May-19 Flybe	GFLBA	09:37	09:42	02	Low
18-May-19 Flybe	GJEDM	17:47	17:51	10	Low
18-May-19 Flybe	GECOJ	18:47	18:58	Sierra	High
22-May-19 Flybe	GJEDM	10:12	10:16	21	Low
29-May-19 Flybe	GJEDM	13:32	13:36	09	Low
01-Jun-19 Flybe	GPRPN	19:41	19:46	7a	Low
06-Jun-19 Flybe	GECOI	21:46	21:52	02	Low
14-Jun-19 Flybe	GJECX	17:04	17:09	09	Low
14-Jun-19 Flybe	GJECX	19:05	19:11	Sierra	High
18-Jun-19 Flybe	GPRPF	20:34	20:38	10	Low
20-Jun-19 Flybe	GPRPE	15:43	15:48	Sierra	High
24-Jun-19 Flybe	GECOJ	09:11	09:14	24	Low
24-Jun-19 Flybe	GECOJ	09:42	09:46	24	Low
26-Jun-19 Flybe	GPRPA	19:32	19:36	10	Low
28-Jun-19 Flybe	GPRPK	19:38	19:43	10	Low
28-Jun-19 Flybe	GFLBC	21:50	21:54	24	Low
29-Jun-19 Flybe	GJEDR	07:46	07:52	10	Low
29-Jun-19 Flybe	GJEDR	19:44	19:47	02	Low
30-Jun-19 Flybe	GPROM	21:55	21:58	08	Low
06-Jul-19 Flybe	GPRPO	19:10	19:17	01	Low
11-Jul-19 Flybe	GECOA	14:32	14:49	24	High
11-Jul-19 Flybe	GJEDV	22:23	22:25	10	Low
11-Jul-19 ASL Engineering	EISTA	22:40	22:42	7a	Low
17-Jul-19 Flybe	GPRPN	19:20	19:25	Sierra	High
17-Jul-19 Flybe	GPRPN	19:35	19:37	21	Low
20-Jul-19 Flybe	GECOB	10:00	10:05	7a	Low
20-Jul-19 Flybe	GECOB	12:48	12:52		Low
21-Jul-19 Flybe	GECOB	15:46	15:49	7a	Low
24-Jul-19 Aer Lingus	EISTA	22:08	22:13		Low
25-Jul-19 Flybe	GPRPN	13:19	13:29	21	Low
26-Jul-19 Flybe	GECOM	17:19	17:29	09	Low
29-Jul-19 Flybe	GPRPO	09:55	10:00	02	Low
29-Jul-19 Flybe	GECOB	08:30	08:36		Low
29-Jul-19 Flybe	GPRPO	10:02	10:04		Low
29-Jul-19 Flybe	GECOB	12:10		Sierra	High
05-Aug-19 Flybe	GPRPG	11:20	11:23		Low
05-Aug-19 Flybe	GPRPG	11:55	12:02		Low
05-Aug-19 Flybe	GPRPO	13:55	13:58		Low
05-Aug-19 Flybe	GPRPK	13:55	13:58		Low
06-Aug-19 Flybe	GJECN	15:41	15:43		Low
06-Aug-19 Flybe	GJECY	21:22	21:25		Low
06-Aug-19 ASL Engineering		21:52	21:58		Low
06-Aug-19 Flybe	GPRPK	22:03	22:10	10	Low
12-Aug-19 Flybe	GPRPK	10:15	10:24		Low
12-Aug-19 Flybe	GPRPD	22:02	22:06	24	Low
21-Aug-19 Flybe	GECOD	07:03	07:06		Low
21-Aug-19 Flybe	GPRPA	09:03	09:15		Low
22-Aug-19 Flybe	GECOJ	20:44	20:49	08	Low
25-Aug-19 Flybe	GFLBD	17:49	17:55		High
27-Aug-19 Flybe	GJECR	06:56	06:59	09	Low
28-Aug-19 Flybe	GECOJ	21:05		24	Low
04-Sep-19 Flybe	GFLBE	22:01	22:06		Low
04-Sep-19 ASL Engineering		22:11	22:14		Low
11-Sep-19 Flybe	GFLBD	09:06	09:14	02	Low
11-Sep-19 Flybe	GJEDV	18:23	18:25	08	Low
12-Sep-19 Flybe	GPRPE	20:25	20:29		Low
23-Sep-19 Flybe	GPRPI	21:25	21:43		Low
20 00p 10 1 lyb0	O1 101 1	21.20	21.70	55	

23-Sep-19 Flybe	GPRPI	21:51	22:06	09	Low
24-Sep-19 Flybe	GPRPB	19:50	20:01	08	Low
26-Sep-19 Flybe	GJEDM	10:59	11:03	02	Low
26-Sep-19 Flybe	GJEDM	11:52	11:57	02	Low
01-Oct-19 Flybe	GPRPC	22:10	22:17	02	Low
02-Oct-19 Flybe	GPRPC	08:20	08:25	02	Low
02-Oct-19 Flybe	GPRPC	08:40	08:45	02	Low
02-Oct-19 Flybe	GPRPC	10:30	10:40	24	Low
02-Oct-19 Flybe	GPRPC	11:27	11:30	24	Low
02-Oct-19 Flybe	GPRPC	12:40	12:45	24	Low
13-Oct-19 Flybe	GPRPI	19:42	19:45	24	Low
16-Oct-19 Flybe	GPRPK	16:27	16:29	6a	Low
25-Oct-19 Flybe	GJEDR	21:52	21:58	01	Low
26-Oct-19 Flybe	GPRPL	08:29	08:33	09	Low
27-Oct-19 Flybe	GECOO	17:40	17:44	10	Low
28-Oct-19 Flybe	GPRPI	18:55	18:59	02	Low
30-Oct-19 Flybe	GPRPO	14:18	14:28	03	Low
30-Oct-19 Flybe	GPRPK	21:50	21:55	02	Low
01-Nov-19 Flybe	GPRPE	09:26	09:30	09	Low
01-Nov-19 Flybe	GPRPE	09:27	09:30	09	Low
03-Nov-19 Flybe	GECOA	13:12	13:17	09	Low
13-Nov-19 Flybe	GECOG	19:30	19:33	02	Low
27-Nov-19 Flybe	GJEDP	21:10	21:17	03	Low
29-Nov-19 Flybe	GJEDR	10:50	11:04	24	Low
29-Nov-19 Flybe	GJEDR	13:58	14:04	24	Low
30-Nov-19 Flybe	GJEDR	10:08	10:24	24	Low
01-Dec-19 Flybe	GJEDR	10:00	10:10	24	Low
01-Dec-19 Flybe	GJEDR	16:15	16:21	24	Low
02-Dec-19 Flybe	GJEDR	08:09	08:21	24	Low
02-Dec-19 Flybe	GPRPL	20:45	20:49	7a	Low
02-Dec-19 Flybe	GPRPL	20:48	20:52	7a	Low
13-Dec-19 Flybe	GJEDR	09:55	10:05	24	Low
13-Dec-19 Flybe	EIGHK	10:52	10:59	80	Low
17-Dec-19 Flybe	GECOK	09:14	09:19	24	Low
17-Dec-19 Other	GRMBH	12:28	12:31	21	Low
18-Dec-19 Flybe	GPRPM	10:54	10:59	03	Low
21-Dec-19 Flybe	GPRPA	07:53	07:57		Low
26-Dec-19 Flybe	GECOI	21:36	21:40	08	Low
29-Dec-19 Flybe	GJEDU	19:19	19:21	01	Low

		_			Conce	erns by Type	and Area, 20	19								
Area	Bias over City / Flight paths	Low	Noise	Track keeping		Disturbed Sleep / Pre- 0700 / Early / Weekend	Aircraft	Frequency/ Too many flights	Ground Noise	Air Quality /	Specific Aircraft	Other	TOTAL Concerns by Area	% Concerns by Area	TOTAL Individuals logging Concerns By Area	Concern Area by Runway End
Comber / D'adee / Bangor / Dundonald	patris	LOW	Noise	Recping	AICI 2150	/ Weekend	Type / Gize	1	Noise	1 Ollution	Aircrait	Other	1	1%	1	Lough
Carnalea / Crawfordsburn								'					0	0%	'	Lough
Helen's Bay													0	0%		Lough
													0	0%		Lough
Craigavad Seahill / Cultra / Marino		2			_						2			11%	4	
		2			5						3		10		1	Lough
Holywood				1	2								3	3%	2	Lough
Kinnegar													0	0%		Lough
Knocknagoney / Old Holywood Road													0	0%		Lough
Sydenham / Inverary						1					2		3	3%	2	City
Ballymacarret													0	0%		City
City Centre													0	0%		City
Beersbridge / Albertbridge													0	0%		City
Newtownards Road / Ballymacarret / Connswater			1		28						1		30	34%	1	City
Donegall Road													0	0%		City
Ravenhill / Cregagh / Castlereagh	1	1	3			2					2		9	10%	2	City
Ormeau / Annadale	1	3	1							8			13	15%	3	City
Stranmillis / Malone	6				4								10	11%	4	City
Drumbeg / Tullyard	-												0	0%		City
G'wally / C'duff / N'breda / K'breda / Rosetta / Four Winds	2	2				1		1					6	7%	5	City
Not Given	1		1		1	·		•					3	3%	2	Not given
TOTALS	11	8	6	1	40	4		•	0		•	•	88	100%	23	Not given
							0	2		8	8	0		100%	23	
Percent	13%	9%	7%	1%	45%	5%	0%	2%	0%	9%	9%	0%	100%			
Concerns by Month			_													
Concerns by Month	2018	2019		35												
Jan	2	1					32									
Feb	3	3		30			#									
Mar	6	7		30			/ \	\								
Apr	5	8		25			/	\								
May	9	15		25												
Jun	32	9														
Jul	20	11		8g 20 - 20												
Aug	13	17 7) WO												
Sep Oct	6 7	5		5 15												
Nov	4	2		ž												
Dec	9	3		10												
Total	116	88														
					7				7	7	/					

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

Month

2018 → 2019

Campbell Associates Ltd 5b Chelmsford Road Industrial Estate GREAT DUNMOW, Essex, CM6 1HD www.campbell-associates.co.uk Phone 01371 871030 Facsimile 01371879106



Certificate of Calibration

Certificate number:

29947

CALIBRATION

Test object:

Sound Level Meter

Manufacturer:

Norsonic

Type: Serial no: 118 32112

Customer:

Belfast City Airport

Address:

Administration Building.

Sydenham Bypass, Belfast. BT3 9JH.

Contact Person:

Order No:

POR009079

Method:

Calibration has been performed as set out in CA Technical Procedures TP01 & 02 as appropriate. The following items have been calibrated as set out in BS 7580 Part 1:1997

Microphone

Producer:

Type:

Serial No:

Certificate number

GRAS

41AS

73645 21816 29946

Calibrator* Preamplifier Norsonic **GRAS**

1253 250Hz 41AM

97213

U28976 Included

Additional items that also have been submitted for verification

Wind shield

None

Attenuator

None

Extension cable

None

These items have been taken into account wherever appropriate.

Environmental conditions:

Reference conditions:

Pressure:

Temperature:

Relative humidity:

Measurement conditions:

101.325 kPa 100.23 kPa

23.0 °C 21.5 °C

50 %RH 35.7 %RH

Date received:

24/10/2018

Date of calibration:

31/10/2018

Date of issue:

31/10/2018

Engineer

Supervisor

This certificate provides traceability of measurement to recognized national standards, and to the units of measurement realized at the National Physical Laboratory or other recognized national standards laboratories. This certificate may not be reproduced other than in full, except with the prior written approval of the issuing laboratory.

^{*} The calibrator was complete with any required coupler for the microphone specified

Calibration Certificate

Certificate No.: 29947

Method

From markings on the sound level meter or by reference to the manufacturer's published literature it has been determined that the instrument submitted for verification was originally manufactured to BS EN 60651 and or BS EN 60804. The reference range, reference sound pressure level, primary indicator range, secondary indicator range, pulse range, linearity range and display range as specified by the manufacturer were used for the verification. The sound level meter was set to A weighting and adjusted to read correctly in response to the associated sound calibrator the reading was derived from the calibrator calibration certificate and manufacturer's instruction manuals. A measurement of the self noise of the sound level meter was then made using a dummy microphone having a capacitance of ±20% of the associated microphones self capacitance. The sound level meter was then tested, and its overall sensitivity adjusted, in accordance with Section 5 of BS 7580:Part 1:1997. The acoustic calibration at 1 kHz specified in sub-clause 5.6.1 of the standard was performed by application of a reference sound calibrator, whilst the tests at 125 Hz and 8k Hz (sub-clause 5.6.2) were performed by the electrostatic actuator method. At the end of the test, the associated sound calibrator was reapplied to the sound level meter and the meter reading was recorded and is noted below in the statements section.

Traceability

The following measured values are traceable National Physical Laboratory, United Kingdom Sound Pressure Level, Voltage, Frequency, Barometric Pressure, Temperature & Relative Humidity

Measurement Results:

Indication at the calibration check frequency - BS7580 #5.4	Passed
Noise test - BS 7580 #5.5.2	Passed
Level Linearity Test - BS 7580, #5.5.3	Passed
Frequency weightings: A Network - BS 7580 #5.5.4	Passed
Frequency weightings: C Network - BS 7580 #5.5.4	Passed
Frequency weightings: Z Network - BS 7580 #5.5.4	Passed
Time weightings F and S - BS 7580 #5.5.5	Passed
Peak response - BS 7580 #5.5.6	Passed
RMS accuracy - BS 7580 #5.5.7	Passed
Time weighting I - BS 7580 #5.5.8	Passed
Integrating Test: Time averaging - BS 7580 #5.5.9	Passed
Integrating Test : Pulse range - BS 7580 #5.5.10	Passed
Integrating Test : Sound exposure level - BS 7580 #5.5.11	Passed
Overload SPL Test - BS 7580 #5.5.12	Passed
Overload Leq Test - BS 7580 #5.5.12	Passed
Acoustic tests - BS 7580 #5.4 and 5.6	Passed
Summation of acoustic tests - BS 7580 #5.5.4	Passed

Statements

The sound level meter in the configuration tested conforms to the requirements of BS 7580 Part 1.

The self-generated noise recorded in the test specified in § 5.5.2 was: (Below MSD) 12.0dB(A), (Below MSD) 13.5dB(C) and (Below MSD) 19.2dB(Z).

The final response obtained using the associated calibrator.(§5.6.3): 124.2dB(C).

This reading should be used henceforth to set up the sound level meter for field use.

A stricter test than that specified in paragraphs 5.5.6 of BS7580:1997 has been used by verifying that the 10 ms reference pulse is also correct. The level uncertainty of the Laboratory's 1 kHz sound calibrator used during this verification is ± 0.1 dB.

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor k=2, providing a level of confidence of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

The sound level meter in the configuration tested was found to comply with BS 7580:1997 part 1 for a type 1 device. The associated calibrator has been corrected for barometric pressure at the time of calibration in accordance with the relevant manufacturer's instructions

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5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, CM6 1HD
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Phone 01371 871030 Facsimile 01371879106



Certificate of Calibration

Certificate number: 30155 CALIBRATION

Test object:

Sound Level Meter

Manufacturer:

Norsonic

Type:

118

Serial no:

32115

Customer:

Belfast City Airport

Address:

Administration Building,

Sydenham Bypass, Belfast. BT3 9JH.

Contact Person:

Order No:

POR009079

Method:

Calibration has been performed as set out in CA Technical Procedures TP01 & 02 as appropriate. The following items have been calibrated as set out in BS 7580 Part 1:1997

Producer: Type: Serial No: Certificate number Microphone **GRAS** 41AS 69414 30154 Calibrator* Norsonic 1253 250Hz 21816 U28976 Preamplifier **GRAS** 41AM 56262 Included

Additional items that also have been submitted for verification

Wind shield

None

Attenuator

None

Extension cable None

These items have been taken into account wherever appropriate.

Environmental conditions:

Reference conditions:

Pressure: 101.325 kPa Temperature:

Relative humidity:

Measurement conditions:

101.325 KPa

23.0 °C 22.9 °C 50 %RH 33.6 %RH

Date received:

19/11/2018

Date of calibration:

22/11/2018

Date of issue:

22/11/2010

Engineer

22/11/2018

Supervisor



This certificate provides traceability of measurement to recognized national standards, and to the units of measurement realized at the National Physical Laboratory or other recognized national standards laboratories. This certificate may not be reproduced other than in full, except with the prior written approval of the issuing laboratory.

^{*} The calibrator was complete with any required coupler for the microphone specified

Calibration Certificate

Certificate No.: 30155

Method

From markings on the sound level meter or by reference to the manufacturer's published literature it has been determined that the instrument submitted for verification was originally manufactured to BS EN 60651 and or BS EN 60804. The reference range, reference sound pressure level, primary indicator range, secondary indicator range, pulse range, linearity range and display range as specified by the manufacturer were used for the verification. The sound level meter was set to A weighting and adjusted to read correctly in response to the associated sound calibrator the reading was derived from the calibrator calibration certificate and manufacturer's instruction manuals. A measurement of the self noise of the sound level meter was then made using a dummy microphone having a capacitance of ±20% of the associated microphones self capacitance. The sound level meter was then tested, and its overall sensitivity adjusted, in accordance with Section 5 of BS 7580:Part 1:1997. The acoustic calibration at 1 kHz specified in sub-clause 5.6.1 of the standard was performed by application of a reference sound calibrator, whilst the tests at 125 Hz and 8k Hz (sub-clause 5.6.2) were performed by the electrostatic actuator method. At the end of the test, the associated sound calibrator was reapplied to the sound level meter and the meter reading was recorded and is noted below in the statements section.

Traceability:

The following measured values are traceable National Physical Laboratory, United Kingdom Sound Pressure Level, Voltage, Frequency, Barometric Pressure, Temperature & Relative Humidity

Measurement Results:

Indication at the calibration check frequency - BS7580 #5.4	Passed
Noise test - BS 7580 #5.5.2	Passed
Level Linearity Test - BS 7580, #5.5.3	Passed
Frequency weightings: A Network - BS 7580 #5.5.4	Passed
Frequency weightings: C Network - BS 7580 #5.5.4	Passed
Frequency weightings: Z Network - BS 7580 #5.5.4	Passed
Time weightings F and S - BS 7580 #5.5.5	Passed
Peak response - BS 7580 #5.5.6	Passed
RMS accuracy - BS 7580 #5.5.7	Passed
Time weighting I - BS 7580 #5.5.8	Passed
Integrating Test: Time averaging - BS 7580 #5.5.9	Passed
Integrating Test: Pulse range - BS 7580 #5.5.10	Passed
Integrating Test : Sound exposure level - BS 7580 #5.5.11	Passed
Overload SPL Test - BS 7580 #5.5.12	Passed
Overload Leq Test - BS 7580 #5.5.12	Passed
Acoustic tests - BS 7580 #5.4 and 5.6	Passed
Summation of acoustic tests - BS 7580 #5.5.4	Passed

Statements

The sound level meter in the configuration tested conforms to the requirements of BS 7580 Part 1.

The self-generated noise recorded in the test specified in § 5.5.2 was: (Below MSD) 11.5 dB(A), (Below MSD) 13.6 dB(C) and (Below MSD) 20.6 dB(Z).

The final response obtained using the associated calibrator.(§5.6.3): 124.2dB(C).

This reading should be used henceforth to set up the sound level meter for field use.

A stricter test than that specified in paragraphs 5.5.6 of BS7580:1997 has been used by verifying that the 10 ms reference pulse is also correct. The level uncertainty of the Laboratory's 1 kHz sound calibrator used during this verification is ± 0.1 dB.

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor k=2, providing a level of confidence of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

The sound level meter in the configuration tested was found to comply with BS 7580:1997 part 1 for a type 1 device. The associated calibrator has been corrected for barometric pressure at the time of calibration in accordance with the relevant manufacturer's instructions