

Airport Reports

London City Airport Consultative Committee
8th December 2022



**CITY
AIRPORT**

8th December 2022



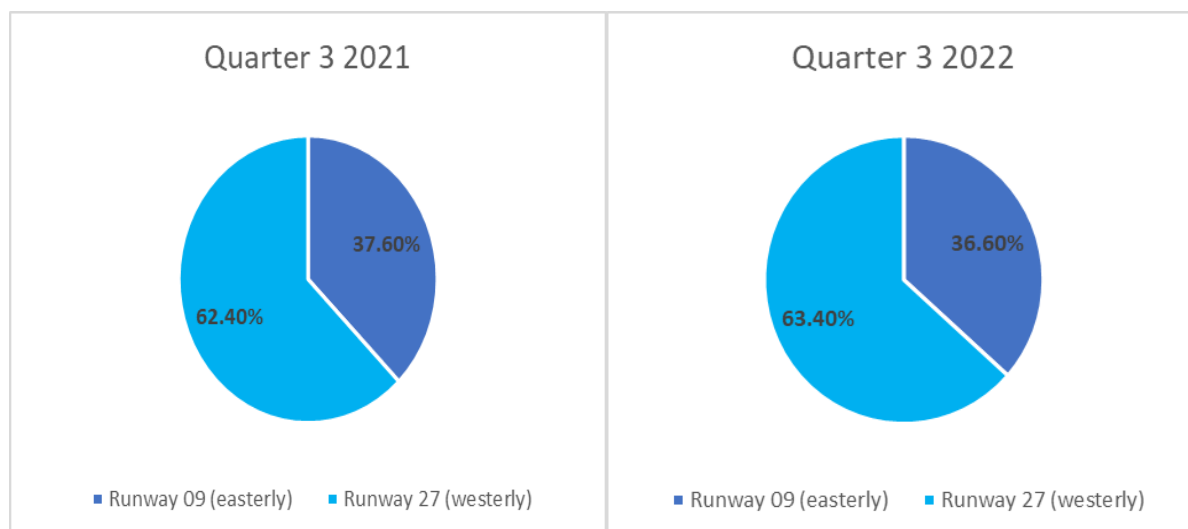
Airspace and Environment

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	2021	53,382	85,545	120,842	259,769
	2022	325,894	297,295	309,330	932,519
	Variance	↑	↑	↑	↑
Aircraft Scheduled Movements	2021	1,263	1,496	2,287	5,046
	2022	3,992	4,020	4,209	12,221
	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.

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 8,036.**

Period	Quota Count Total ¹
Oct - Dec 2021	1,459
Jan – Mar 2022	1,367
Apr-June 2022	2,638
Jul-Sep 2022	2,571
Oct 2021-Sep 2022	8,036

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

An 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 2022.

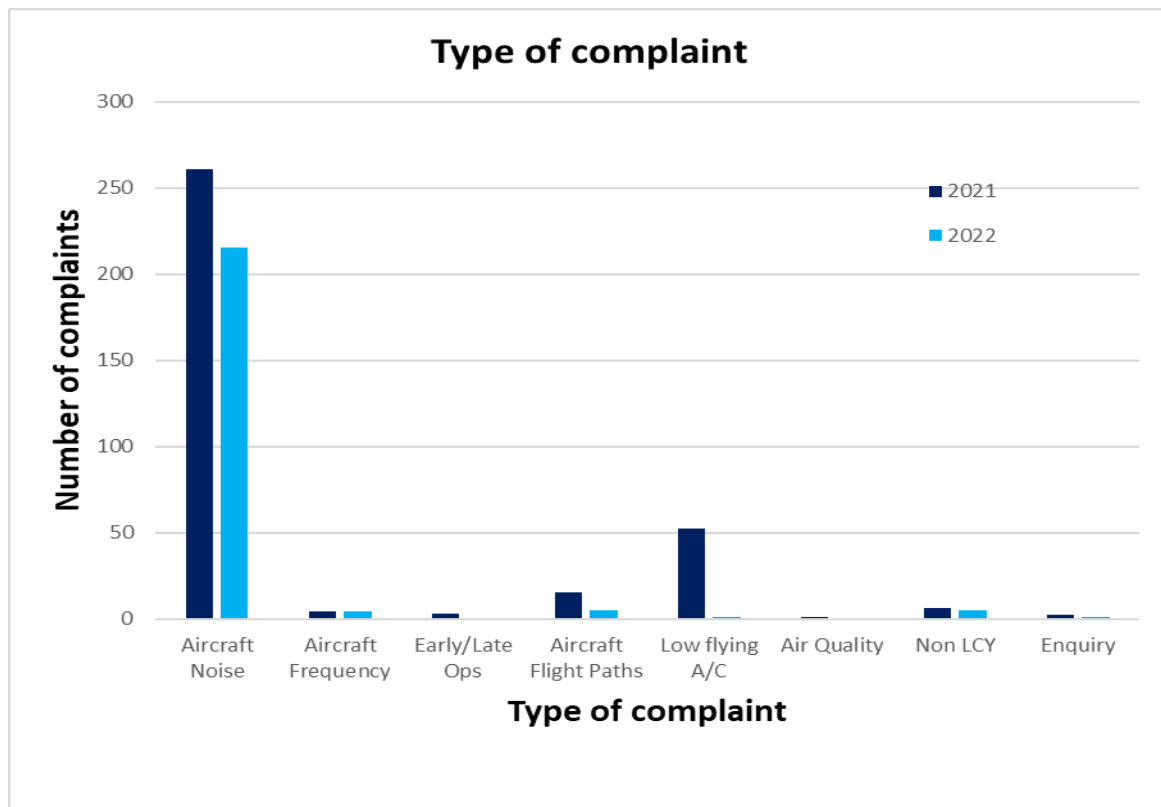
MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
July	0	0	0	167
August	0	0	0	161
September	0	0	0	204
Total	0	0	0	532

Netjet topped the IPS noise league table in 2021. This was published in the Annual Performance Report.

1.6 Aircraft complaints & enquiries

During Q3 2022 LCY received 652 correspondence, 646 of which were complaints with 5 being unrelated to LCY operations and 1 enquiry. 65% of the complaints were from one individual from Lewisham, with a further 26% from an individual in Newham. This compares to 336 complaints in Q3 2021.

The complaints from the Lewisham individual have been removed from the analysis below, to prevent these complaints dwarfing and hiding any overall trends.

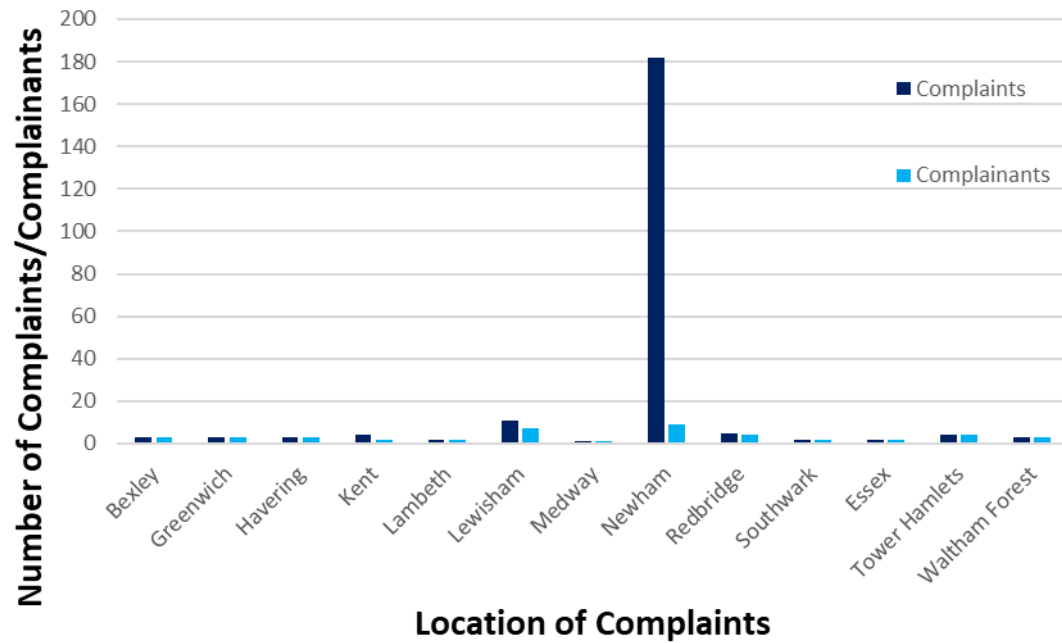


The monthly breakdown of total complaints and events generating a complaint relating to London City Airport is as follows:

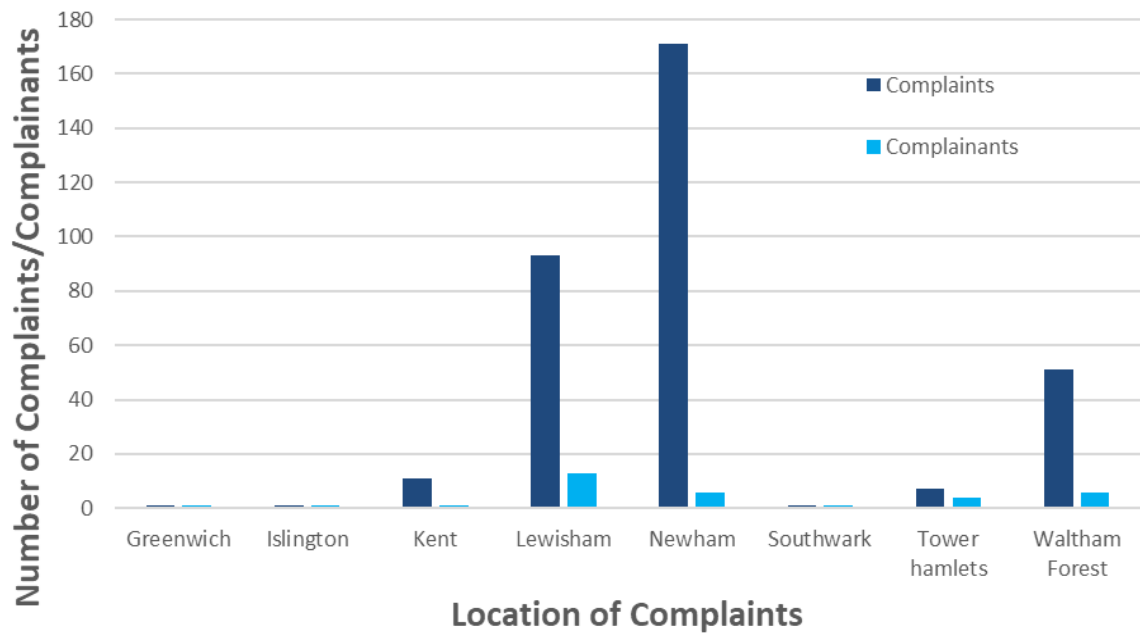
July 2022	72 complaints
August 2022	59 complaints
September 2022	94 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q3 2022 and Q3 2021

Origin of Complaints Q3 2022



Origin of Complaints Q3 2021



1.7 Sound Insulation Scheme

Tier	Explanation	2020 APR	2021 APR
Re-inspections	Properties become eligible for re-inspection when 10 years or more has passed since it was treated.	Of 10 properties: <ul style="list-style-type: none"> • 4 installs • 5 Surveyed 	Of 45 properties: <ul style="list-style-type: none"> • 8 installs • 10 surveyed • 1 refused

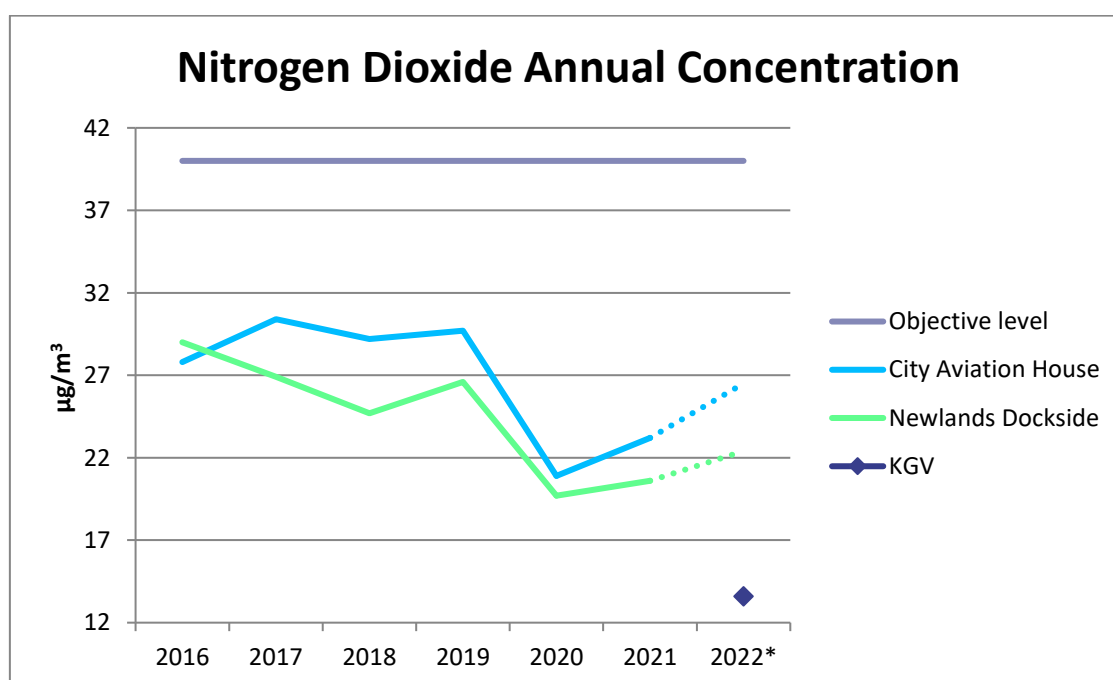
Letters were sent to newly eligible properties and adverts were published in local newspapers during Q3.

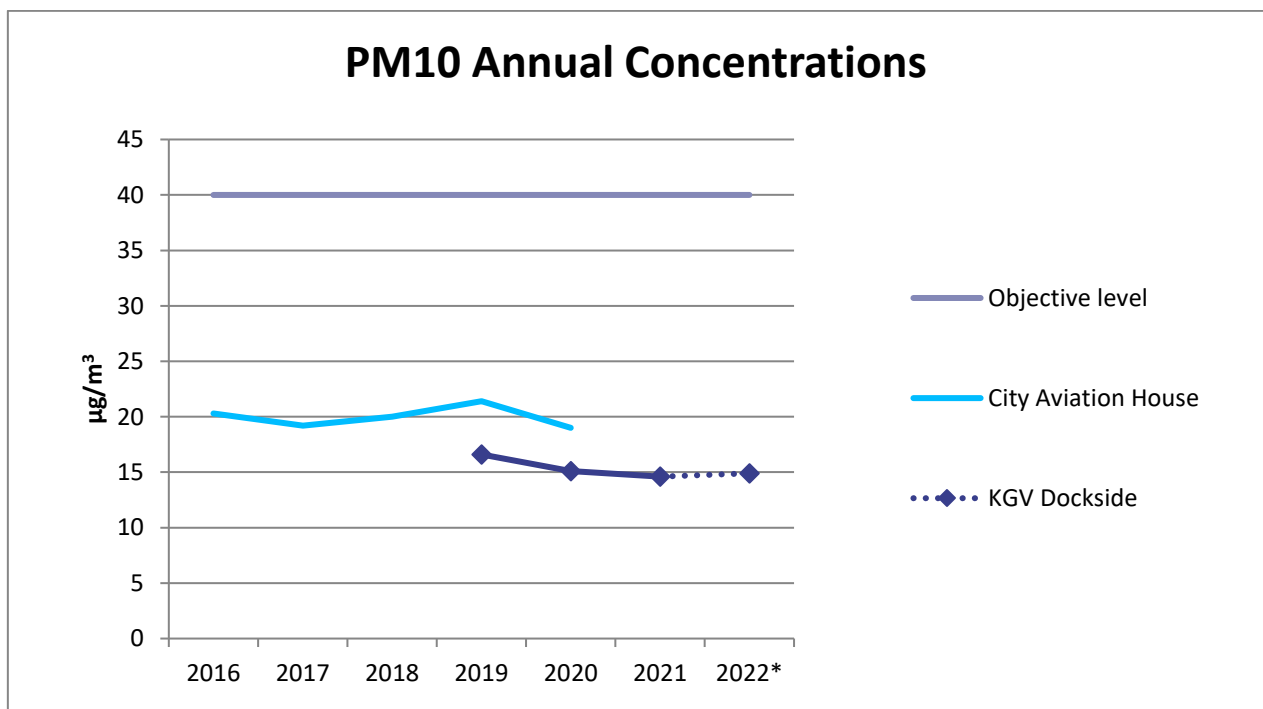
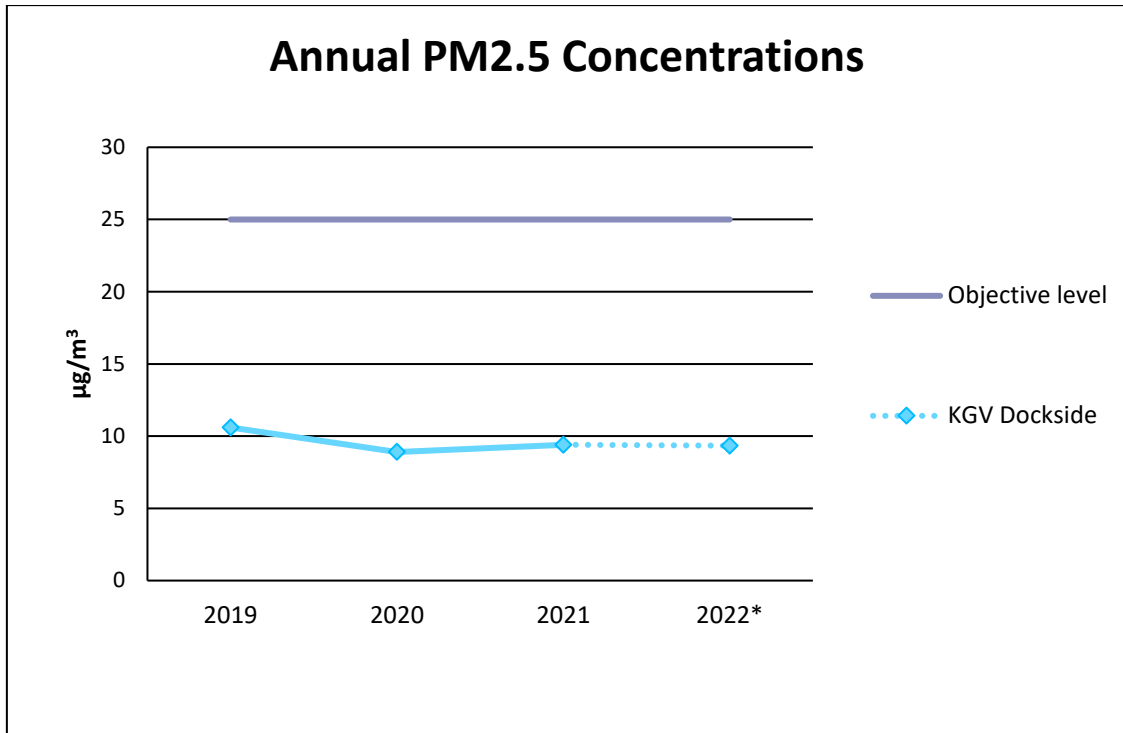
No new properties have become eligible for SIS in recent years because the noise contour has not grown since the pandemic.

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. The NOx monitor at CAH was also be relocated to KGV in May 2022, and data will be reported from this location in the next report.

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





* Data for 2022 will be ratified at the end of the year and is therefore not directly comparable. The figures for 2022 include Q1-2 data only.

The table below details LCY's air quality performance during Q3 2022. 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.

		Objective Level	Q3 2022 Performance
NO₂	Period Mean (µg/m ³)	40	KGV: 13.6 ND: 17.2
	No. 1-Hour Mean > 200 µg/m ³	18 (annually)	0
PM10	Period Mean (µg/m ³)	40	KGV: 12.4
	No. 24-Hour Means >50 µg/m ³	35 (annually)	KGV: 0
PM2.5	Period Mean (µg/m ³)	25	KGV: 6.5

Other environmental updates

1.9 Airspace Modernisation

LCY has been attending workshops hosted by ACOG to start to discuss the interactions between design options proposed by different airports, and begin to discussion solutions for deconfliction in congested areas. This is not to finalise route designs but to start to discuss which options couldn't operate safely and therefore should be discounted. The majority of technical work for stage 3 has however been put on hold until LHR have more clarity on the design options they are taking through to stage 3.

ACOG will shortly be holding a public engagement exercise to raise awareness of the programme and gain feedback on the next iteration of the Airspace Masterplan. This is likely to commence in Q1 2023.

1.10 Other environmental updates

LCY has achieved [Level 4+ "Transition" Airport Carbon Accreditation](#), the highest level of the [ACA](#) Programme. LCY is now one of two UK airports to obtain Level 4+ and one of 26 globally, placing us at the forefront in the aviation sector on our transition to decarbonise.



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 September 2022.

2.1 Education

- **STEM in Aviation Event** – November 4th hosted the first STEM in Aviation event since the pandemic at the ExCel exhibition centre – 400 students and 16 local schools attended. Boeing, GKN Aerospace, Arcadis, UEL and Accenture attended to showcase
- **Future focus** - Women in Aviation in February 2023 – to support with tours and careers insight session

2.2 Employability & Skills

- **Mentoring Programme** – Re-launched the mentoring programme in partnership with 15 billion EBP with students from the Oasis Academy Silvertown

2.3 Community Investment & Supply Chain

- **Community Fund - £41,580** has been awarded to 15 charities and not-for-profit organisations covering 6 East London Boroughs for 2nd tranche of 2022.
- Since launching in May 2019, **£314k** has been awarded to **100+** local organisations.
- **Royal Docks Meet the Buyer Event**- 18th October the airport reintroduced the Meet the Buyer event, 23 buyers and over 100 suppliers attended the event.

2.4 Community Engagement and Volunteering

- **'Inside E16' community magazine** – the latest version of the Inside E16 newsletter will be published in December
- **12 Days of Giving**- is taking place with 7 activities happening across East London.
- **Cost of Living**- the airport is undertaking a range of different activities to support the community through the cost-of-living crisis. Staff and passengers are making donations.



3 Planning

3.1 Planning Compliance

The updated Noise Management and Mitigation Strategy (NOMMS) (condition 31) was approved by LBN in September (planning reference 22/02035/AOD). A Noise Contour Strategy (condition 33) (planning reference 22/02528/AOD) and an updated Travel Plan (condition 71) were submitted for LBN approval in October and November respectively.

The Listed Building Consent applications for the Tower Hamlets properties that are to have vents and secondary glazing installed as part of the Sound Insulation Scheme are progressing. We have had to revert to back to Tower Hamlets to a change in the design to allow for double glazing to the mansard roofs, the details of which are being finalised.

A number of schemes are due to be updated in 2023. This includes the Ground Engine Running Strategy (condition 48), Ground Testing and Maintenance (condition 49), Sustainability and Biodiversity (condition 56), Air Quality Monitoring (condition 57) and Air Quality Management (condition 58). These are due to be submitted to LBN for approval by 1 June.

3.2 Airport Transport Forum

Public transport use remains lower than before the pandemic, especially the DLR, but the figures are beginning to show an increase again as confidence continues to increase. TfL are going to start testing the new rolling stock in Q1 2023 and they are also consulting on a proposed extension to the 129 bus route (Lewisham to North Greenwich) that will stop at the airport from 2025.

The updated Travel Plan (2023 to 2025) measures and initiatives are similar to those in the 2019 Travel Plan. It includes a new commitment to increase staff surveys to annual and to provide an Annual Travel Plan Review to LBN. This review will reflect on the actions undertaken and the influence these have on

sustainable travel by passengers and staff in the preceding year. The review will be used as a basis of discussion as to whether to adapt any of the actions, effectively making the Travel Plan a live document.

The 75% target of passengers using public and sustainable transport by 2025 in the Travel Plan does not change. However, the staff target of 40% travelling to work by car on their own by 2025 has been changed to 48%. This was discussed with LBN and reflects that for a majority of the 2019 Travel Plan period (it was approved December 2019) COVID-19 restrictions restricted what actions could be carried out, for example, car sharing.

The Airport Surface Access Strategy (ASAS) (2017-2025) will not be updated until 2025. A review of the ASAS has been completed and confirmed progress was being made across all five priorities: closing the information gap; offering the right travel services; equality of access; facilitating healthy streets; offering low carbon alternatives; and a collaborative approach.