

LONDON CITY AIRPORT
Airspace and Environment Sub Committee
Quarterly Report

1st April – 30th June 2017

DRAFT

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Introduction

This purpose of this report is to detail London City Airport statistics about airport operations to not only the Environment and Airspace Sub-Committee members, London City Airport Consultative Committee members but also to the local community.

This report covers the period 1st April 2017 – 30th June 2017.

Key Performance Indicators – At a glance

	2017				2016				Year on Year Difference			
A&ESC Key Statistics Dashboard	April	May	June	total	April	May	June	total	April	May	June	Overall
Passengers	358,228	383,293	408,447	1,149,968	366,721	381,208	415,155	1,163,084	-2.3%	0.5%	-1.6%	-1.1%
Aircraft Scheduled Movements	6,362	7,154	7,116	20,632	7,003	7,380	7,584	21,967	-9.2%	-3.1%	-6.2%	-6.1%
Daily Allowance	☑	☑	☑		☑	☑	☑					
Weekly Allowance	☑	☑	☑		☑	☑	☑					
Early Morning Allowance	☑	☑	☑		☑	☑	☑					
Late Evening Allowance	☑	☑	☑		☑	☑	☑					
Noise Monitor Availability	☑	☑	☑		☑	☑	☑					
Noise Correlation of departure rate (80% minima)	99%	95%	85%	93%	91%	94%	97%	94%	8%	1%	-12%	-1%
Total LCY Environment Complaints	6	41	50	97	10	26	31	67	-4	15	19	30
Aircraft Noise	4	27	38	69	5	4	17	26	-1	23	21	43
Ground Noise	0	0	1	1	0	0	0	0				
Aircraft Frequency	0	6	1	7	0	10	5	15				
Aircraft Flightpaths	2	2	4	8	4	11	7	22	-2	-9	-3	-14
Early/Late Operations	0	0	1	1	1	0	0	1	-1			
Low Flying Aircraft	0	1	3	4	0	0	0	0				
Planning	0	0	0	0	0	0	0	0				
Other i.e. TV interference	0	5	2	7	0	1	2	3				
No of Complainants	5	34	35	74	9	24	22	55	-4	10	13	19
Non LCY related	0	3	1	4	0	1	1	2		2	0	2
Enquiries	0	3	2	5	2	0	0	2	-2	3	2	3

* 'Allowance' means within required planning permission obligations

Aircraft Information

The total amount of scheduled movements i.e. non charter, test or positioning flights, in this 3rd Quarter was 20,612 in total. In 2016 there were 21,967, a decrease of 6.1%.

The number of passengers has reduced from 1,149 million in the second quarter of 2017 compared to 1,163 million over the same period last year. This is a decrease of 1.1%.

Runway Utilisation

During April, May and June 2017 the runway was 65% westerly departures and 35% easterly departures. Compared to 2016 westerly departures have increased by 7% over the period. Full breakdown can be seen in Table 1 and Figure 1.

	2017 RWY 27	2017 RWY 09	2016 RWY 27	2016 RWY 09
April	82.5%	17.5%	69.5%	30.5%
May	55.0%	45.0%	45.6%	54.4%
June	70.5%	29.5%	62.2%	37.8%
Overall	65.4%	34.6%	58.9%	41.1%

Table 1: Runway Usage by Runway designation. NB: rounding numbers means splits are in some cases over 100% in total.

The use of either end of the runway for departures and arrivals is based on wind direction as aircraft must take off into the wind. Wind direction therefore changes where aircraft will fly in general when arriving and leaving the Airport because each end of the runway has its own routes.

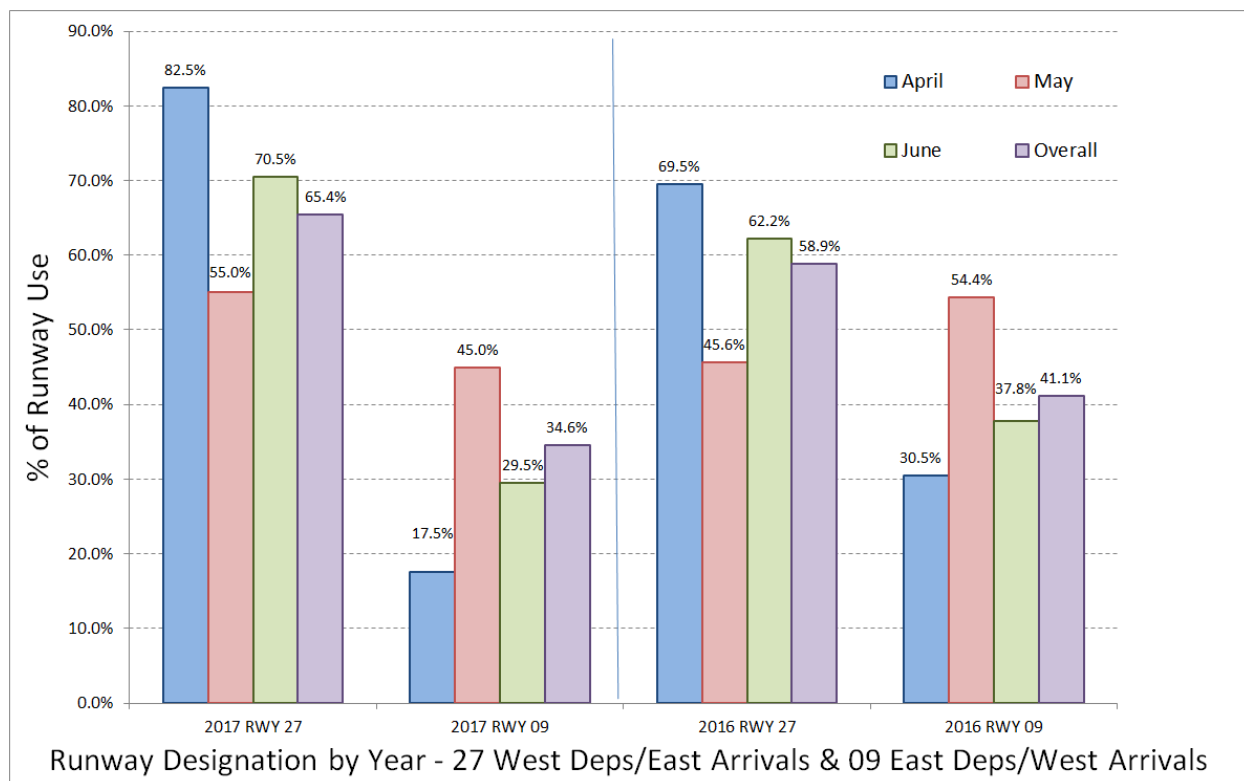
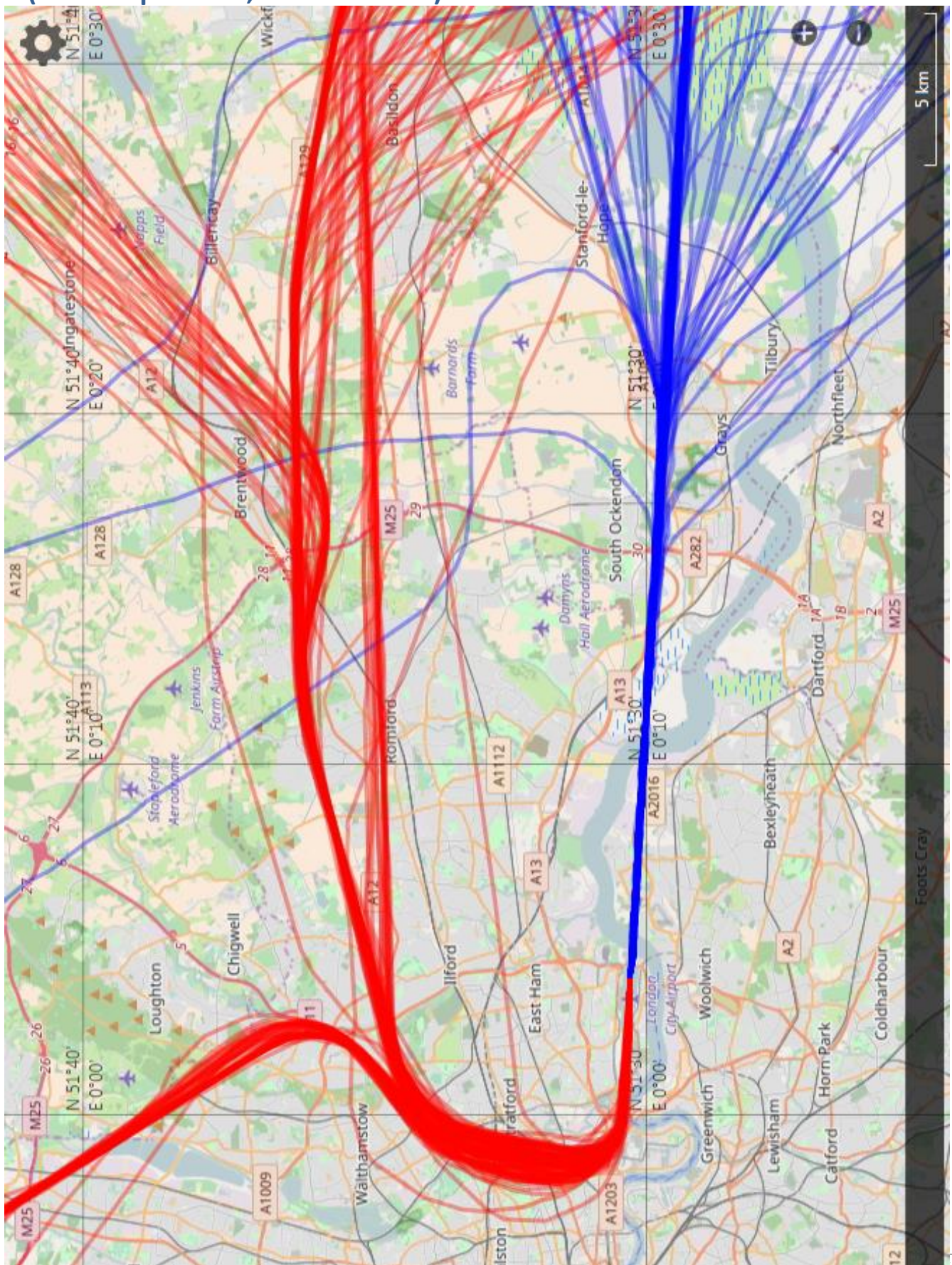


Figure 1: Graph shows data in Table 1.

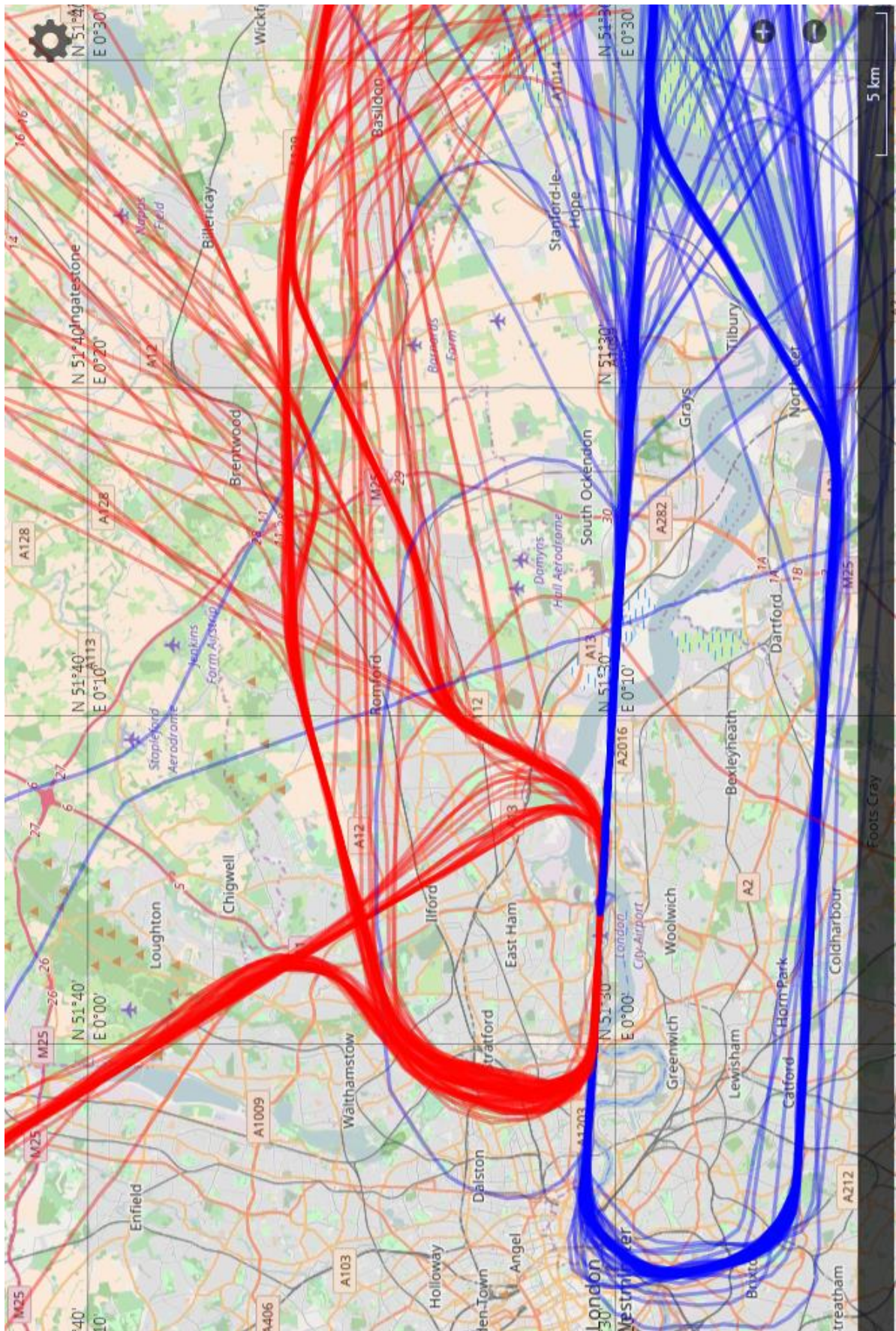
It is important to note, where other airports may indicate night time flying operations London City Airport operational hours are such that from 22:30 until 06:30 hours the Airport is closed. The same applies to weekends with a 24 hour closure period from 12:30 Saturdays until 12:30 Sundays.

Track Plots – Westerly Sample, 12th June 2017

(Red - departures, Blue - arrivals)



Track Plots – Easterly Sample, 22nd May 2017 (Red - departures, Blue - arrivals)



Aircraft Penalties and Credits

This section records the result of an analysis of noise data from the airport's Noise and Flight Track Keeping System (NTK) for the second quarter of 2017 covering the months of April, May and June.

Specifically, the analysis identifies the number of "noisy" and "quiet" aircraft departure events that occurred over this period, including the airlines and aircraft types associated with each event.

It is a requirement that the airport operates continuously a system of incentives and/or penalties to control the noise from departing aircraft at the airport. It is also a requirement under the Noise Management Scheme (dated December 1998) that on a three monthly basis the Airport reports to the Local Authority the number of penalty and credit points established with respect to each airline's operations. This section is informed by this provision of data.

It is the aim of the scheme to control particularly noisy departures. In order to control these, the MIDNL or Mean Individual Departure Noise Level of each departing aircraft is compared with the mean noise level for the particular aircraft. Specifically, the MIDNL is compared with the Mean Standard Annual Departure Noise Level (MSADNL) of the previous year to establish a "noisy" departure, and to establish a "quiet" departure.

Where an individual departure by an aircraft produces a MIDNL 4dB greater than the MSADNL for the aircraft type, a noisy departure classification will be given. Each noisy departure is interpreted as a penalty.

Where an individual departure by an aircraft produces a MIDNL 5dB less than the MSADNL for the aircraft type, a quiet departure classification will be given. Each quiet departure is interpreted as a credit.

As the airport reports such instances to those airlines detailed, where circumstances outside the control of the departure at the time it was made created a noisy event and such reasons are detailed by the airline, this will no longer result in a penalty being awarded. The airport raises both penalty and credit performance to airlines on a regular basis. Such performance is also covered at the airport's Pilot Form which is held twice a year.

From the 18th August 2017 the Penalties and Credit Scheme will have changed to an Incentives and Penalties Scheme. Further details of this scheme and performance against it will be provided in the next report.

Operator	Type	MSADNL	Total		Remedial Penalties
			Noisy	Quiet	
AHO Air Hamburg	C25B	87.2	1	0	1
AWU Sylt Air	C25A	88.5	1	0	1
AZA Alitalia	E190	94.7	0	1	-1
BCY CityJet	RJ85	93.8	1	0	1
CFE BA CityFlyer	E170	93.7	6	0	6
	E190	94.7	5	8	-3
CLF Bristol Flying Centre	C25A	88.5	2	0	2
DCA Dreamcatcher Airways	C680	89.4	0	1	-1
DLH Lufthansa	E190	94.7	0	1	-1
FYG Flying Service	GLEX	90.9	0	1	-1
KLM KLM Royal Dutch Airlines	E190	94.7	0	1	-1
LXG Air Luxor GB	C25B	87.2	1	0	1
NJE NetJets Transportes Aereos	C56X	87.3	4	3	1
	GLEX	90.9	0	1	-1
	H25B	88.6	13	0	13
SUS Sun Air of Scandinavia	J328	93.4	1	15	-14
AHO Air Hamburg	C56X	87.3	0	3	-3
VCG KNG Transavia Cargo	C56X	87.3	0	1	-1
VPB Veteran Air	FA7X	86.1	1	0	1
Grand Total			36	36	

Table 2 – Noisy and Quiet Events by Airline and Aircraft Type

For the second quarter of 2017 the E170 has, after technical problems in 2016, only triggering six penalties. The E190 has generated five penalties over the quarter and generated 11 credits.

Complaints and Enquiries

Complaints and Enquiries breakdown for the 2nd Quarter 2017:

Type	Total	Theme							
		Aircraft Noise	Ground Noise	Aircraft Frequency	Aircraft Flight Paths	Early/Late Ops	Low flying A/C	Planning	Other
Complaints	97	69	1	7	8	1	4	0	7
Enquiries	5	1	0	0	0	0	0	0	4
Non LCY	4	0	0	0	0	0	0	0	4
Total Correspondence	106	70	1	7	8	1	4	0	15

Table 2: Breakdown of Complaints, Enquiries and non LCY correspondence during the 2nd quarter of 2017

As depicted in Table 1, Aircraft noise makes up 71% of all complaints generated in this quarter. Aircraft flight paths and frequency of aircraft flying equate to 16% collectively. Low flying aircraft are 4% of total complaints with other complaints i.e. odour, TV reception interference 8%.

Enquires during this quarter relate to general timings of aircraft operations and the Bombardier CS 100, a new aircraft operating at LCY by SWISS.

No Complaints by Area and number of complainants

Borough	No of Complaints	No of Complainants
Lambeth	24	7
Waltham Forest	16	11
Lewisham	9	9
Newham	8	8
Tower Hamlets	7	6
Bexley	6	6
Havering	6	6
Greenwich	5	5
Barking and Dagenham	4	4
Southwark	4	4
N/A	3	3
Kent	3	3
Redbridge	2	2
Grand Total	97	74

Table 3: No of complaints by area and number of complainants.

Table 3 shows the number of complaints received and catalogued by local boroughs and Kent. Lambeth has the highest amount of complaints during this second quarter of 2017 with 24 received, followed by Tower Hamlets with 16. The remaining fall into single digits.

However, to identify the spread of complaints i.e. if it is a particular set of circumstances which may give rise to a number of complaints, it is important to identify how many complainants registered these complaints. In Table 3, even though Lambeth has the highest number of complaints only 7 individuals/residents made them.

London City Airport, due to its location and larger neighbouring airports receives a number of complaints (4 during this period) which aren't directly related to London City Airport operations.

In order to help members of the public investigate their concerns, the Airport has published an online noise and track keeping tool called TraVis (Track Visualisation software).

TraVis provides accurate flight data up with a one hour real time delay. It is the same information used by the Airport's internal Noise and Track Keeping System.

You can find TraVis here: <https://www.londoncityairport.com/home/page/track-aircraft-in-your-area>

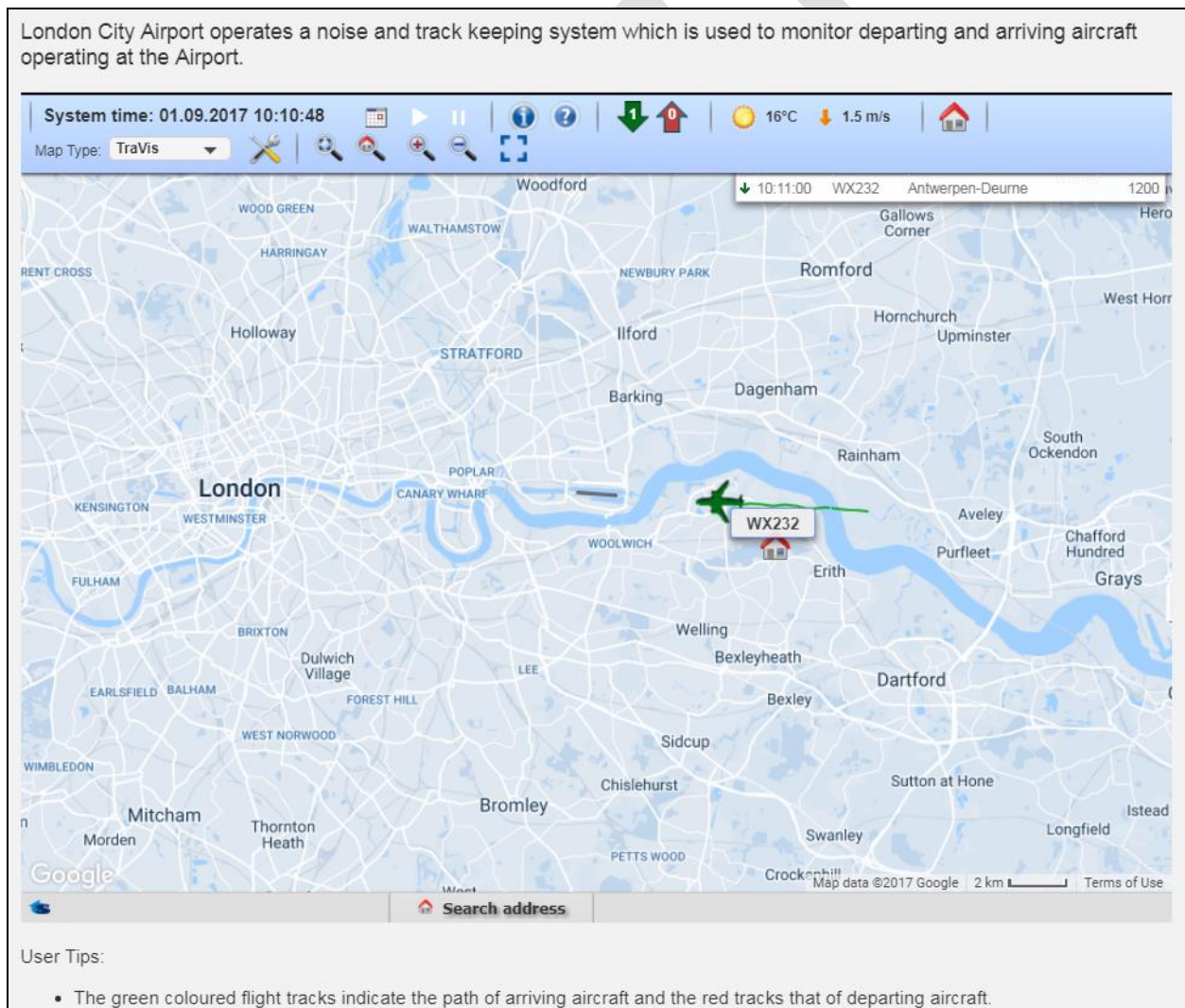


Figure 2: Image of the London City Airport website which has embedded the TraVis online tool for members of the public to use.

If however someone would still like to get in contact with the Airport, there are many ways to do just that.

The following methods can be used to contact the Airport:

Telephone: 0207 646 0200

Email: Environment@Londoncityairport.com

On our website via an online form:

<https://www.londoncityairport.com/aboutandcorporate/page/complaintsandenquiries> (*preferred method*)

In all instances it is important the following is provided:

- a person's name;
- address;
- contact telephone number;
- contact email address;
- and a brief description of the nature of correspondence is included.

By providing such information means all details can be accurately logged and enhance reports such as this. It should be noted all personal information is redacted when report both to Airspace and Environment Sub Committee and the London Borough of Newham.

Public visits

London City Airport often visits residents to discuss various items including aircraft noise. No residential visits occurred during this 2nd Quarter in 2017.

Sound Insulation Scheme

Tower Blocks

497 eligible properties are within the recently constructed Proton, Neutron and Electron Towers and Switch House (Phase 4B). All approvals for 397 properties have been agreed, the Airport has issued letters for residents and surveys have begun happening.

Unfortunately, on-site demonstration days were not able to be arranged because of management agent of the tower blocks not providing consent.

A trial flat in New Providence Wharf will be completed with secondary glazing in Q3 2017, following the same type of works as per Proton, Neutron and Electron Buildings.

LCY has appointed a new Environment Compliance Executive who will be leading on the continued progress of the Sound Insulation Scheme. The individual will join the Airport in September 2017.

Air Quality Monitoring

Please note these data are PROVISIONAL and are subject to change as key measurements relate to annual averages and therefore not directly comparable to annual averages.

All levels were within the required objectives during the 2nd Quarter 2017, as per details below.

Nitrogen Dioxide (NO₂):

Pollutant	LCA-CAH	LCA-ND	Objectives
	NO ₂	NO ₂	
Maximum 1-Hour Mean	82.2 µg/m ³	77.7 µg/m ³	-
No. 1-Hour Mean > 200 µg/m ³	0	0	200 µg/m ³ ; no more than 18 exceedances
Period Mean (2017)	24.2 µg/m ³	18.0 µg/m ³	40 µg/m ³

Particulate Matter PM₁₀:

Pollutant	TEOM, VCM-corrected	PM10 Objectives
	PM10	
Maximum 24-hour Mean	45.9 µg/m ³	-
Period Mean	19.5 µg/m ³	40 µg/m ³
No. 24-Hour Means >50 µg/m ³	0	50 µg/m ³ ; no more than 35 exceedances
90th Percentile	29.6 µg/m ³	50 µg/m ³