

# **Airspace and Environment LCACC Quarterly Report**

**1<sup>st</sup> April – 30<sup>th</sup> June 2022**

# 1 Introduction

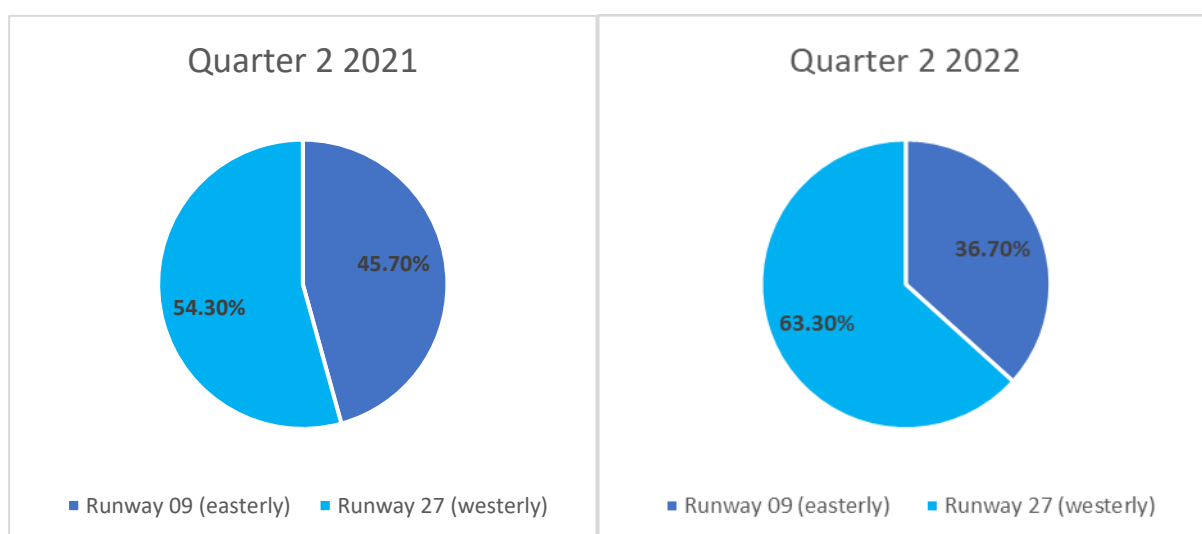
The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

This report covers the period 1<sup>st</sup> April – 30<sup>th</sup> June 2022.

## 2 Aircraft information

Key Stats Dashboard		April	May	June	Q2 Total
Passengers	2021	10,851	18,873	31,325	61,049
	2022	256,253	290,012	313,001	859,266
	Variance	↑	↑	↑	↑
Aircraft Scheduled Movements	2021	531	799	1,009	2,339
	2022	3,867	4,442	4,160	12,469
	Variance	↑	↑	↑	↑

## 3 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.

## 4 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 except 19 <sup>th</sup> , 26 <sup>th</sup> and 27 <sup>th</sup> June
5	OK	Data received on all days
6	OK	Data received on all days
7	OK	Data received on all days

## 5 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 Q2 the rolling 12 months QC total is 6,407.**

Period	Quota Count Total <sup>1</sup>
Jul- Sep 2021	942
Oct - Dec 2021	1,459
Jan – Mar 2022	1,367
Apr-June 2022	2,638
<b>Jul 2021-Jun 2022</b>	<b>6,407</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.

## 6 Incentives and penalties scheme

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 Q2 2022.

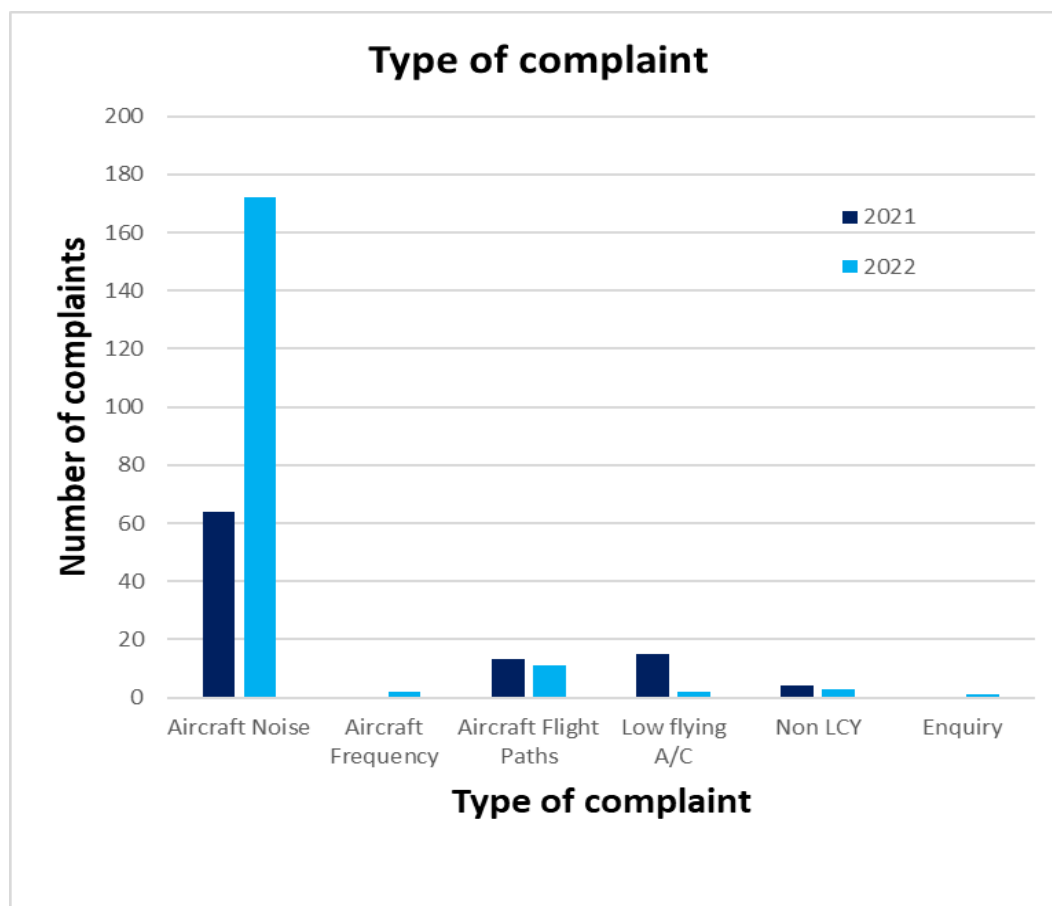
MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
April	0	0	0	281
May	0	0	0	250
June	0	0	0	221
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>752</b>

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

## 7 Aircraft complaints & enquiries

During Q2 2022 LCY received 191 correspondences, 162 of which were complaints, with 3 being unrelated LCY operation and 1 enquiry. 70.58% of these complaints were from four repeat individuals in Lewisham and Newham.

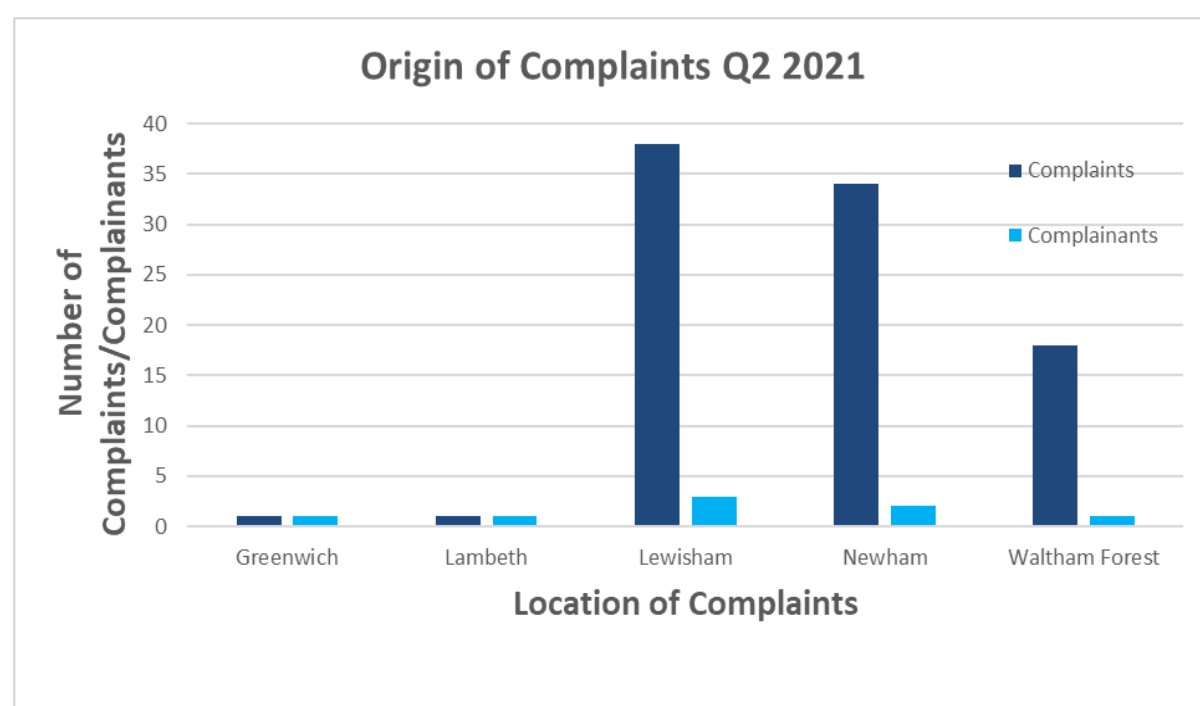
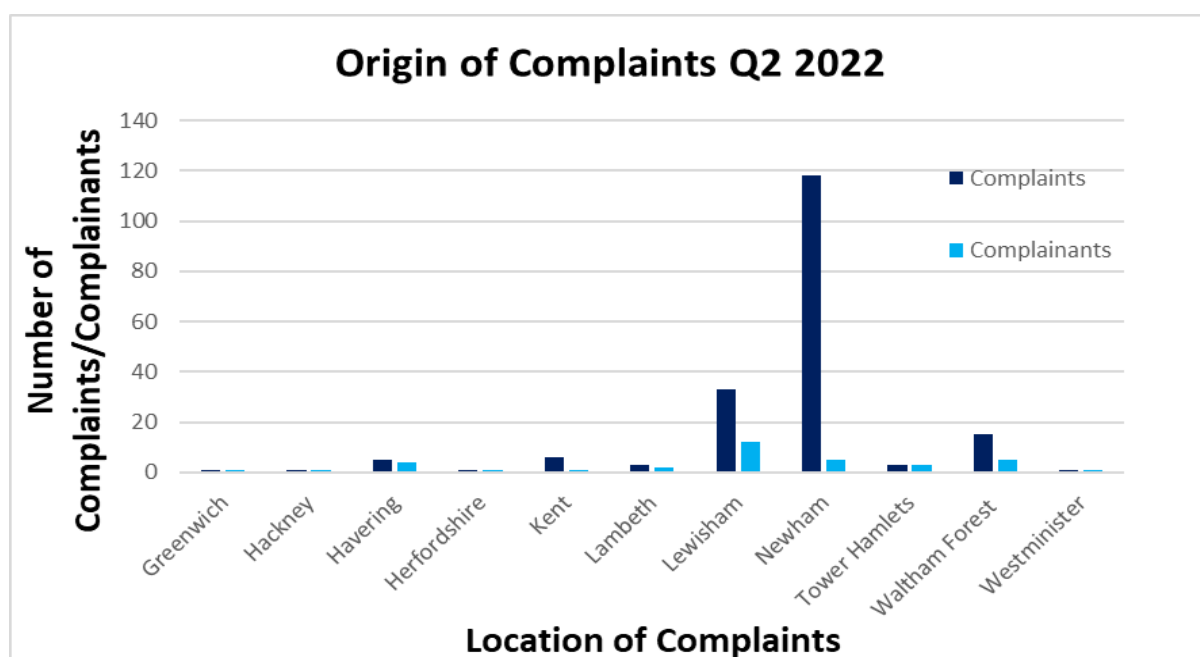
In Q2 2021 we received only 92 complaints. The increase since 2021 is likely due to the recovery from the pandemic and the increase in flight numbers.



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

April 2022	48 complaints
May 2022	75 complaints
June 2022	64 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q2 2022 and Q2 2021



## 8 Sound insulation scheme

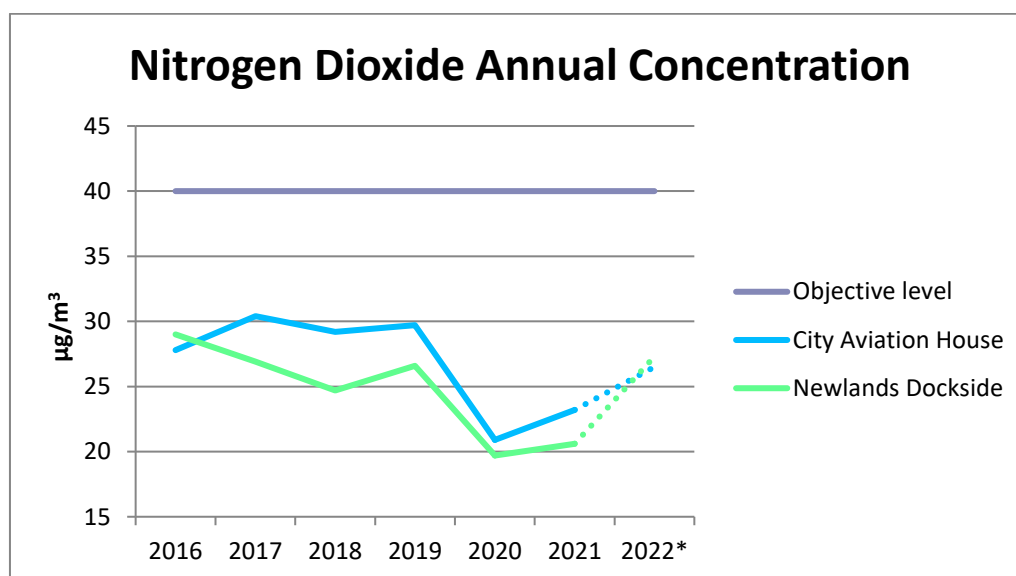
Tier	Explanation	2020 APR	2021 APR
Re-inspections	Properties become eligible for re-inspection when 10 years or more has passed since it was treated.	Of 10 properties: <ul style="list-style-type: none"> <li>• 4 installs</li> <li>• 5 Surveyed</li> <li>• 1 no response</li> </ul>	Of 45 properties: <ul style="list-style-type: none"> <li>• 0 installs</li> <li>• 8 surveyed</li> <li>• 1 refused</li> <li>• 36 no response</li> </ul>

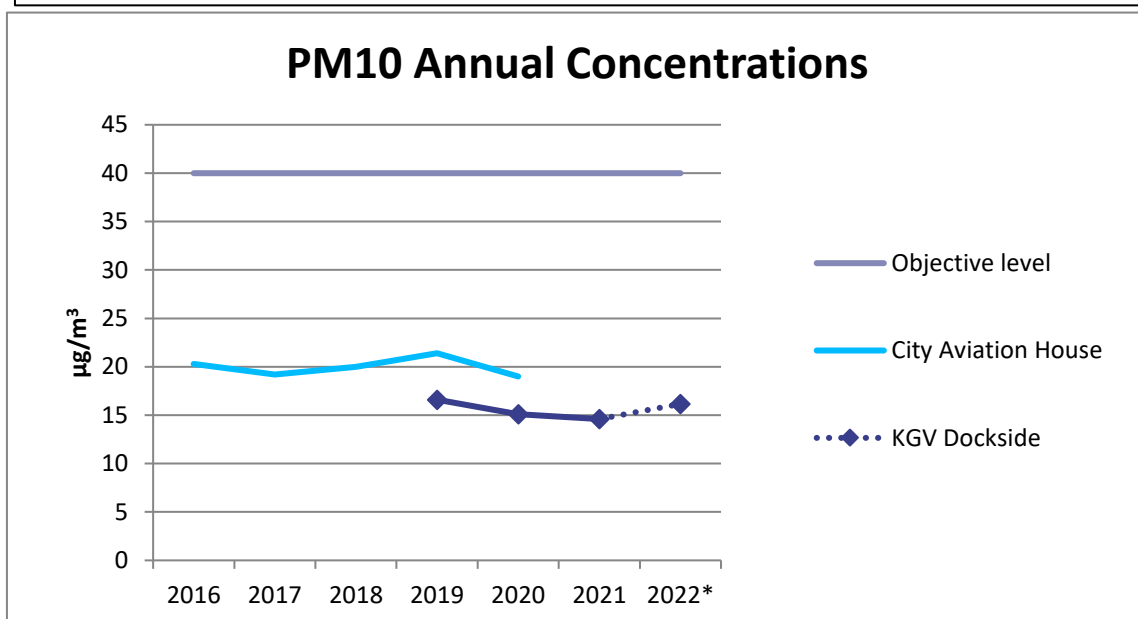
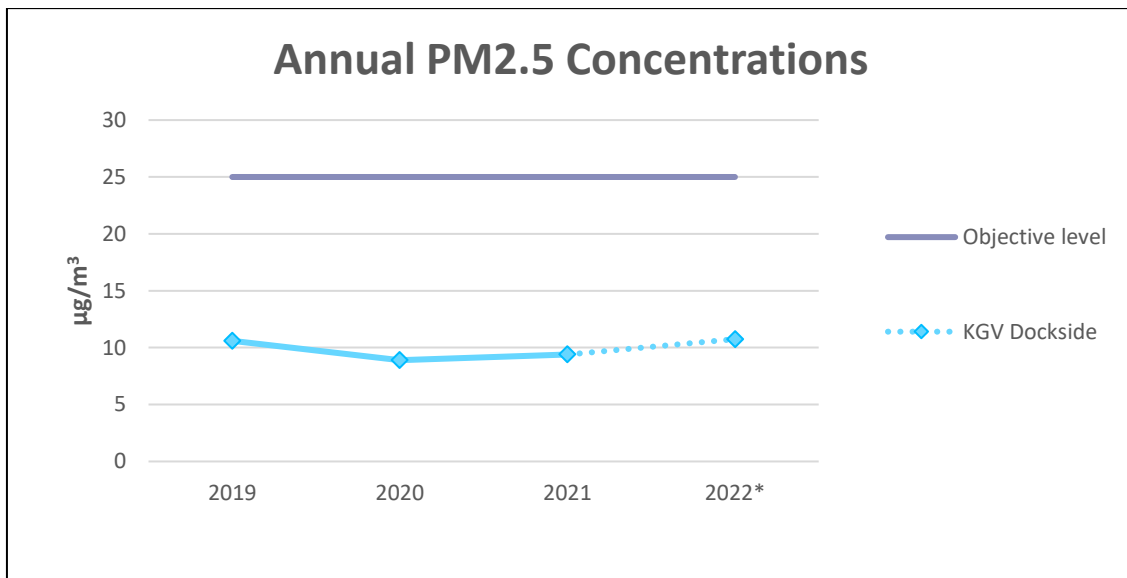
No new properties have become eligible for SIS in recent years because the noise contour has not grown since the pandemic.

## 9 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 Q2 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	Q2 2022 Performance
<b>NO<sub>2</sub></b>	Period Mean (µg/m <sup>3</sup> )	40	CAH: Monitoring ceased in May ND: 22.7
	No. 1-Hour Mean > 200 µg/m <sup>3</sup>	18 (annually)	12
<b>PM10</b>	Period Mean (µg/m <sup>3</sup> )	40	KGV: 13.4

	No. 24-Hour Means >50 $\mu\text{g}/\text{m}^3$	35 (annually)	KGV: 0
<b>PM2.5</b>	Period Mean ( $\mu\text{g}/\text{m}^3$ )	25	KGV: 8.1

## 10 Other environmental updates

A trial of the new generation aircraft E195-E2 occurred on 22<sup>nd</sup> July. This aircraft is significantly quieter and emits less carbon than the E190 that it will replace. The trial was successful, and significant noise benefits are anticipated when this aircraft starts to operate at LCY in the next few years.

Carbon offsets have been purchased to offset the airport's scope 1 and 2 emissions from 2021. A reforestation project in Uruguay was supported, which removes carbon from the atmosphere whilst also supporting biodiversity in the area, and provides employment through active management of the forest to generate wood.

## 11 Airspace modernisation

Stage 2 of LCY's airspace modernisation programme submission has been approved by the CAA. Stage 3 is on hold until route interactions can be discussed in more detail with LHR.

In accordance with the UK's Future Airspace Strategy and European legislation, NATS is increasing the use of enhanced navigation technology across its operations in the UK and (liaising closely with the CAA) is phasing out the general use of ground-based radio navigational aids (NAVAIDs) by the end of 2022. This UK-wide change will help establish more direct, accurate and efficient flight paths, enhancing safety as a result and delivering a wide range of long-term environmental and economic benefits. Airports have therefore been requested to remove flight procedures relying on this old technology.

In 2016 LCY introduced RNAV procedures as part of LAMP 1A, which was part of the wider programme to phase out NAVAIDs. At the time however, not all aircraft had the technology onboard to use RNAV procedures, so conventional procedures using NAVAIDs were also maintained. By summer 2019, 99% of all aircraft operating at LCY were using RNAV procedures, and therefore in line with the NATS requirement to remove NAVAIDs, the conventional procedures will be removed by the end of 2022. This includes a radio fail arrival procedure using a hold called ALKIN, which has never been used and will be obsolete when conventional procedures are removed.



There is no impact as a result of this change because these procedures have rarely been used by aircraft operators in the last few years. The procedures being removed are redundant and there will be no change to flight paths or noise experienced by residents.