

# Airport Reports

London City Airport Consultative Committee  
10th March 2022

**LONDON**



**CITY  
AIRPORT**

10th March 2022



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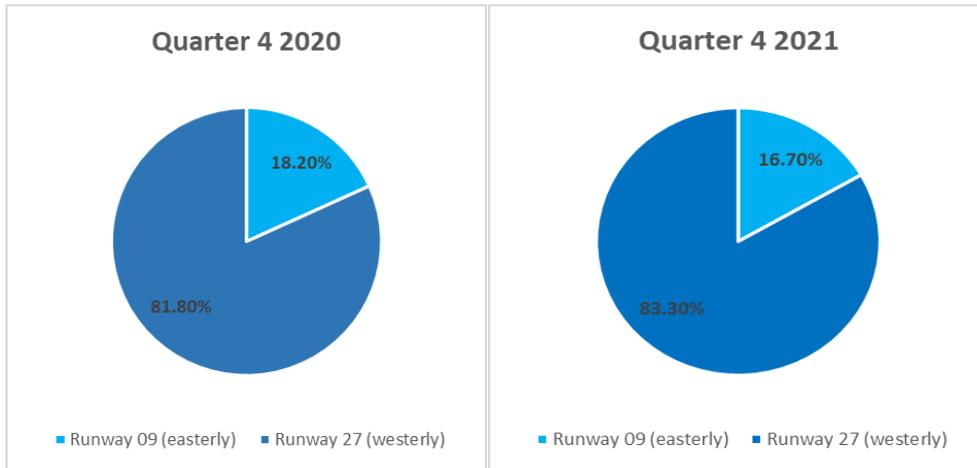
# 1 Airspace and Environment

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		October	November	December	Q4 Total
Passengers	2020	17,950	7,998	11,206	37,154
	2021	148,184	145,727	86,931	380,842
	Variance	↑	↑	↑	↑
Aircraft Scheduled Movements	2020	844	378	328	1,550
	2021	2,679	2,714	2,093	7,486
	Variance	↑	↑	↑	↑

## 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, except for NMT2.

NMT	Calibration	Data
1	OK	Data received on all days
2	OK	Data received on all days except 15 <sup>th</sup> Dec through to 19 <sup>th</sup> Dec due to a power failure.
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

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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 Q4 the rolling 12 months QC total is 2805.**

Period	Quota Count Total <sup>1</sup>
Jan – Mar 2021	99
Apr- Jun 2021	305
Jul- Sep 2021	942
Oct - Dec 2021	1459
<b>Jan-Dec 2021</b>	<b>2805</b>

<sup>1</sup> 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

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An incentives and penalties scheme came into full effect on 1<sup>st</sup> 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 Q4 2021.

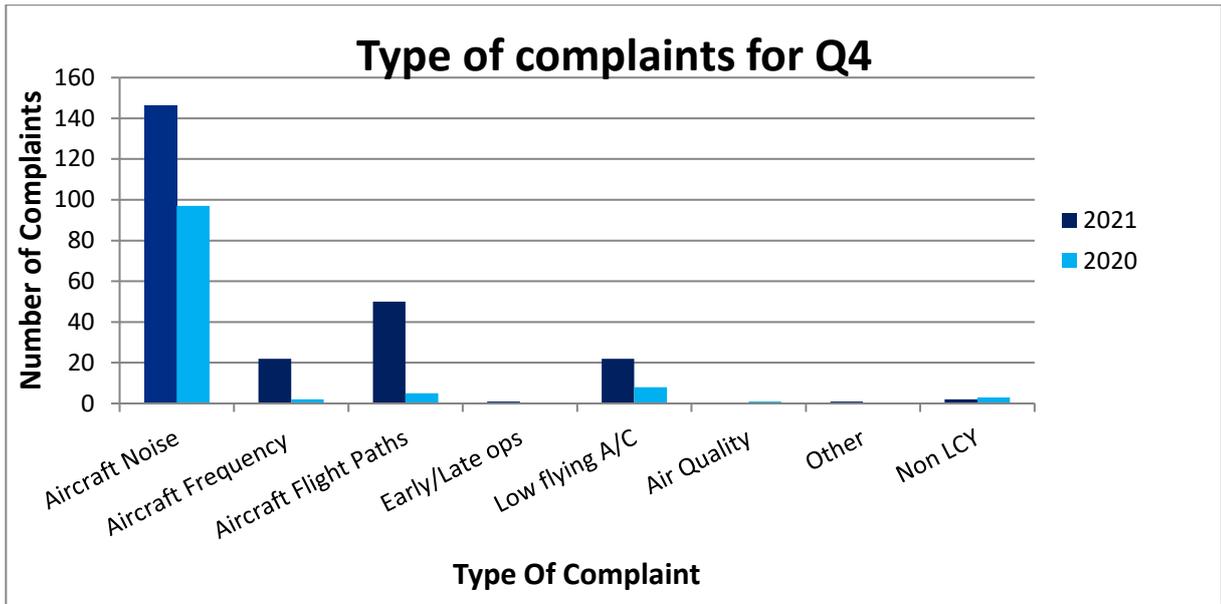
MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
October	0	0	1	161
November	0	0	0	139
December	0	0	2	146
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>446</b>

## 1.6 Aircraft complaints & enquiries

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During Q4 2021 LCY received 244 complaints correspondence, 242 of which were complaints, with 2 being unrelated LCY operations. 93% of these complaints were from three repeat individuals. The three complainants were from Lewisham, Waltham Forest and Newham.

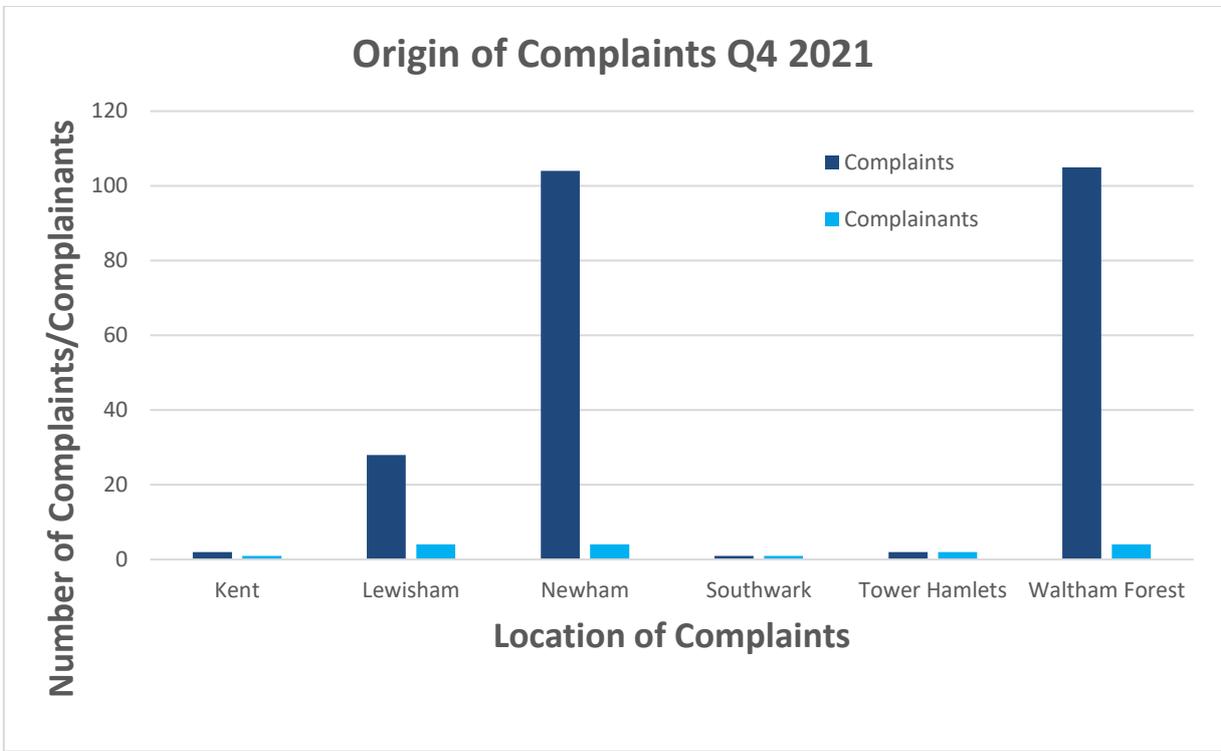
As the Airport has begun to ramp up movements, we have seen an increase in noise complaints however the number of complainants remains much lower than before the pandemic.



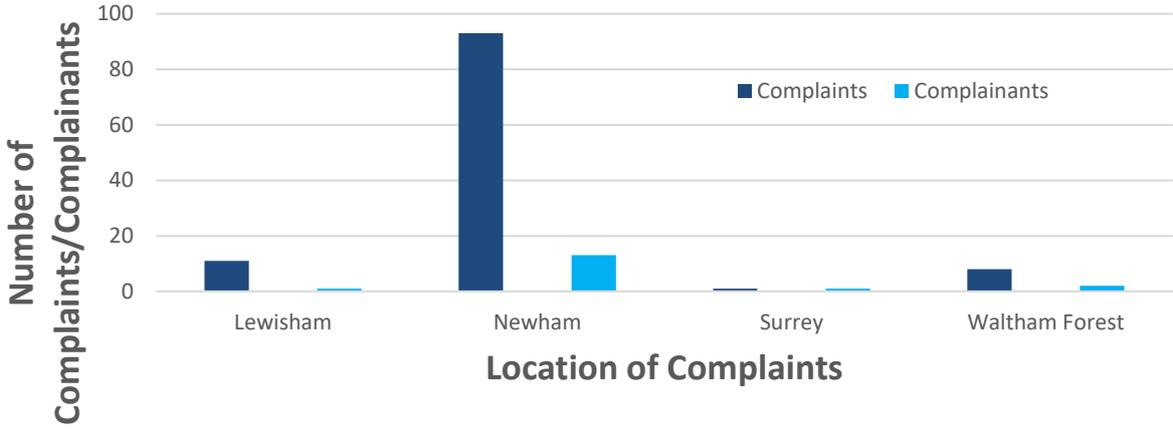
The monthly breakdown of total complaints and events generating a complaint relating to London City Airport is as follows:

October 2021	74 complaints
November 2021	98 complaints
December 2021	70 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q4 2021 and Q4 2020



### Origin of Complaints Q4 2020



## 1.7 Sound Insulation Scheme

Tier	Explanation	2019 APR	2020 APR
Re-inspections	Properties become eligible for re-inspection when 10 years or more has passed since it was treated.	Of 38 properties: <ul style="list-style-type: none"> <li>• 33 installs</li> <li>• 3 refused</li> <li>• 1 no response</li> <li>• 1 no treatment required</li> </ul>	Of 10 properties: <ul style="list-style-type: none"> <li>• 4 installs</li> <li>• 5 surveyed</li> <li>• 1 not yet replied</li> </ul>

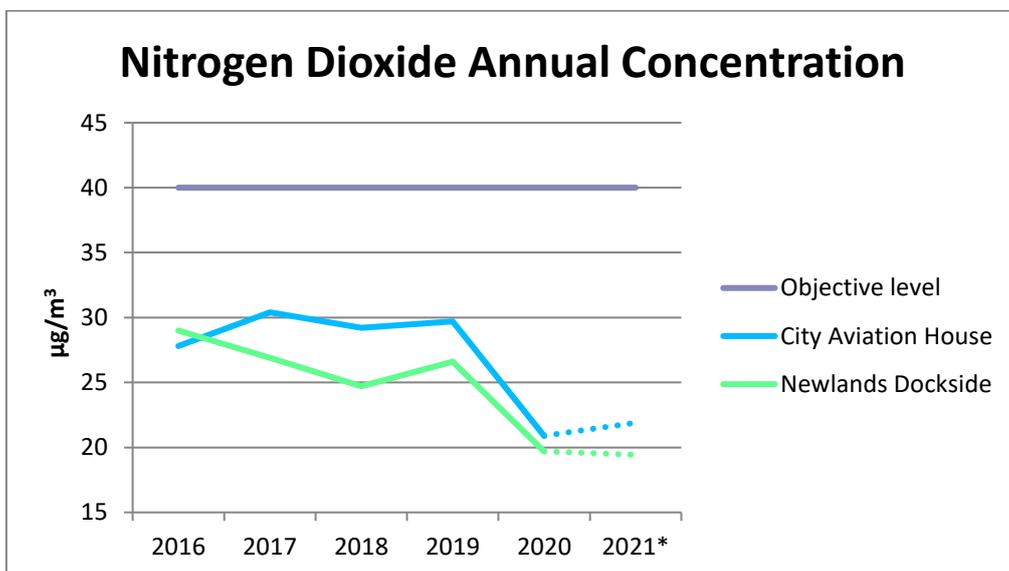
No new properties became eligible in the 2019 or 2020 APR as the noise contour was smaller than it was the previous year.

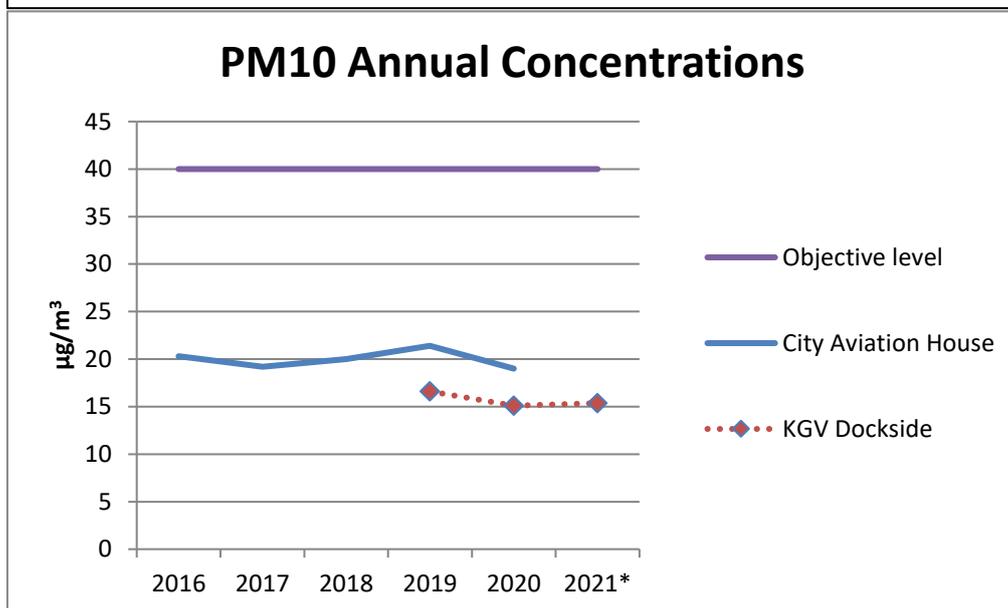
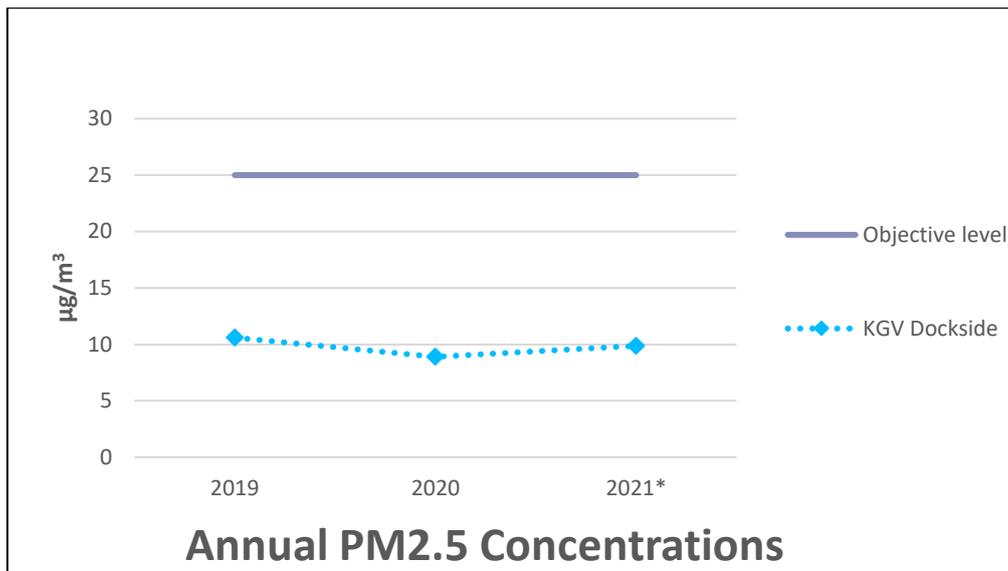
A small number of properties however became eligible for reinspection. This is based on them having works carried out 10 years ago.

## 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 Spring 2022.

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
<b>NO<sub>2</sub></b>	Period Mean (µg/m <sup>3</sup> )	40	CAH: 18.2 ND: 16.6
	No. 1-Hour Mean > 200 µg/m <sup>3</sup>	18 (annually)	0
<b>PM10</b>	Period Mean (µg/m <sup>3</sup> )	40	CAH: - KGV: 14
	No. 24-Hour Means >50 µg/m <sup>3</sup>	35 (annually)	CAH: - KGV: 0
<b>PM2.5</b>	Period Mean (µg/m <sup>3</sup> )	25	KGV: 8.6

# Other environmental updates

## 1.9 Airspace Modernisation

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Stakeholder engagement for Stage 2 of the ACP is now complete. LCY held 22 meetings with technical and non-technical stakeholders and had 92 external attendees (some participating to more than one session). A total of 27 feedback forms were issued to us and much more was provided and recorded in the engagement sessions.

Responses are currently being analysed and our design options reviewed based on feedback. The options will then be assessed against our design principles, and a high-level safety and environmental appraisal completed prior to the Stage 2 gateway in June.

## 1.10 Other environmental updates

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LCY have achieved recertification of the Level 3+ Airport Carbon Accreditation Scheme, demonstrating that the business continues to be carbon neutral. A target is in place to upgrade this accreditation to Level 4+ by the end of 2022.

In January LCY also achieved accreditation of ISO9001 – Quality Management System.



## 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 December 2021.

### 2.1 Education

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- **Partnerships with local schools** – London City Airport hosted two sessions for the Think Forward organisation for the programme 'Ready 4 Work'.

### 2.2 Employability & Skills

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- **Youth mentoring** - the airport's new youth mentoring scheme, delivered in partnership with 15 Billion EBP, 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.
- **Career fair**- the airport hosted a career fair, which saw 140 people hear about new roles available at the airport.

### 2.3 Community Investment & Supply Chain

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- **Community Fund** - the last tranche of the community fund closed on 31<sup>st</sup> December 2021. The airport released a video promoting the fund for 2022.
- **Newham Chambers of commerce**- the airport presented for the Newham Chamber members informing them on upcoming opportunities and the Royal Docks Business Recover event.
- **Royal Docks Business Recovery Event**- took place in Q1 2022, the virtual event was designed to inform small businesses about opportunities and best practices from different organisations. the London Borough of Newham and UK Edge Covering held workshops during the event. In total 85 organisations signed up for the free online event. The main Meet the Buyer event will take place in Q3 this year.

### 2.4 Community Engagement and Volunteering

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- **'Inside E16' community magazine** - the next edition of the newsletter will be distributed to E16 residents later this month.



## 3 Planning

### 3.1 Planning Compliance

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In January 2022, the Airport paid the S106 Agreement Development Management annual contribution of £60,187.67 to the London Borough of Newham (LBN). LBN recently approved an application by the Airport to defer the most recent Employment, Education, Community Recreation and DLR Station Management payment dates due to the lack of employment opportunities and significantly fewer passengers and aircraft movements caused by the pandemic. Under the terms of the agreed deferral of payments, the next payments will be as follows: Education and Employment in October 2022; Community Recreation in January 2023; and the next DLR Station Management when passenger numbers return to at least 4.5 million. A Deed of Variation to the S106 Agreement is currently being finalised to reflect this. Payments to fund LBN officer time such as Annual Monitoring and Environmental Health Monitoring will be paid as normal when falling due later this year.

Some of the airport's operational and management strategies that were previously approved by LBN are due to be reviewed and updated in 2022. This includes the Aircraft Noise Categorisation Scheme, the Noise Management and Mitigation Scheme, the Travel Plan and the Auxiliary Power Unit Strategy. A Noise Contour Strategy, which will define the methods to be used to reduce the area of the current approved noise contour by 2030, is also to be submitted by the end of the year. Details of these schemes will be shared with the LCACC once finalised and approved by LBN.

#### Development Updates

The Airport recently consulted LBN with respect to works that will be carried out on the airfield under its permitted development rights. The works will further enhance the safety of the airfield through the implementation of a new aircraft arrestor system at both ends of the runway in the very unlikely event of an overrun occurring. The improvements will likely be undertaken later this year.

## 3.2 Airport Transport Forum

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Understandably, due to the pandemic and government guidance on social distancing, fewer people used public transport in 2021. DLR use by passengers in 2021 was also significantly lower than pre-pandemic use but we are expecting to see these numbers start to recover in 2022 as government restrictions are lifted.

The Airport recently opened seven new electric vehicle chargers. This initial installation is the first step in encouraging the uptake of electric car journeys across London and we anticipate adding more chargers as passenger figures rebound, and more people switch to electric cars. The initial installation includes three 50kW rapid and four 22kW fast charging points, of which one 50kW charger will be specially designated for use by the local black cab community. The remaining rapid and fast chargers will be located in the airport's car parks and will be available to passengers, staff and minicabs.

The Tusker Car Benefit Scheme continues to be promoted to LCY employees and take up is still growing, further incentivising staff to switch to more sustainable hybrid and electric vehicles. Our 'Liftshare' car-pooling scheme, which was paused during the pandemic, will also be relaunched in the coming weeks.

The employee travel survey planned for December 2021 was postponed due to the Omicron variant and further government restrictions. The timing of the survey was discussed with LBN in January and it was agreed to review in March to assess any ongoing impacts of the pandemic. We hope to carry out the survey in the coming weeks as staff return to site.

Finally, the review of the Airport Surface Access Strategy and Travel Plan will be discussed with LBN and the Airport Transport Forum in March. This will ensure that all relevant stakeholders can input and inform the documents. Subject to LBN agreement, it is expected that the review process will be concluded by the end of the year.