

Airport Reports

London City Airport Consultative Committee
2nd December 2021



**CITY
AIRPORT**

2nd December 2021



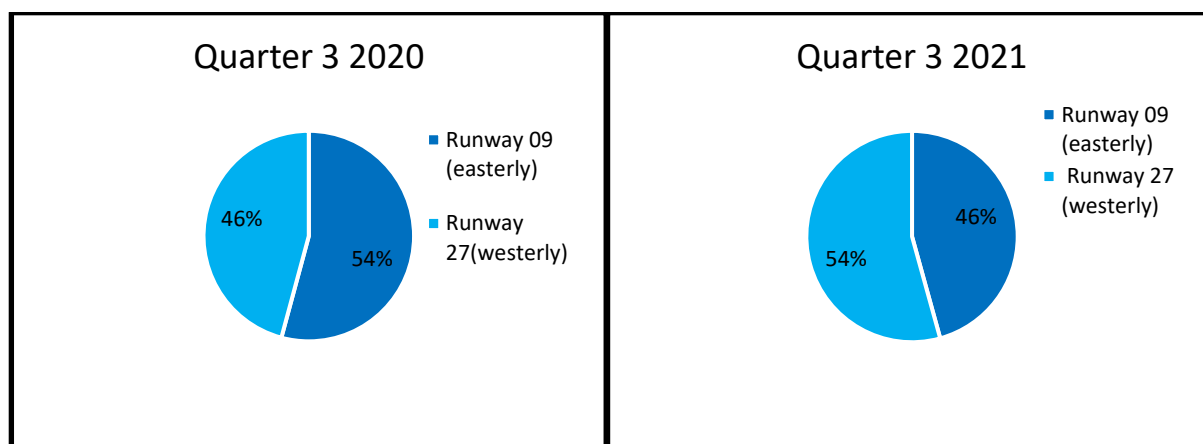
Airspace and Environment

The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

1.1 Aircraft Information

Key Stats Dashboard		July	August	September	Q3 Total
Passengers	2020	12,702	21,825	28,421	62,948
	2021	53,382	85,545	120,842	259,769
	Variance	320%	292%	325%	313%
Aircraft Scheduled Movements	2020	430	575	904	1,909
	2021	1,065	1,416	2,165	4,646
	Variance	148%	146%	139%	143%

1.2 Runway Utilisation



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.

1.3 Noise and Track Keeping System Performance

During this quarterly period all Noise Monitors (NMT's) were fully operational and data received on all days.

NMT	Calibration	Data
1	OK	Data received on all days
2	OK	Data received on all days
3	OK	Data received on all days
4	OK	Data received on all days
5	OK	Data received on all days
6	OK	Data received on all days
7	OK	Data received on all days

1.4 Quota count

LCY operates a quota count system, whereby aircrafts are banded in 1dB categories based on their noise certification (adjusted for the 5.5° approach angle), with louder aircraft allocated a higher quota count. The quota budget is 22,000 per calendar year and 742.5 in any one week. **In Q3 the rolling 12 months QC total is 1641.**

Period	Quota Count Total ¹
Jul-Sep 2020	387
Oct – Dec 2020	308
Jan – Mar 2021	99
Apr- Jun 2021	305
July-Sep 2021	942

¹ QC totals are rounded to nearest whole number. Rolling totals are sum of unrounded values and therefore may differ slightly from the sum of the relevant quarters.

1.5 Incentives and Penalties Scheme

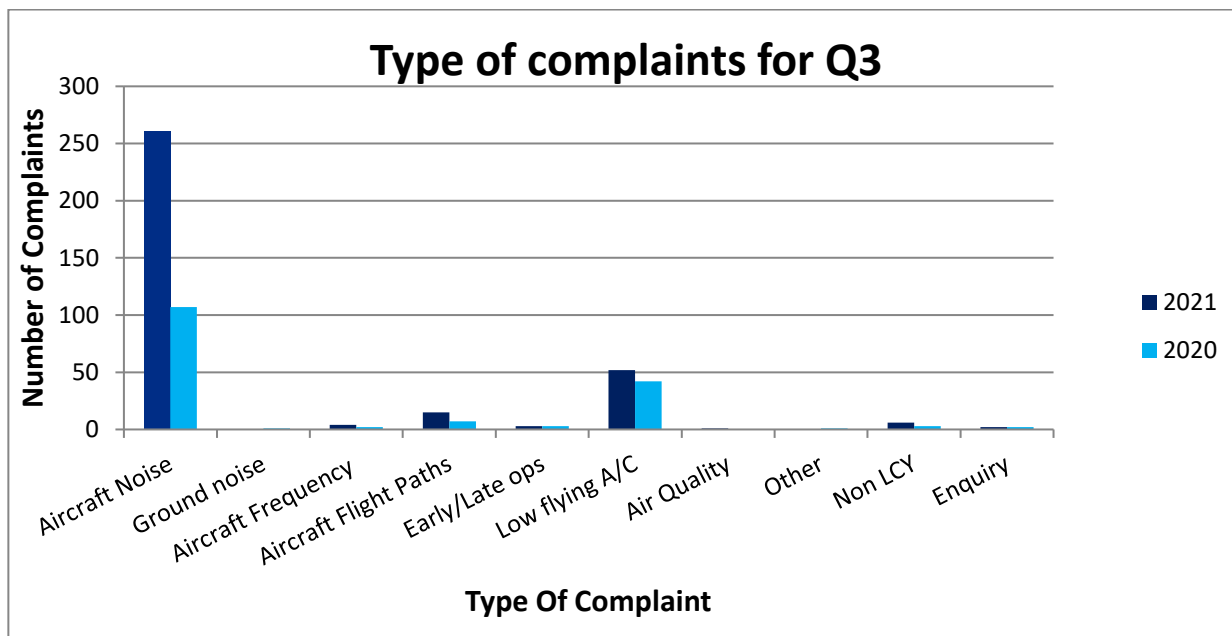
A new incentives and penalties scheme came into full effect on 1st November 2018. The purpose of this scheme is to incentivise aircraft to be flown in a quieter manner by rewarding improved performance and penalising poor performance. Below are the monthly penalties, credit removals and credit awards during Q3 2021.

MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
July	0	0	0	44
August	0	0	0	43
September	0	0	0	126
Total	0	0	0	213

1.6 Aircraft complaints & enquiries

During Q3 2021 LCY received a total of 344 correspondences, 336 of which were complaints, and 8 were related to non-LCY operations or enquiries. There were only 92 complaints received in Q3 2020 as the airport only operated 1655 flights during this period compared to 4701 flights in Q3 2021. As the Airport has begun to ramp up movements, we have seen an increase in complaints from 25 complaints in Q1 2021 to 92 complaints in Q2 2021 to 336 in Q3. If we look back to before the pandemic and compare Q3 2019, LCY had 163 complaints which is less than Q3 2021. Although we were fully operational in 2019, this increase in Q3 2021 could be due to the fact that we hardly operated many flights during the pandemic and now it's becoming noticeable as we start increasing operations at LCY. The summer saw an increase in flights as restrictions eased and during summer people spent more time outdoors and had windows open, so again aircraft noise was more noticeable.

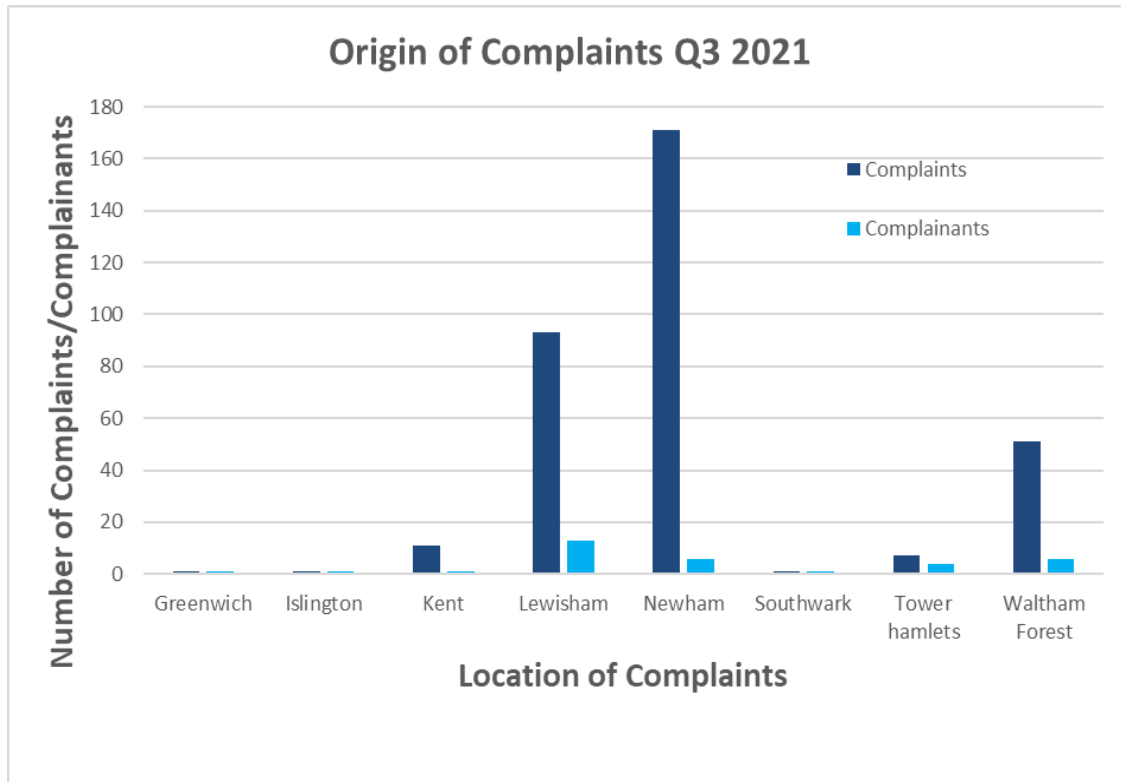
During Q3 2021, 50.89% of complaints were from Newham. There were 158 complaints (47.02%) from one individual from Newham. There were 93 complaints (27.67%) from Lewisham. 71 of these complaints from Lewisham were from one complainant. There were 45 complaints from one individual from Waltham Forest. Therefore 81.54% were from 3 individuals in Q3 2021.



The monthly breakdown of total complaints and events generating a complaint relating to London City Airport is as follows:

July 2021	126 complaints
August 2021	82 complaints
Sept 2021	128 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q3 2021.



1.7 Sound Insulation Scheme

Tier	Explanation	2018 APR	2020 APR (re-inspections)
Tier 1 Widest geographical area, 57dB LAeq,16hr	<p>Single glazed properties are offered either secondary glazing or thermal double glazing plus acoustic ventilators</p> <p>Double glazed properties are offered acoustic ventilators</p>	<p>Of 714 properties:</p> <ul style="list-style-type: none"> • 314 installs (43.9%) • 575 surveys • 69 refused by the resident or property owner <p>54% obligation fulfilled</p>	<p>Of 10 re-inspections properties:</p> <ul style="list-style-type: none"> • 3 installs • 3 surveyed • 7 not yet replied
Intermediate Tier Second widest contour, 63dB LAeq,16hr	<p>Option 1: Secondary glazing and sound attenuating ventilators, with the installation managed by LCY.</p> <p>Option 2: £3,000 contribution (index linked to April 2016) towards the cost of installing high acoustic performance double glazing and sound attenuating ventilators</p>	<p>Of 56 properties:</p> <ul style="list-style-type: none"> • 26 installed (46.43%) • 37 surveyed • 3 refused • 19 no interest expressed 	
Tier 2 Smallest contour, 66dB LAeq,16hr	<p>All properties in Tier 2 are offered a 100% contribution to the cost of high-performance double glazing</p>	<p>Of 5 properties:</p> <ul style="list-style-type: none"> • 4 installed • 1 refused by the resident or property owner 	

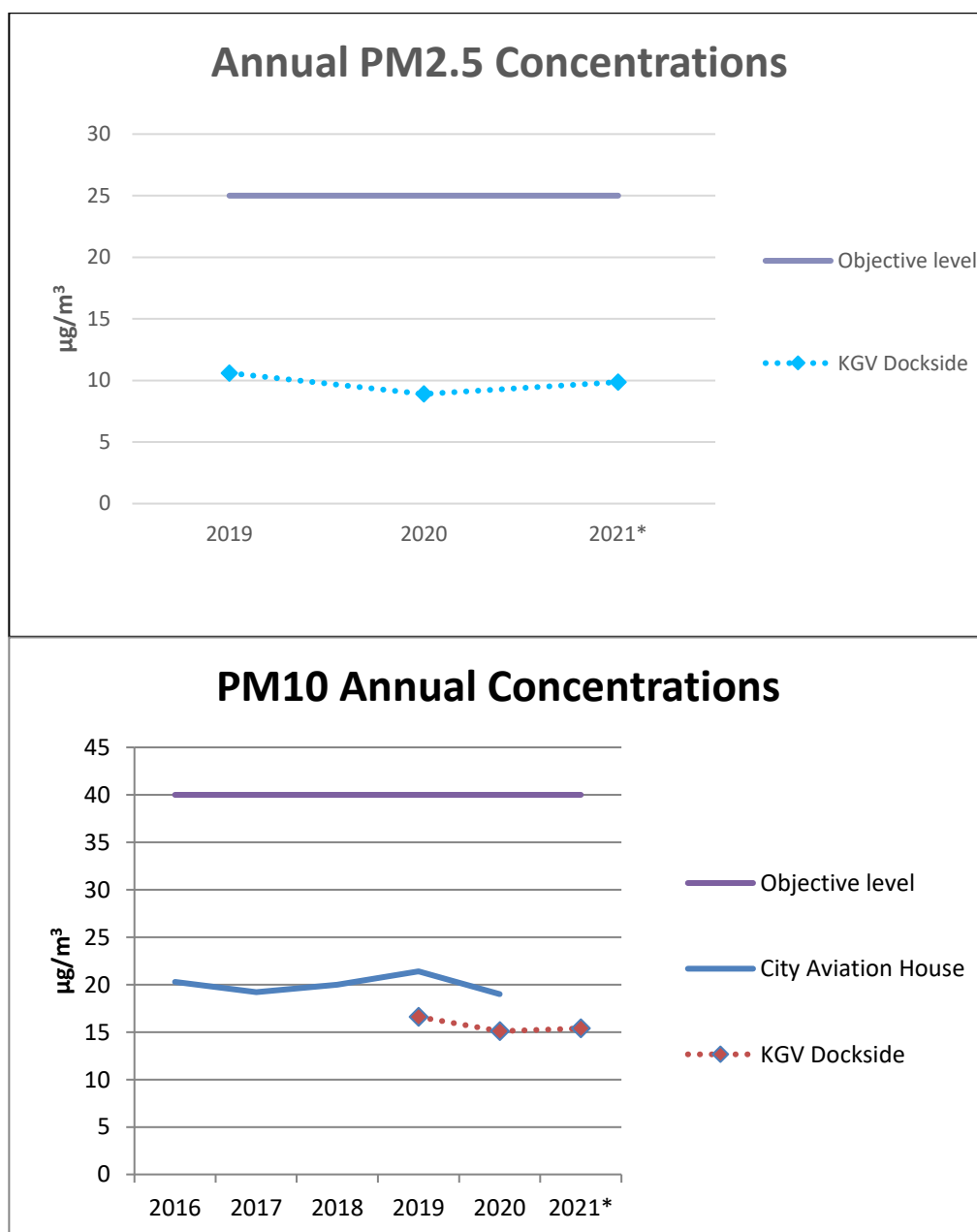
No new properties became eligible in the 2020 APR as the noise contour was smaller than it was in 2019.

A small number of properties however became eligible for reinspection. This is based on them having works carried out 10 years ago.

1.8 Air Quality

The graphs below show the levels of nitrogen dioxide, PM10 and PM2.5 (three air pollutants) over the last 5 years at LCY compared to the objective levels published in the UK Air Quality Strategy. A new monitor was installed at the end of 2018 at KGV Dockside, measuring PM10 and PM2.5 (hence why data is not available before this date). This monitoring station replaced the PM10 monitor at CAH at the end of Q3 2020 and the NOx monitor at CAH will also be relocated to KGV in due course.

The data shows that the levels of these pollutants are below the objective levels, indicating that air quality at LCY is acceptable.



* 2021 data will be ratified at the end of the year and is therefore not directly comparable. The figures for 2021 include only data up to Q3.

The table below details LCY's air quality performance during Q3 of 2021. The concentrations of nitrogen dioxide, PM10 and PM2.5 are below the objective levels published in the UK Air Quality Strategy, indicating that air quality at LCY is acceptable. The data for Q3 should not be directly compared to ratified annual data but is compared to the annual objective levels below as an indication.

		Objective Level	Q3 2021 Performance
NO₂	Period Mean (µg/m ³)	40	CAH: 18.2 ND: 16.6
	No. 1-Hour Mean > 200 µg/m ³	18 (annually)	0
PM10	Period Mean (µg/m ³)	40	CAH: - KGV: 14
	No. 24-Hour Means >50 µg/m ³	35 (annually)	CAH: - KGV: 0
PM2.5	Period Mean (µg/m ³)	25	KGV: 8.6

Other environmental updates

1.9 Airspace Modernisation

The Airspace Change Programme (ACP) has restarted and we are about to start the stakeholder engagement sessions for Stage 2 to present and discuss initial short list of options. The main consultation will happen at Stage 3 (dates not yet confirmed). A presentation on current status of the ACP will be provided with the support of NATS at the December LCACC meeting.

1.10 Other environmental updates

LCY are collaborating with industry partners on three low/zero carbon aviation projects looking at the commercial and operational viability as part of the government's Future Flight programme.



2 Community

This report comprises key community updates covering the education, employability, community investment, and community engagement and volunteering since the last meeting of the committee in June 2021.

2.1 Education

- **Partnerships with local schools** - in partnership with IASTI, the airport has supported local students studying to become Pilots, Ground crew and Engineers. With a sustainability lecture to 45 students.
- **Career talk**- Airport employees volunteered their time to attend a STEM career talk in Barking and Dagenham to 140 students.

2.2 Employability & Skills

- **Youth mentoring** - the airport's new youth mentoring scheme, delivered in partnership with 15 BillionEBP, commenced over the summer. The programme has recruited airport staff to volunteer to mentor Year 9 students from the Oasis Academy Silvertown over the next two years.

2.3 Community Investment

- **Community Fund** - the upcoming tranche of the community fund will close on 31st December 2021. The airport will release a video promoting the fund for 2022.

2.4 Community Engagement and Volunteering

- **LCY Helpers** - The airports annual '12 days of giving' volunteer initiatives will take place next week. Seven activities will take place across our neighbouring boroughs
- **'Inside E16' community magazine** - the next edition of the newsletter will be distributed to E16 residents later this month.
- **Donations**- the Royal British Legion ran a donation campaign to support their poppy appeal.



3 Planning

3.1 Planning Compliance

The 2020 APR was reported to the LBN Strategic Development Committee on 16 November 2021 and full compliance was confirmed.

Due to Government restrictions on travel during 2021 and the reduction in flights LBN have agreed the 2020 noise contour can be updated in 2022.

In October 2021, the Airport paid the S106 Agreement Environmental Health Monitoring annual contribution of £82,734.58 to LBN. The January 2021 S106a application was updated on 18 October 2021 to permit the deferral of the contributions due for Employment and Education and next instalments of the DLR Station Management Contribution and Community Recreation Contribution because of the ongoing effects of the pandemic and is being considered by LBN.

In 2022 a review of the Aircraft Noise Categorisation Scheme (ANCS) and the passenger and employee Travel Plan will take place. These are required as part of the CAPD permission.

3.2 Airport Transport Forum

The trial electric charging points are currently being installed and will be completed in December 2021. There will be 7 points in total, 4 fast and 3 rapid. Six will be in the Main Stay Car Park for use by customers, staff, concessions, and car rental and 1 will be located off Hartmann Road and dedicated for Black Taxi use only. Information will be collected on their use and power requirements and will help inform further investment in additional charging points on the airport campus.

The Tusker Car Benefit Scheme was launched in the summer to incentivise staff to purchase hybrid and electric vehicles. It has been taken up by a small number of staff to date and the airport will continue to promote this scheme to encourage more people to join.

Understandably, due to the pandemic and Government guidance on social distancing, fewer people have been using public transport in 2021. DLR use by passengers is also lower, but we still have an incomplete data set for 2021 and expect to see these numbers start to recover.

An employee Travel Survey is to be undertaken starting in December 2021 and will build on the 2019 survey.

The airport continues to review the possibility to partner with the Brompton Bike Hire scheme and provide facilities at the airport.

The third yearly review of the Surface Access Strategy 2017-2025 is to be undertaken in 2022. This will be carried out concurrently with the Travel Plan review.