

# Airport Reports

London City Airport Consultative Committee  
9th March 2023



**CITY  
AIRPORT**

9th March 2023





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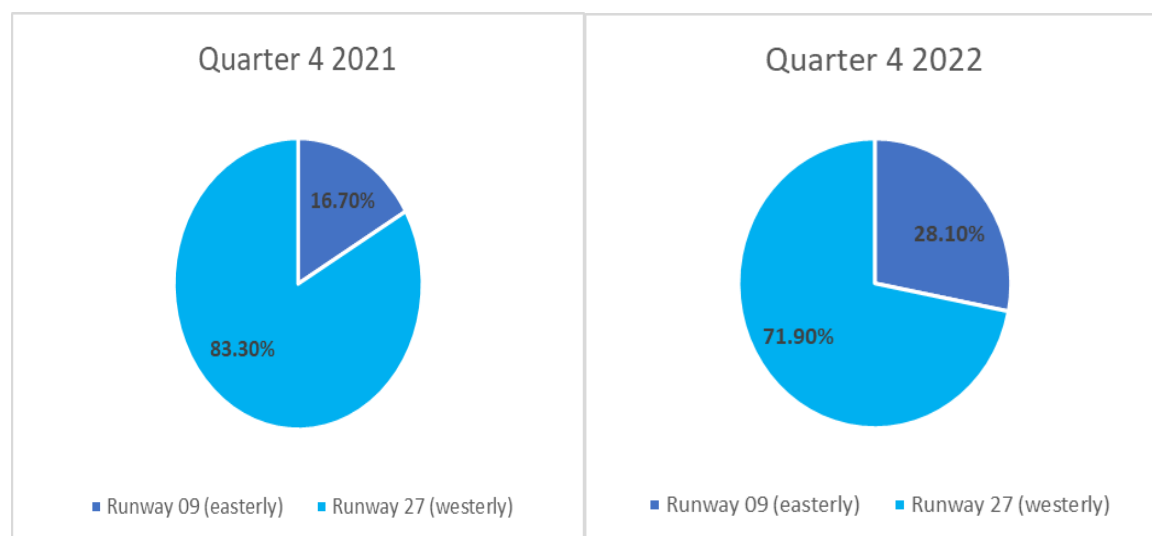
# Airspace and Environment

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	2022 Total
Passengers	2021	148,184	145,727	86,931	716,248
	2022	300,773	272,983	250,063	2,996,353
	Variance	↑	↑	↑	↑
Aircraft Scheduled Movements	2021	2,679	2,714	2,093	16,189
	2022	4,503	4,407	3,845	42,941
	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 except 29 <sup>th</sup> October
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 Q4 the rolling 12 months QC total is 9,055.**

Period	Quota Count Total <sup>1</sup>
Jan – Mar 2022	1,367
Apr - June 2022	2,638
Jul - Sep 2022	2,571
Oct - Dec 2022	2,478
<b>Jan 2022 - Dec 2022</b>	<b>9,055</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

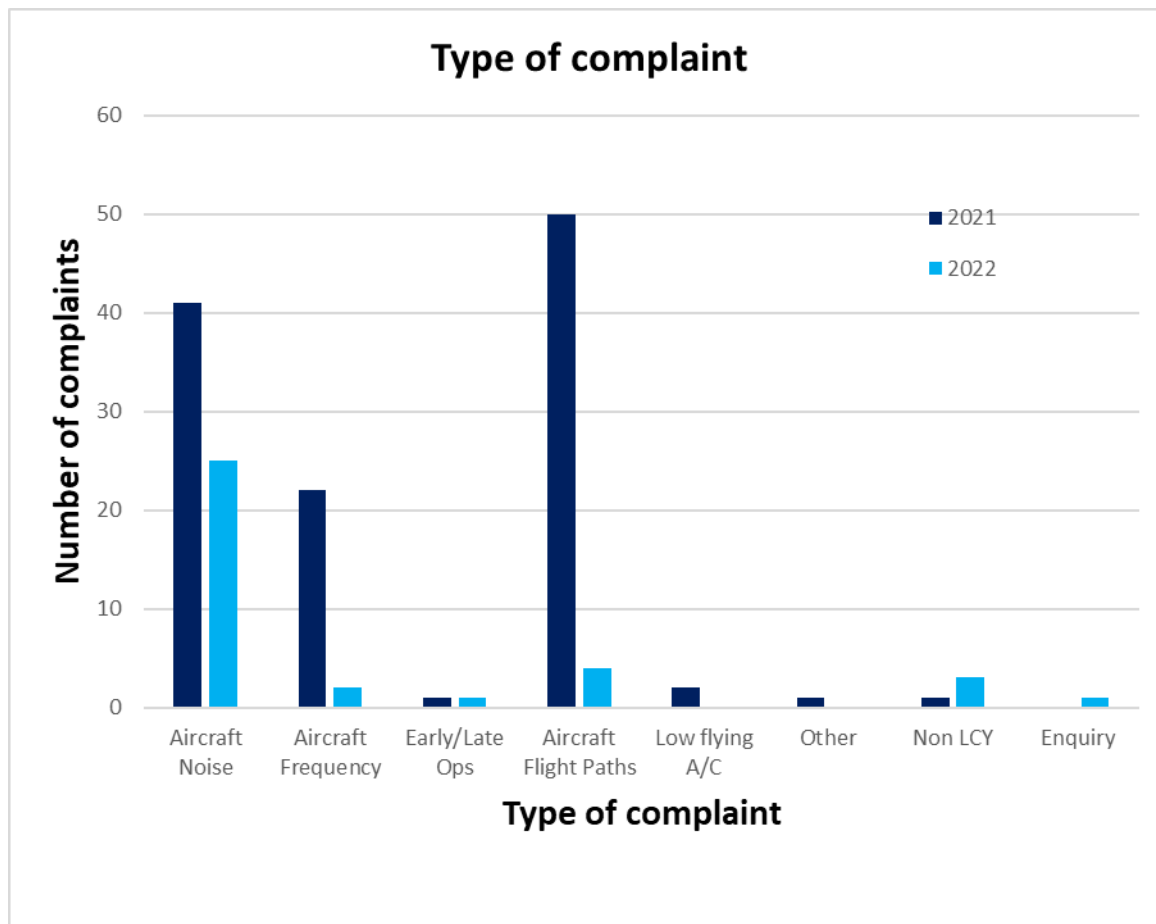
An incentives and penalties scheme came into full effect on 1<sup>st</sup> November 2018. The purpose of this scheme is to incentivise aircraft to be flown in a quieter manner by rewarding improved performance and penalising poor performance. Below are the monthly penalties, credit removals and credit awards during Q4 2022.

MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
October	0	0	2	207
November	0	0	2	235
December	0	0	4	199
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>641</b>

## 1.6 Aircraft complaints & enquiries

During Q4 2022 LCY received 224 correspondences, 220 of which were complaints with 3 being unrelated to LCY operations and 1 enquiry. 39% of the complaints were from one individual from Lewisham, with a further 46% from an individual in Newham. This compares to 243 complaints in Q4 2021.

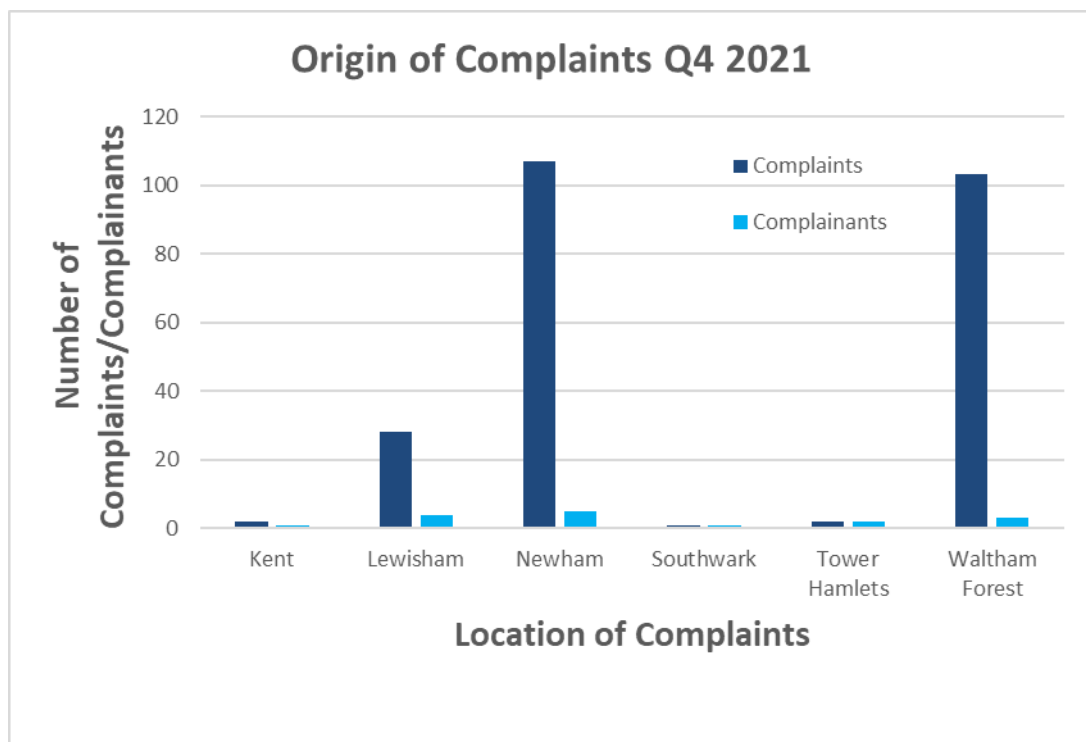
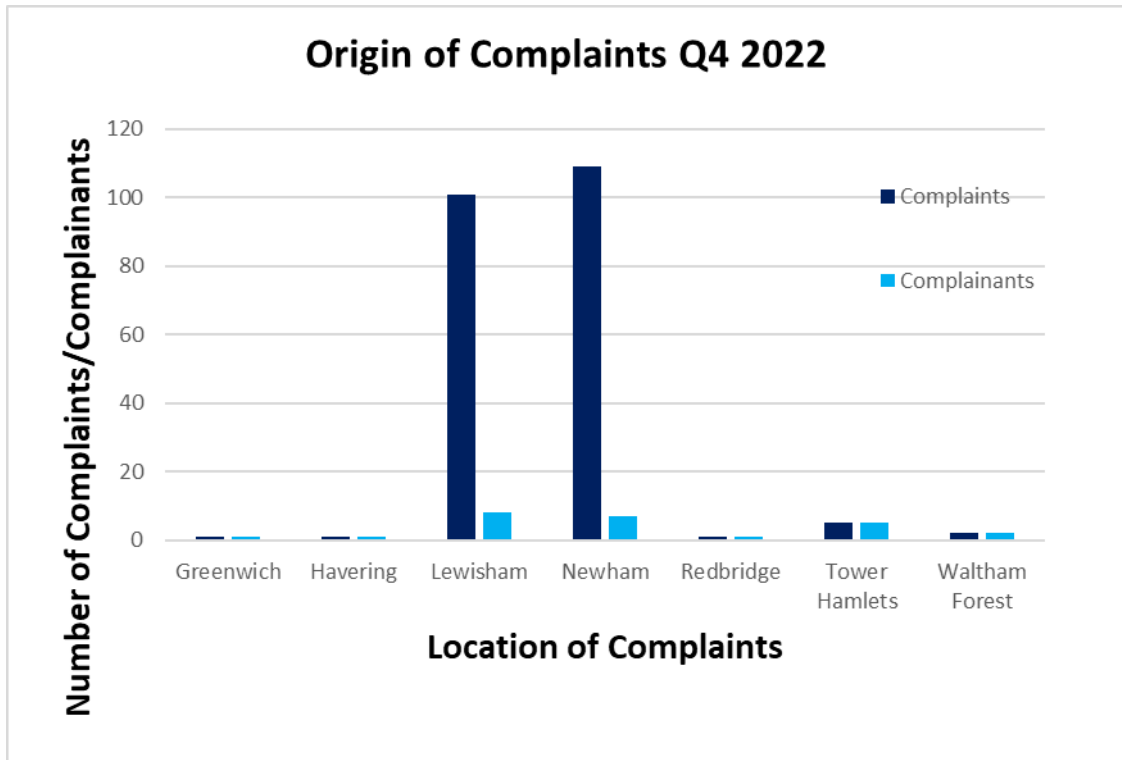
The complaints from the Lewisham and Newham individual have been removed from the **Type of complaint** analysis below, to prevent these complaints dwarfing and hiding any overall trends.



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

October 2022	163 complaints
November 2022	29 complaints
December 2022	28 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q4 2022 and Q4 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"><li>• 4 installs</li><li>• 5 Surveyed</li></ul>	Of 45 properties: <ul style="list-style-type: none"><li>• 8 installs</li><li>• 10 surveyed</li><li>• 1 refused</li></ul>

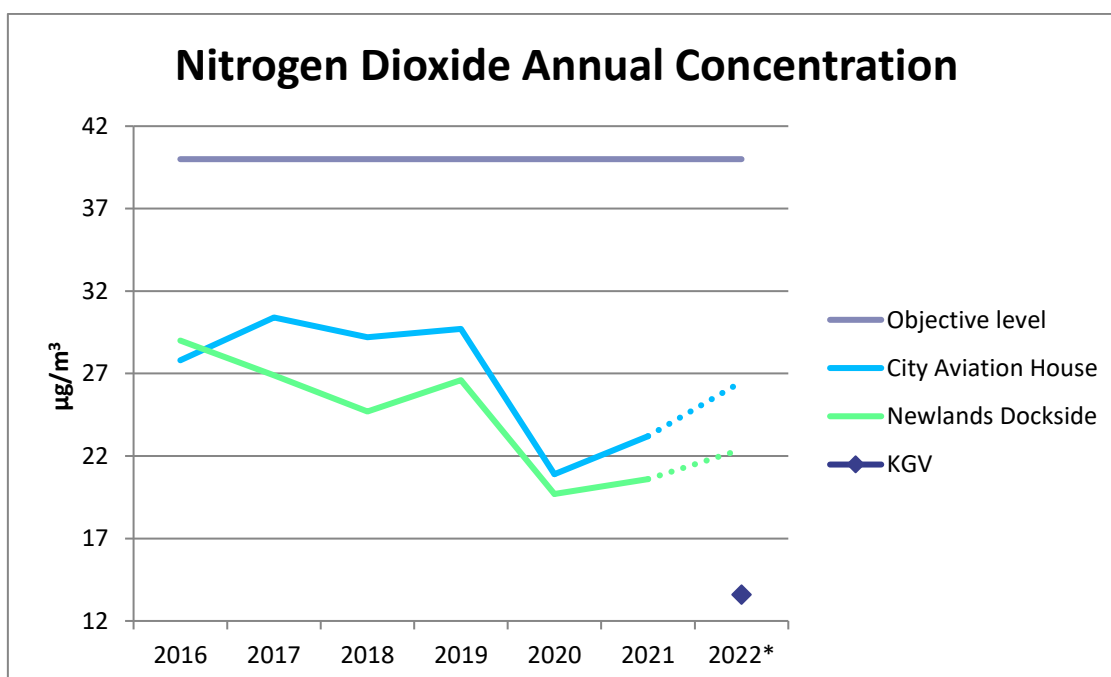
Letters were sent to newly eligible properties and adverts were published in local newspapers during Q4.

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

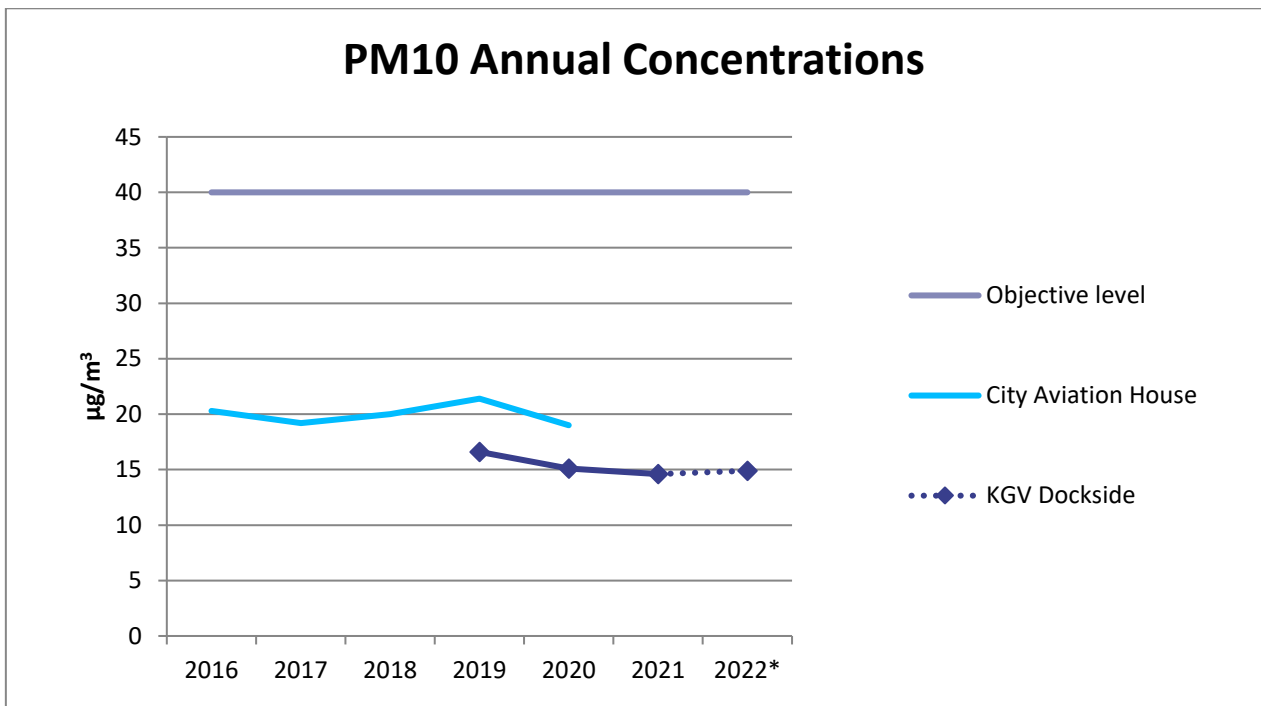
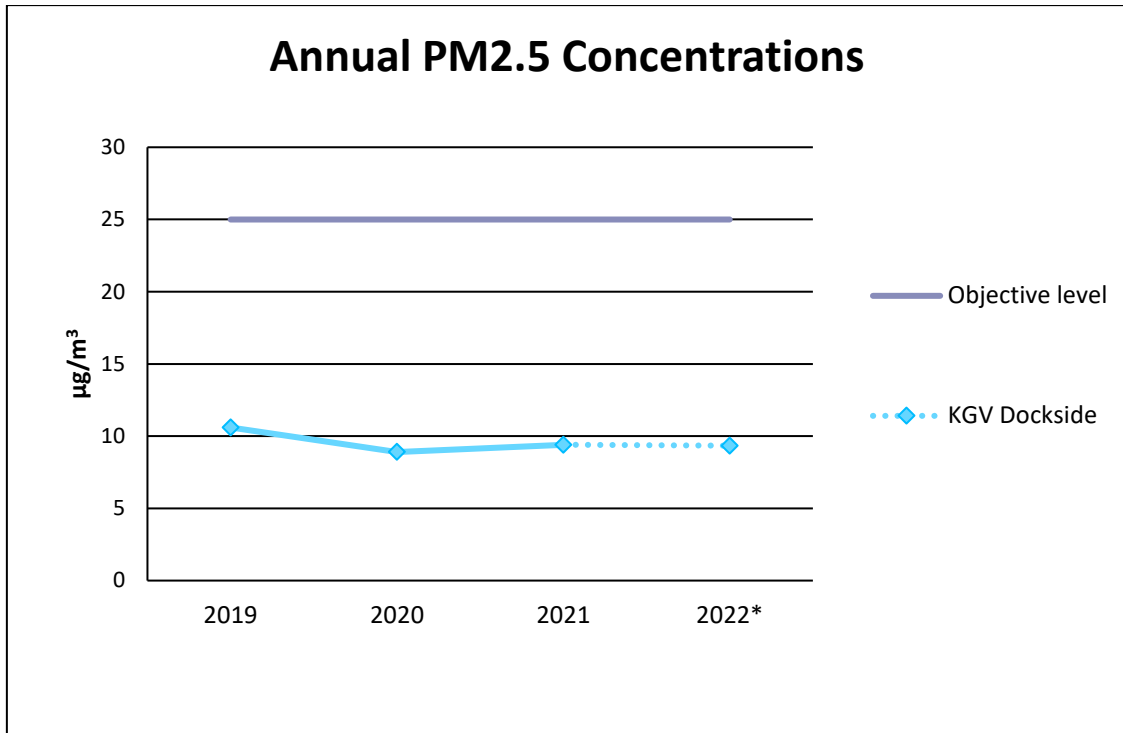
## 1.8 Air Quality

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 Q1-3 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
<b>NO<sub>2</sub></b>	Period Mean (µg/m <sup>3</sup> )	40	KGV: 13.6 ND: 17.2
	No. 1-Hour Mean > 200 µg/m <sup>3</sup>	18 (annually)	0
<b>PM<sub>10</sub></b>	Period Mean (µg/m <sup>3</sup> )	40	KGV: 12.4
	No. 24-Hour Means >50 µg/m <sup>3</sup>	35 (annually)	KGV: 0
<b>PM<sub>2.5</sub></b>	Period Mean (µg/m <sup>3</sup> )	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 discuss 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.

As reported previously, the Airport is installing a new aircraft arrestor system at both ends of the runway under its permitted development rights. The works will further enhance the safety of the airfield as the engineered material arrestor system (EMAS) is designed to stop an aircraft in the very unlikely event of an overrun occurring on take-off or landing. The improvements are due to complete in the summer. The development will result in de minimis changes to the flight procedures which are being managed through the CAP1616 process – Installation of Engineered Material Arrestor System to enhance safety (ACP-2022-090).

### 1.10 Other environmental updates

LCY have launched a new Biodiversity Fund for 2023, funding external projects to enhance biodiversity in the local area. Two projects will be supported this year, one of which will improve the biodiversity along the River Roding, and the second to plant wildflowers in local schools.



## 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.

### 2.1 Education

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**Women in Aviation Programme** – The Women in Aviation programme has restarted and will see over 300 students from across East London learn about the aviation industry and meet senior women within London City Airport.

### 2.2 Employability & Skills

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**Career fair**- the airport HR team will be going to a careers fair to share upcoming opportunities at the airport.

**IASTI**- Airport staff delivered career insight to students studying aviation related studies.

### 2.3 Community Investment & Supply Chain

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**Community Fund** - the last tranche of the community fund was awarded to support local foodbanks in response to the cost-of-living crisis.

**Newham Chambers of commerce**- the airport sponsored and presented at the Newham Chambers of Commerce breakfast meeting.

### 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 2023 LCY paid £414,094 in S106 contributions to LBN (planning reference 23/00210/S106). These were the Community and Recreation Contribution £345,078.52 and Development Management Contribution £69,015.70.

The Noise Contour Strategy (condition 33) was approved in January 2023, while approval of the airport's new Travel Plan 2023 – 2025 (condition 71) is expected soon. An Aircraft Noise Categorisation (ANCS) Report confirming the Embraer E195-E2 complies with the approved ANCS (condition 18) has been submitted to LBN and subsequently approved. This allows the aircraft to be used commercially at the airport subject to certification.

Several previously approved schemes are also due to be reviewed in 2023, including the following strategies: Ground Engine Running (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 will be submitted to LBN for approval in June. The airport's Annual Performance Report for 2022 will also be published around that time.

### 3.2 Airport Transport Forum

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Our figures for use of public and sustainable transport modes have recovered well post-pandemic, with 68% of passengers using public and sustainable modes of travel in 2022.

In our continued efforts to promote increased use of the DLR, workshops have been arranged with TfL focusing on opportunities for better connectivity with the Elizabeth Line; improved customer information and wayfinding; and earlier DLR operations in the mornings which would benefit staff and passenger journeys by public transport.



Testing for the replacement DLR trains is progressing and TfL have confirmed they have secured funding for an additional 11 trains, bringing the total new trains to 54. The new stock will be of improved design, reliability and capacity and will start to be introduced from 2024. Exact deployment dates are to be confirmed.

LCY supported TfL's proposed extension to the 129 bus route (Lewisham to North Greenwich) that will stop at the airport from 2025. The implementation and monitoring of this service will be discussed with TfL.

### 3.3 Planning Applications Application

In December 2022, the submitted a planning application to the London Borough of Newham seeking changes to its existing planning permission.

LBN are consulting on the application until 17 March 2023. The application and supporting documents can be viewed online at [www.newham.gov.uk/pa](http://www.newham.gov.uk/pa) (reference 22/03045/VAR), which also provides the opportunity to submit comments on the application to LBN. LBN will also accept comments in writing to: Director of Planning and Development, London Borough of Newham, Newham Dockside, 1000 Dockside Road, E16 2QU (quoting reference 22/03045/VAR).

The application includes proposals to serve the increase in demand that we are seeing and make best use of the airport's existing infrastructure by:

- increasing the current planning cap on the number of passengers from 6.5 million to 9 million passengers per annum;
- extending operating hours on Saturday from the current closing time of 12:30pm to 6:30pm, with an additional hour in Summer for arriving flights only, up to a maximum of 12;
- allowing three additional flights in the first half hour of operations on Mondays to Saturdays (6:30am-6:59am) with a new limit of nine flights instead of the current limit of six flights;
- mandating that only cleaner, quieter, new generation aircraft will be allowed to operate in any newly extended hours on a Saturday, and for any new flights in the first half hour of the day.

The airport carried out a comprehensive 10-week consultation on these proposals last summer. Having listened to the feedback received, the airport adjusted its proposals in a number of key areas to address the issues raised as follows:

Area	Consultation	Application
Saturday operating hours	Up to 10pm	6:30pm (with an additional hour in summer for arrivals only, up to a maximum of 12)
Increase in number of flights in first half hour of operations	6 additional	3 additional
Number of permitted delayed flights in last half hour of operations	Unlimited	No change to current limit of 400 per annum

The application does not include any proposals to:

- increase the annual number of permitted flights, which will remain at 111,000;
- change the existing eight-hour nightly curfew, or current Sunday operating hours (with no flights before 12.30pm); or
- build any new infrastructure, beyond what is already consented.

A separate application to retain some temporary buildings at the airport (until the CADP build is complete) has also been submitted to the Council. This application is likely to be determined in April 2023.