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MINUTES OF THE MEETING OF THE LONDON CITY AIRPORT CONSULTATIVE COMMITTEE HELD ON TUESDAY 12TH JANUARY 2010 AT 4.30 PM AT CITY AVIATION HOUSE, LONDON CITY AIRPORT



PRESENT:

John Adshead	Chairman
Glynis Webb	Vice Chairman
Stuart Innes	Secretary
Gary Hodgetts	London City Airport
Janet Goulton	London City Airport
Cllr Alec Kellaway	London Borough of Newham
Cllr Pat Holland	London Borough of Newham
Cllr Denise Hyland	London Borough of Greenwich
Tom Jackson	London Development Agency
Rita Beckwith	Docklands Business Club
Gillian Econpouly	LCCI
Dennis James	Custom House and Canning Town
Sid Keys	Silvertown
Cloey Wong	West Silvertown
Jagadish Jha	Beckton
Gertie Duffy	North Woolwich
Rose Geaney	Area Tenants Liaison Committee – Royal Docks

APOLOGIES:

Cllr Waiseul Islam	London Borough of Tower Hamlets
Frank Evans	Department of Transport

IN ATTENDANCE:

Elizabeth Hegarty	London City Airport
Rupal Patel	London City Airport
Kellie Heath	London City Airport
Inspector George Trebess	Metropolitan Police (SO18)
Rob Jenner	W.S. Atkins
Robert Niven	Docklands Light Railway
Mark Partridge	London Borough of Newham
Peter Campbell	LCCI
Sola Ogunbanjo	Deputy, Custom House and Canning Town
Julia Dunlop	Deputy, Silvertown
Mirsad Bakalovic	Resident of Beckton
Valery Alliez	Resident of Silvertown
Jacqueline Price	Resident of Tower Hamlets
Another resident of Tower Hamlets	

1. LOCAL POLICING

Inspector George Trebess (Metropolitan Police, SO18) said that SO18 Branch, based at North Woolwich Police Station and responsible for the Airport's policing, would henceforth be working more closely with the local police in dealing with local issues, including parking and anti-social behaviour. He would be in contact with the Secretary on a monthly basis to hear about matters of concern to members and starting on 25 January there would be a monthly Beat Surgery using a mobile police station. Each surgery would position itself first in the Airport's short term car park for about an hour. There it would deal with staff at the Airport and its customers. It would then move on to one of the local streets including Newland Street, Drew Road and Camel Road. Local people

were welcome to come to the Beat Surgeries to express their concerns or speak to the local police. Members could also contact the Secretary.

Those running the new facility would be delighted to see local people at the mobile police station, even if only for a chat. They would be able to report crime, give advice or mark personal property (mobile phones/ bicycles etc) with special fluid which in the event of theft or loss, greatly assists police in returning it.

In response to a question about publicity Elizabeth Hegarty said the new arrangements would feature in the next edition of *Runway News* which was widely distributed among local people. She said the new focus on local policing issues was very welcome. She referred to the case of the member of staff who felt unsafe walking to the staff car park late at night and therefore parked outside the Airport in Newland Street. Her car had suffered serious damage by vandals. The Airport was addressing the issues, encouraging staff to use the car parks within the Airport, but these new arrangements would make it easier to address some of the issues.

Glynis Webb said it was important not to overlook the streets at the eastern end of the Airport in North Woolwich. She said the local Safer Neighbourhoods Team led by Sgt Tony Galinis was aware of local issues in North Woolwich. Inspector Trebess said that SO18 would be working with Sgt Galinis and his colleagues in seeking to deal with local issues. The only requirement in locating the mobile facility was that it should be within the area surrounding and/or directly affected by the Airport. This, of course, covers North Woolwich in its entirety.

2. PRESENTATION

Rob Jenner of W.S.Atkins briefed the Committee on the forthcoming works in the Airport's main terminal. A copy of the slides used in the presentation would be posted to the Presentations Page¹ on the Committee's website. In response to questions Rob said:

- a) That provision could be made for the installation of full body scanners if the Government were to decide on their introduction and directed airports accordingly.
- b) The project involved filling most of the present void between the ground and first floors of the Terminal. Where the void was not filled it would be glassed-in at first floor level.
- c) Some of the works would have to be carried out when the airport was closed overnight and at weekends. But the works would be largely indoors and ought not to give rise to much noise. The contractor was obliged to observe the works noise provisions of the s. 106 agreement.
- d) The scheme would involve piling works but the contractor would be using the SFA "silent" type of piling in which the piles are screwed rather than driven. This would substantially reduce the noise emanating from these works.

3. COMMITTEE MEMBERSHIP

- (a) The **London Borough of Tower Hamlets** had appointed Cllr Waiseul Islam to be their representative in succession to Cllr Ann Jackson.
- (b) John Scarff of British Airways and Andy Fitzhugh of Cobalt Ground Solutions had been appointed as the representatives of the **Airline Operators Committee**
- (c) The **London Borough of Newham** had still to appoint a third member. The Council's officers had been reminded about this.
- (d) Adisa Akintola had been in touch with the **Gallions Housing Association** without success and in consequence it was proposed to remove them from membership of the Committee. The seat would be reallocated as part of the present review of the Committee's membership and constitution.
- (e) The Airport was still looking for a permanent representative of the communities living in the southern part of **Beckton**. In this connection the Committee welcomed to the meeting Mirsad Bakalovic who lived in Campion Close which lies in the southern part of the area.. Elizabeth Hegarty would be further discussing with him, and with Jagadish Jha, the possibility that he might join the Committee as the representative of the Beckton communities.

¹ <http://www.lcacc.org/committee/presentations.htm>

- (f) In order to secure a proper balance the Committee's membership required more representatives of airport users and the Committee agreed that the Airport should proceed with the appointment of a representative of airport passengers.
- (g) The **London Borough of Waltham Forest** had written seeking the right to appoint one member of the Committee to represent the Borough. The Council had been told that this would be considered as part of the present review of the Committee's membership and constitution. Having regard to the need to keep the Committee's membership in balance the present thinking was that *London Councils* (formerly the Association of London Government) might be invited to nominate one representative of the outer London Boroughs affected by the Airport's operations. The Committee agreed that this was the right approach and the Airport would now pursue the matter with *London Councils*.
- (h) The Contacts Page on the Committee's website had been updated to include the telephone number and, if available, the e-mail address of the of the community representatives. The e-mail addresses have been entered in such a way that they could not be picked up by the crawlers used by spammers.

A list of current members is annexed to these minutes.

4. The **MINUTES** of the meeting held on 6th October 2009² were approved as a correct record of the meeting.

5. MATTERS ARISING

(a) **Item 9 – Planning Decision**

The Secretary said that the latest developments in relation to the judicial review formed part of the Airport Directors Report – See item 7 below and the appended notes.

(b) **Item 10 – Committee Constitution**

The Secretary said that details were still awaited of the planned revisions to the Department for Transport's *Guidelines for Airport Consultative Committees*. It would be fruitless to finalise the revision of the Committee's constitution until the Department had made known what changes it planned to make to the *Guidelines*. Any changes would also need to take account of the Government's planned role for *Passenger Focus*- see Item 17 below. As previously indicated it was planned, once these uncertainties had been resolved, to circulate a revised draft of the Constitution to members for comment and there would be an opportunity for the full Committee to discuss a final draft.

(c) **Item 12 – Planning Applications – Notification/Consultation with Local Residents**

The Committee noted that UKACCs had written to the *Local Government Association* on 22 September 2009 asking if protocols on the lines adopted by *London Councils* could be introduced on a countrywide basis. A reply was awaited.

(d) **Item 15(a) – People with Reduced Mobility (PRMs)**

On 18 December 2009 the Secretary had sent members copies of returns received from the Airport showing:

- the monthly numbers of PRMs handled by the Airport for 2007, 2008 and 2009 (January – September)
- the contractor's PRM monitoring return for June-September 2009

It was noted that the Airport's PRM quality standards had still to be loaded to the Airport's website.

The Secretary noted that in mid-December the EU had launched a consultation on the various items of European legislation dealing with the rights of air passengers including those dealing with PRMs. The aim of the consultation was to gather stakeholders' opinions on the existing problems and preferred solutions in order to assess the quality and effectiveness of the implementation and enforcement of the legislation. The closing date for comments was 1st March 2010.

² <http://www.lcacc.org/committee/minutes.html>

There had been no response yet from the CAA who in May 2009 had conducted a consultation on how effectively the EC Regulation concerning the rights of PRMs when travelling by air had worked in the UK.

(e) Item 15(c) – Parking in Local Streets

Newham Council had still to respond to the Airport's letter asking if they were in a position to begin discussions about possible parking controls and there had been no response from local members concerning parking in nearby streets. Meanwhile the Airport continued to work to encourage staff to use the staff car parks and the police planned to give this matter more attention – see Item 1 above.

6. CORRESPONDENCE

The Agenda report was noted. The Secretary said that last week the Committee had heard from a resident of Tower Hamlets (anonymous) enclosing a copy of a press release in relation to the judicial review of Newham Council's decision to approve the Airport's application for planning permission to increase movement levels at the airport to 120,000 per year – see Item 7 below and the appended notes. There had been no other correspondence.

7. AIRPORT DIRECTOR'S REPORT

Gary Hodgetts reported. A copy of his report is appended to these minutes.

In response to questions Gary noted:

- that the Airport was pleased with the passenger take-up on the new route to New York. Inbound flights from New York were usually full and the load factors on the outbound flights had been very good. The Airport was confident this would continue.
- that unlike the other London airports, London City had been closed for only short periods because of the recent bad weather. The airlines had been pleased with the Airport's performance in keeping the Airport open for traffic in spite of the weather

Gillian Econpouly said the LCCI had been looking at the demand for business air travel. She noted that this had picked up in recent times and was likely to continue to do so as the recovery of the economy continues. In view of the recent weakness of sterling businesses were working hard on their export programmes and this was good news for air traffic

8. COMMUNITY REPORT

Elizabeth Hegarty reported. A copy of her report is appended to these minutes.

Dennis James offered his congratulations on the report. Cllr Alec Kellaway said the *Take off into Work* programme was particularly strong because it does not guarantee people jobs but rather trains them to compete for employment against others with potentially more skill/experience. Elizabeth Hegarty responded that this was a key success as it allowed for sustainable employment whereas some programmes directly linked to jobs saw people in a revolving door in and out of employment. The Airport and the 60 employers on-site would never lower their recruitment standards. The focus was on equipping long-term unemployed Newham residents with the skills and experience necessary for them to compete with job applicants from the "doughnut ring" around Newham – usually outer London residents.

9. COMPLAINTS AND NOISE MONITORING

Gary Hodgetts reported. A copy of his report is appended to these minutes. There had been 28 complaints covering 30 issues. This was a smaller number than those recorded in the similar reports submitted to meetings of the Committee in recent times. A number of the noise complaints referred to noise from aircraft bound to or from other airports.

In response to a question by Cllr Denise Hyland it was noted that although it was not the practice to show the names of those who had complained it was usual to show the area to which the complaint referred if it was known.

10. NOISE ACTION PLANS

As reported at the Committee's last meeting, the Airport's draft *Noise Action Plan* (NAP) was published for consultation on Friday 25th September. Since then copies of the draft plan had been available on the Airport's website³ or via the Committee's website⁴.

On 17 November 2009 the Secretary had circulated members with details of the consultation events held in December in Thamesmead, Poplar, the Gallions shopping centre at Beckton and Britannia Village Hall at West Silvertown. Details of these events were also posted to the Committee's website

The closing date for comments on the draft plan was 15 January 2010. In accordance with the Government's guidance the Airport would then be required to examine and reflect upon the comments received and finalise the Plan including a description of the comments received during the consultation process and a reasoned justification for the response to the issues raised. The completed plan would then be sent to the Secretary of State for Transport and copied to the Secretary of State for Environment, Food and Rural Affairs to be considered for adoption. The Plan would be reviewed every five years.

The Airport said that in spite of extensive publicity the response to the consultation events had been very disappointing with very few local people attending. So far there had been 25 written responses to the draft plan and another 20 had responded via the website facility. Comments had been received from the London Borough of Newham and comments were expected from Bexley, Waltham Forest Redbridge, Havering and Tower Hamlets. Epping Forest had said it would not be responding. So far there had been no response from the other 5 local councils which had been sent details of the draft plan. All comments received by the closing date would be sent to the Airport's noise consultants, Bickerdike Allen and Partners, for review and the Airport would carefully consider them before the plan was finalised and sent to the DfT in time for the deadline in February.

Cllr Pat Holland asked why there had been no consultation event in Custom House and Canning Town. Elizabeth Hegarty explained that the area lay outside the relevant noise contours but that the area had been extensively leafleted with details of the other consultation events including those at the Gallions Shopping Centre and at Britannia Village Hall both of which were nearby.

11. POLICING AND CRIME ACT 2009

The agenda report indicating that this legislation had now received the Royal Assent was noted. An order appointing a date for the coming into force of the airport provisions of the new Act had still to be made.

12. PLANNING APPLICATION – FUEL TRANSFER OPERATION

On 13th November 2009 the Secretary had circulated to all members a letter from the Airport to the Committee about an application for planning permission submitted to the London Borough of Newham (LBN) by Shell International Limited. The application sought to change the use of a warehouse adjacent to the King George V Dock at the Airport so that it could be used as a fuel transfer station. Subsequently all members were invited to a briefing by representatives of Shell which took place at the Airport on Monday 23rd November. The invitation was accepted by a number of local members and those present undertook to brief those local members who had been unable to attend. Subsequently the Vice Chairman had raised a query about the routing of tanker vehicles which was dealt with in writing.

On 5th January 2010 the Secretary notified members that the application was due to be considered by the Development Control Committee of the London Borough of Newham at its meeting the following evening (13th January) The officer's report on the application⁵ recommended that the application should be approved subject to a number of conditions as specified in the officer's report. The Committee's decision would be notified to members.

³ <http://www.londoncityairport.com/downloads/Draft%20Noise%20Action.pdf>

⁴ <http://www.lcacc.org/noise/index.html#NAP>

⁵ <http://mgov.newham.gov.uk/Published/C00000398/M00006660/AI00027526/ITEMFIVE.pdf>

Glynis Webb thanked Shell International and the Airport for keeping local people informed of the details of this application and for providing a face-to-face opportunity for local people to ask questions and comment.

In response to a question it was noted that the shed in question was opposite the DLR's King George V Station. It was not clear whether the DLR had been consulted about the application.

13. NATS CONSULTATION – TERMINAL CONTROL NORTH – AIRSPACE CHANGES

The Agenda report was noted. It was noted that the recent changes to the Airport's SIDs had been among the matters raised by Mr James Brokenshire, MP for Hornchurch – see Item 18(b) below.

14. CAA REPORT - AIRSPACE FOR TOMORROW

The Agenda report was noted.

15. HOUSE OF COMMONS TRANSPORT SELECT COMMITTEE: THE FUTURE OF AVIATION

The Agenda report was noted.

16. THE COMMITTEE ON CLIMATE CHANGE (CCC): AVIATION REPORT

The Agenda report was noted.

17. REFORMING THE FRAMEWORK FOR THE ECONOMIC REGULATION OF UK AIRPORTS – CONSULTATION – GOVERNMENT RESPONSE

The Secretary said that most of the proposals now confirmed by the Government following the March 2009 consultation concerned new objectives for the CAA and a new regime for the licensing of airports. These proposals had been discussed by the Committee previously and were broadly supported. The key exception was the question of *Passenger Focus* (PF) - see below.

The Committee noted that the proposed licensing regime for Tier 3 airports such as LCY would not be pursued.

Consultation on Financial Resilience

The Government's new consultation on financial resilience (closing date 4 February 2010) was about Tier 1 airports and would not affect LCY.

Consultation on further proposals to modernise the regulatory framework

The Government was also consulting about further proposals to modernise the regulatory framework for aviation including proposals to reform the CAA's legislative framework; the Air Travel Organisers' Licensing (ATOL) scheme; and the procedure for making airport byelaws. The closing date was 11 March 2010.

In relation to the CAA it was proposed to reform its statutory purposes around three main priorities: safety, consumers and the environment with new objectives focusing on:

- pursuing the reasonable interests of consumers;
- securing a high standard of safety; and
- seeking environmental improvements in aviation where possible and appropriate when discharging its regulatory functions.

The Government considers these objectives properly reflect the public's main interests in aviation and think it is right that Parliament should formally mandate them in the form of statutory duties for the CAA. It would then be for the CAA as an independent regulator to decide how it carried out its regulatory functions to achieve these objectives.

The ATOL scheme protects air travellers on package holidays in the event their travel company becomes insolvent. The Government does not propose to extend the ATOL scheme to cover all flights, but they do think consumers should be able easily to tell if their holiday is protected or not. The consultation seeks views on a range of measures to achieve this.

The Government also wants to modernise and streamline the procedure for making airport byelaws, increasing the level of consultation with interested parties and limiting the Secretary of State's

involvement to those areas where he can add the most value. London City Airport is designated⁶ under section 63(1) of the Airports Act 1986 so that the airport operator is able to make byelaws for regulating the use and operation of the airport and for “the conduct of all persons while within the airport”. In the Secretary’s view the new provisions were to be welcomed.

Passenger Focus

In its response to the March consultation the Government had confirmed its belief that *Passenger Focus* (PF) was the most appropriate body to represent air passengers in Great Britain. This proposal had been questioned by most airport consultative committees and the UKACCs Working Group would be considering the matter at its forthcoming meeting at London Gatwick. The Secretary:

- (a) noted that legislation would be required to implement the proposal. When would this be? Would any new Government want to pursue the proposal? Would the legislation include amendments to s.35 of the CAA 1982?
- (b) said it was not clear yet at what “larger” airports PF might set-up local machinery and what would happen at the others. Apparently these would be largely questions for PF to decide. Neither was it clear what the impact on the role and membership of airport consultative committees might be although the government had said it did not envisage that airport consultative committees would have a lesser role in passenger representation.
- (c) wondered how the promised revision of the DfT’s 2003 Guidelines for airport consultative committees would deal with the changes? The Government had said the revision of the Guidelines might be used to show how the relationship between PF and ACCs might be facilitated, e.g. whether PF should be represented on ACCs and how the bodies should cooperate.
- (d) said it was not clear what the impact on the Committee’s present review of its constitution might be.
- (e) reminded the Committee that in strictly London terms it needed to be noted that *London Travelwatch* rather than PF is the passenger watchdog for trains and buses. It was not clear what this would mean for LCY (wholly within Greater London) and the other London airports?

In its consultation document outlining further proposals to modernise the regulatory framework – see above – the Government says it expects PF “to work with the CAA and to draw up a Memorandum of Understanding which makes their respective roles transparent.” The Government would be consulting on PFs’ specific duties and powers in relation to air passengers, which would be subsequently defined, possibly in secondary legislation.

The Secretary noted it was proposed that PF should be funded from the fees charged for the new licences for airports in Tiers 1 and 2. This means that London City Airport would not be contributing towards the cost of running PF. To ensure that PF is accountable for the money it spends on behalf of air passengers, the Government proposed to give them a duty to consult the aviation industry about its budget before obtaining ministerial approval. This was consistent with the existing consultation mechanism for the CAA’s charges. Stakeholders are asked if they agree that PF should have a legal duty to consult on its budget? If not, what alternative was recommended?

The Agenda report, and the Secretary’s comments, were noted.

18. ANY OTHER BUSINESS

(a) EU Consultation on Ground Handling

The Secretary said the European Commission was considering the revision of EU Directive 96/97⁷ which deals with ground handling. On 4th December 2009 it had launched a consultation aimed at collecting the views of stakeholders on the operation of the current Directive and possible options for its possible revision. This consultation ended on 12th February 2010

⁶ [The London City Airport Byelaws \(Designation\) Order 1987 \(SI 1987/1132\)](#)

⁷ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31996L0067:EN:NOT>

Ground handling encompasses a wide range of activities at airports, such as baggage handling and delivery, passenger check-in, aircraft re-fuelling, catering, etc. The Directive stipulates that at the larger EU airports (including LCY) access to the market by suppliers of ground handling services should be free and that for certain categories of services the number of suppliers must be no fewer than two for each category of service of which at least one must be entirely independent of the airport or the dominant air carrier at that airport. Similar provisions exist with regard to self-handling by airlines.

(b) James Brokenshire MP - Written Questions and Transcript of Adjournment Debate

On 23rd December 2009 the Secretary sent to all members extracts showing:

- the Parliamentary Questions (PQs) tabled by Mr James Brokenshire (MP for Hornchurch) and responded to by the Government on 7th December 2009; and
- the transcript of the Adjournment Debate in the House of Commons on 15th December 2009

The transcript from the Adjournment Debate concerned chiefly the question of consultation on the Airport's recent planning application and the changes in the Airport's SIDs implemented in mid 2009. The Committee noted the comments made by the Secretary in circulating the extracts and agreed to write inviting the to look again at the SIDs in question to see if the impact on residents could be reduced.

(c) Mayor of London - Shaping London

The Committee noted that on 12 October 2009 the Mayor of London had launched a consultation on his draft economic development, planning and transport strategies. The consultation documents could be seen on the GLA's website⁸. The closing date for comments was 12 January 2010. Details of the documents, as revised following the consultation, would be sent to members.

16. DATE OF NEXT MEETING

Tuesday 6th April 2010 at 16.30 hours at City Aviation House at London City Airport.

Note: Subsequent to the meeting it was noted that 6th April falls the day after the Easter Bank Holiday which might be difficult for some members. The meeting will therefore be held a week later on Tuesday 13th April 2010 at 16.30 hours at City Aviation House at London City Airport.

⁸ <http://www.london.gov.uk/mayor/consultation/>

<u>Name</u>	<u>Representing</u>	<u>Name of Deputy (if known)</u>
<i>Local and Public Bodies</i>		
Cllr Alec Kellaway	London Borough of Newham	Cllr Pat Holland
Cllr Steve Brayshaw	- ditto -	Cllr Patrick Murphy
TBA	- ditto -	
Cllr Denise Hyland	London Borough of Greenwich	Cllr Peter Brooks
Cllr Peter Craske	London Borough of Bexley	Cllr Colin Tandy
Cllr Waiseul Islam	London Borough of Tower Hamlets	
Tim Martin	London Borough of Barking and Dagenham	
Tom Jackson	London Development Agency	
Hamish Stewart	Royal Docks Management Authority	Tina Prescote
<i>Airport and Airport Users</i>		
Gary Hodgetts	London City Airport	Anna Gawthorpe
Janet Goulton	- ditto -	Elizabeth Hegarty
John Scarff	Airline Operators Committee	
Andy Fitzhugh	- ditto -	
Gillian Econpouly	London Chamber of Commerce and Industry	Peter Campbell
John Williams	Guild of Travel Management Companies	
Rita Beckwith	Docklands Business Club	Janette Withey
Howard Sheppard	Canary Wharf Limited	Jim Berry
<i>Local Communities</i>		
Dennis James	Custom House and Canning Town	Olusola Ogunbanjo
Jagadish Jha*	Beckton	
Gertie Duffy	North Woolwich	Victoria Karanja
Sid Keys	Silvertown	Julia Dunlop
Cloey Wong	West Silvertown	
Rose Geaney	Area Tenants Liaison Committee – Royal Docks	
Adisa Akintola	West Thamesmead Residents Forum	
Sister Christine Frost	Tower Hamlets Local Area Partnership 7	
<i>Attendees(Non Voting)</i>		
Frank Evans	Department of Transport	
Max Dixon	Greater London Authority	
Chief Inspector		
Gordon Atkinson	Metropolitan Police (SO18)	
Sergeant Tony Galinis	Metropolitan Police (Royal Docks Neighbourhood Team)	
Rev Patricia Capriello	Airport Chaplain	

* Temporary appointment

It is the normal practice for meetings of the Committee to be attended by officers of the Airport, the above mentioned attendees and other bodies to provide advice to members as required. These people do not vote.

1. Airport Traffic: October - December 2009

During October, November and December 2009 we saw passenger numbers decline by 10% compared with the same period in 2008. Average aircraft size increased slightly from 74 to 75 seats with average load factor also increasing from 52% to 61%.

Over the same period the Jet Centre traffic has also declined by 17% in passengers and 11% (17% last quarter) in aircraft movements. It is noted that the rate of decline in this type of traffic has reduced considerably.

Year end figures showed that 2.8 million passengers passed through London city Airport between 1 January 2009 and 31 December 2009, a 14% decline on 2008. The total number of scheduled and corporate movements for 2009 was 75,678.

2009 will be remembered as a year of economic downturn and recession. The effects were experienced in the aviation industry and as such 2009 was an extremely challenging year. There are signs though that the economy is slowly turning around so we are cautiously confident that we can look forward to a slightly better year in 2010.

2. Route Changes

Geneva-based airline Baboo commenced a twice daily service from London City Airport to Geneva, on 25 October 2009. In addition to the direct service to Geneva, passengers can travel on to the Italian cities of Venice and Florence.

The service is operated on Baboo's 74-seat Q400 aircraft, with fares starting from £51 one way including taxes.

Established in Geneva in 2003, Baboo serves 18 destinations (excluding charter flights) from Geneva. It delivers a wide range of services aimed at business and leisure customers and employs around 200 people throughout its network.

Flights can be booked on the website www.flybaboo.com

Monday to Friday: Depart GVA 0740 arrive LCY 0830. Depart LCY 0900 arrive GVA 1155

Sunday to Friday: Depart GVA 1710 arrive LCY 1800. Depart LCY 1830 arrive GVA 2125

Connecting to Venice, Monday to Friday:

Depart LCY 0900 arrive VCE 1345. Depart VCE 1455 arrive LCY 1800

Connecting to Florence, Monday and Thursday:

Depart LCY 0900 arrive FLR 1345. Depart FLR 1430 arrive LCY 1800

British Airways is launching new services to Palma, Majorca and Ibiza from May 2010 on the new Embraer 190 aircraft.

The initial three-times-a-week service will operate on Friday, Sunday and Monday, aimed at leisure passengers looking for a weekend or longer break. There are plans to increase the frequency in the peak summer months.

The British Airways flights include complimentary food and drinks on board, free on-line check-in and seat selection 24-hours before departure and free baggage allowance. All inclusive one way fares are available from £69, and are available to book on ba.com.

The new schedule is:

London City to Palma Mon 1215 1530 Fri 0710 1025 Sun 1420 1735 Palma to London City Mon 1615 1730 Fri 1055 1210 Sun 1845 2000 London City to Ibiza Mon 1105 1420 Fri 0700 1015 Sun 1300 1620 Ibiza to London City Mon 1505 1630 Fri 1100 1225 Sun 1750 1910

3. Operations

In a short space of time over one week, two Metropolitan Police helicopters had to make emergency landings at London City Airport. The first occurred on Monday 28 December when a helicopter declared

a fuel emergency. The police helicopter was intended to land at its base in Lippitts Hill; however due to zero visibility caused by fog, the helicopter would not have safely reached its intended destination with limited fuel. Permission was therefore granted for the helicopter to land at LCY. The helicopter departed the following day.

The second occurred during the early hours of New Year's Day when another helicopter was forced to make an emergency landing due to a technical problem with the tail rotor gear box. The airport was closed when the helicopter landed but airport operations staff attended the site and engineers were called to assess the problem. After attention by engineers the helicopter was declared fully serviceable and departed at 15:52 hours the same day.

Under the airport's planning conditions, helicopters are not permitted to land other than in a genuine emergency. Both helicopters were permitted to land under emergency conditions at London City Airport to ensure the safety of the pilot and the local community.

4. Airport Developments

a) Personnel Changes

In October Darren Grover was appointed Chief Operating Officer (COO) for the airport. Darren reports directly to the airport's Chief Executive and oversees the day-to-day running of the airport including terminal services, safety, aerodrome operations, engineering, projects, property, sales and jet centre. Darren takes over the role from outgoing COO Scott Stanley.

Darren joined London City Airport eight years ago to set up and manage the Jet Centre. He later transferred to the role of director, ramp services, where he was responsible for over 200 staff working at the heart of the airport's operations.

Lee Russell was appointed Ramp Services Director for the airport in December. Lee reports directly to the airport's Chief Operating Officer and oversees the day to day operations of the ramp control unit, ramp services, property and the jet centres at both London City and Northolt. Lee takes over the role from Darren Grover.

Lee joined London City Airport in 1999 as an airfield operation assistant responsible for maintaining a safe airside environment. During the last 10 years Lee has held a number of senior positions at the airport including Jet Centre Duty Coordinator, Jet Centre Deputy Manager and Jet Centre manager. In May 2008 Lee transferred to a role as ramp control manager working closely with airlines on improving flight punctuality.

b) Car Hire Facility

A new facility for onsite car hire companies Avis, Europcar, and Hertz opened on 17 November 2009. This facility is now located adjacent to the terminal building and forms part of the airport's £7 million terminal reconfiguration project. The car hire companies have extended their operating hours making it more easily accessible to local residents and businesses. The car hire operating hours are Monday to Friday from 07.00 until 21.30; Saturday from 07.00 until 16.00; Sunday from 10.00 until 21.30.

c) Security Enhancement Project

Details of this project have been given in a verbal presentation to the committee (copy of the presentation to be circulated with the minutes). In essence, this project involves the reconfiguration of the terminal in different phases in order to provide a significantly enlarged security search area and additional security lanes to respond to a change in passenger behaviour. With a greater use of online check-in and less use of traditional check-in desks, more passengers are heading straight to security upon arrival at the airport. The reconfiguration of the terminal will enable the airport to maintain its status as the fastest airport in London.

During spring 2010, additional columns will be installed in the main terminal concourse to support an expanded first floor across the void that is now the atrium. This new floor will become part of the new extended departure lounge.

In line with this, the existing Meridian Line restaurant will close to allow for the re-provision of a new passenger search facility - double the size of the existing area. New catering facilities will be provided in the space previously occupied by the car hire companies.

The reconfiguration of London City Airport's terminal will be projected managed by Atkins Design & Engineering.

5. Judicial Review

London City Airport is advised that Fight the Flights has received permission from the High Court for its judicial review claim of the London Borough of Newham's (LBN) decision to approve the airport's planning application for an increase in flight movements, to proceed to a full hearing.

The claim is based on three grounds of challenge:

- The failure by London Borough of Newham to take into account a change in Government policy on climate change
- The failure by Newham to consult the London Boroughs of Waltham Forest and Redbridge on the possible effects of the increased aircraft movements on those boroughs and their residents
- A failure on the part of Newham to consult residents at large within the London Boroughs of Waltham Forest and Redbridge.

This claim is against the London Borough of Newham. The Airport is involved as an interested party and in order to protect its own interests will take part in proceedings. The application was carefully considered by LBN over a long period. The airport is confident that a properly reasoned and balanced decision was taken.

6. Noise Action Plan

As reported at the last committee meeting, London City Airport has been running a 16 week public consultation on its draft noise action plan. During the consultation period, local communities, councils and other stakeholders have been invited to comment on the airport's draft plan. The consultation concludes on Friday 15 January 2010. Further details on the consultation events and feedback so far are reported under Item 10 of the agenda.

7. Airport Award

In December London City Airport was awarded Employment Champion of the Year at the East London Business Alliance Annual Employee Volunteer Awards. The award recognizes the airport's commitment to help local residents get into employment.

This award, which the committee has been briefed on previously in the Community report, is in recognition of the Take Off into Work training programme. This has been designed specifically for unemployed residents of Newham in association with the London Borough of Newham's local employment service, Workplace.

Candidates complete two weeks of airport specific employability training workshops followed by a minimum two week work placement and interview. In 2009 more than 60 long term unemployed local residents have successfully found work at the airport under this programme.



EDUCATIONAL TOURS

• Kingsmead Primary School	Newham	• Kingston College x2	Surrey
• Calverton Primary School x2	Newham	• Richmond College	Surrey
• Sarah Bonnell School x2	Newham	• Southwark College x2	Southwark
• Lister School	Newham	• Orpington College x2	Orpington
• Bishop Challoner Girls School x2	Tower Hamlets	• Christ The King College	Lewisham
• Havering 6 th Form College x2	Havering	• Southfields Community College	Wandsworth
• Leyton 6 th Form College	Waltham Forest		

EDUCATION AND SKILLS ACTIVITIES

Primary

- Drew and St Luke’s Primary Schools (Newham) sung Christmas carols in the London City Airport terminal building to raise money for their chosen charities.
- A teacher workshop on the LCA Barnaby Bear Geography Programme saw a number of local teachers input into the content and delivery plan of this programme for 2010. Barnaby Bear was delivered to Calverton Primary School (Newham) and many schools have confirmed bookings for the coming months.

Secondary

- The Community Team accompanied a group of Travel & Tourism students from NewVic 6th Form College to attend the Swiss International Airlines Extravaganza at Broadgate Circle, Liverpool Street, where they participated in discussions with Swiss Marketing Managers about airline marketing.
- 10 Hospitality Diploma students from 3 local schools attended London City Airport for a Hospitality Workshop which included a presentation from Airport Catering Manager, Ian Morris.
- LCA attended the NewVic 6th Form College Annual Awards Ceremony and awarded the Language and Business Students of the year prizes donated by the airport including flight tickets and WH Smith vouchers.
- Airport volunteers facilitated a “Getting Ahead” employability workshops at Sir John Cass Foundation & Red Coat School and Bethnal Green Technology College (Tower Hamlets) with over 200 students.
- LCA celebrated Newham College's 'outstanding' status with College staff at their celebration breakfast. Further links between the airport work experience programme and the College have been cemented.
- Airport volunteers attended Plashet School in Newham to deliver Building Opportunities and Skills Seminar (BOSS) to 90 students offering employability skills during a full day of workshops.

- Airport volunteers along with staff from Reed Specialist (the airport's recruitment consultants), delivered an employment top tips session to students at Central Foundation School (Tower Hamlets).
- The Community Team delivered the LCA Modern Foreign Languages Programme to students from Bishop Challoner School (Tower Hamlets).

Further and Higher

- The airport launched its third year intake for its University Prize Scheme 2009/10. Two candidates from Greenwich and one from Newham were successful in their applications to the Scheme and will receive £2,000 each for the next three years of their degree, an airport management mentor and paid annual work experience. They join five existing students from previous years.
- Airport volunteers gave vital employability tips to local graduates at the Knowhow Graduate Careers Skills Event 2009 held in Tower Hamlets.
- London City Airport is supporting the London Borough of Greenwich in the development and delivery of diplomas. These new qualifications are focused on employment.

SPONSORSHIP AND DONATIONS

ORGANISATION	EVENT	DONATION
Newham sports volunteers	Thank You – on-going partnership engagement	13 02 tickets to NBA Basketball Game
Ascension Eagles Cheerleaders	Support for volunteers	13 02 tickets to the Artistic Gymnastics World Championship
Newham Riding School	Support for disabled children's riding lessons and in memory of Bill Dunlop, former LCACC Deputy Chair	New pony named "Just William"
Newham 6 th Form College (NewVic)	Annual Awards Ceremony – best student prize winners	Pair of flight tickets to Barcelona 4 x £50 WH Smiths Vouchers
Beckton Active Community Team	Beckton Community Forum Safety Event "Safe but Fun"	30 x LCY rucksacks with goodies
6 Primary Schools in Newham, Tower Hamlets & Greenwich	Numeracy Competition	35 02 tickets to Disney Princesses on Ice
Richard House Children's Hospice	Richard House Ball	Wine sponsor and 14 tickets to the ATP World Tennis Finals at The O2
Eton Manor Rugby Club	On-going sponsorship	£450 donated towards Rugby Balls for the youth division of the Club Pair of flight tickets for Coach of the Year
Old Palace Primary School	Donation of books for the school library	£472 donation
Royal British legion North Woolwich Branch	Pipe band to play at annual memorial service	£300 donation
Neighbours in Poplar (Tower Hamlets)	Christmas Appeal	100 tins of biscuits donated at £416
St Luke's Primary School	Christmas Caroling in the terminal	£50 donated towards chosen charity

Community Links	Christmas Party	£400 donated towards pantomime at Children's Christmas Party
St Margaret's Settlement and Bangladeshi Parents and Carers Association	Tower Hamlets Christmas Ball	Pair of flight tickets donated
Barking Schools (via Margaret Hodge MP)	Annual Children's Christmas Card Competition	£700 of Toys R Us and WH Smiths vouchers donated (joint donation LCA and WH Smith)
Woodman Street Community Centre	Quiz Night	Chocolates purchased for quiz night prizes
Globe Town Pensioners (Tower Hamlets)	Pensioners Christmas Party Dinner & Bingo	£400 donated to support costs of fish and chips dinner
East London Business Alliance	Christmas Toy Appeal	£150 of children's toys donated to the appeal for east London families
St Johns Community Centre and Richard House Children's Hospice		Over 150 boxes of Christmas crackers



Toys donated towards East London Business Alliance toy appeal



Just William welcomed to Docklands Riding School



Airport volunteers assist Ascension Church with Christmas party

Other

- The Community Team organised a small celebration event to welcome Just William to The Docklands Riding School in memory of Bill Dunlop (see image).

- The Community Team coordinated a numeracy competition for six local primary schools (in Newham, Tower Hamlets and Greenwich). Children were invited to complete a booklet of numeracy questions and also a short literacy question. Three lucky winners from each school attended Disney Princesses on Ice at the O2 Arena during the half term holiday.
- The Community Team hosted a stall and quiz at the Active Community Beckton Community Safety Event - Safe but Fun and donated 30 goody bags for the quiz.
- The Community Team supported the Newham Chamber of Commerce through participation in breakfast meetings held at West Ham Football Club and Elizabeth sitting on the Executive Council.
- Elizabeth gave a presentation based on careers in aviation at the World Travel Market for students studying to work in the travel and tourism industry.
- The Community Team attended Newham All Star Sports Academy Achievement awards held at the Houses of Parliament.
- The Community Team visited Anchor House homeless shelter to discuss partnership opportunities. All LCA jobs are now advertised at Anchor House.
- The Community Team and airport volunteers decorated and assisted Ascension Church in preparation for their annual Elders' Christmas Lunch.
- Airport volunteers attended Richard House Children's Hospice to participate in their Christmas Carol Service. Airport staff also purchased "Wishing Stars" to raise money for children's gifts for Christmas.
- London City Airport was announced a "finalist" in the Community Award at the Thames Gateway Business Awards.
- Elizabeth hosted a working group on the topic of NEETs (young people not in education, employment or training) with delegates from Common Purpose.
- Richard Gooding attended Rokeby School (Newham) to present their annual awards.
- Elizabeth joined the "IMPS" Motorcycle Display Team (Newham) Board of Trustees to support the club's development and assist with support for the young people who are members of the team.
- Elizabeth joined the London Borough of Newham 16-19 Advisory Group, which is working to ensure that Newham has the best possible provision for Further Education, in line with employer needs.
- Elizabeth is working with Lehmann Communications to mentor their Corporate Social Responsibility Manager via the LDA-funded organisation, Heart of the City, which aims to increase corporate community involvement.
- Airport staff hosted Andrew Rosindell, MP for Romford and a Havering Councillor to discuss LCA operations and flight paths.
- LCA participated in the launch of the Strategic Regeneration Framework, an aspirational plan for the five host boroughs to ensure a great legacy from the 2012 Olympic and Paralympic Games.
- LCA met with the Director of UeL's Sustainability Research Institute to explore partnership working.
- The "High Flyers" airport quiz team won the annual Community Links Christmas Quiz, raising money for the charity whilst testing their general knowledge!
- Elizabeth attended the recent St John's Community Centre Board of Trustees meeting as a business trustee to support the Community Centre's activities in the Royal Docks.



*New books purchased for Old Palace Primary School,
Tower Hamlets library*



St Lukes Primary School, Christmas carollers in the terminal

Take off into Work Programme

The airport was shortlisted and won the ELBA Employment Champion 2009 Award at the annual Employee Volunteer Awards.

The fourth round of the London City Airport/Newham Workplace into work training programme “Take off into Work” was delivered 09 November – 13 November 2009. 65 candidates (of which 45% were previously unemployed for a year or longer) are currently in employment 35 of which are employed at London City Airport. The programme is for unemployed Newham residents and the next delivery will commence on 8 February 2010.

A total of 28 complaints/enquiries relating to environmental matters were received between the 1st October 2009 and 31st December 2009.

During this period, the Noise and Track Keeping System was fully operational, however data was lost for one day (5th November) from NMTs 1 & 2 due to computer problems. The rain gauge at NMT 4 is still undergoing investigation by Brüel & Kjær, however the remainder of the weather terminals' other functions are working accurately.

London City Airport recently purchased two new mobile noise monitors as part of the airport's temporary noise monitoring strategy, and a training session for staff will be held in January after which the mobile monitors will be deployed should an NMT develop a problem.

- Of the 22 complaints received for this period;
 - 9 complaints were regarding non-LCY air traffic
 - 12 were regarding aircraft noise and frequency, 2 of which also included enquiries about consultation and the airport's sound insulation scheme (see below)
 - 1 complaint was concerned with alleged late departures

- Of the 8 enquiries received for this period;
 - 3 enquiries were regarding flight paths
 - 2 enquiries regarded alleged near-miss incidents
 - 2 enquiries regarded the airport's sound insulation scheme
 - 1 enquiry regarded the airport's new noise monitoring and mitigation scheme (NOMMS) to be developed under the new S106

1. DATE RECEIVED: Thursday 1st October 2009
 DATE OCCURRED: Thursday 1st October 2009
 TIME OCCURRED: 01:25
 AREA: Peckham
 COMPLAINT: Aircraft noise
 RESPONSE: Telephone call – non LCY

2. DATE RECEIVED: Thursday 1st October 2009
 DATE OCCURRED: Tuesday 29th September 2009
 TIME OCCURRED: before 06:00
 AREA: Stratford, E15
 COMPLAINT: Aircraft noise
 RESPONSE: Letter – non LCY

3. DATE RECEIVED: Friday 2nd October 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Hackney
 ENQUIRY: Flight paths
 RESPONSE: Letter

4. DATE RECEIVED: Sunday 4th October 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Leytonstone
 COMPLAINT: Aircraft noise, frequency and flight paths
 RESPONSE: Letter

5. DATE RECEIVED: Tuesday 6th October 2009
 DATE OCCURRED: N/A

- | | |
|----------------|----------------|
| TIME OCCURRED: | N/A |
| AREA: | N/A |
| ENQUIRY: | Flight paths |
| RESPONSE: | Telephone call |
6. DATE RECEIVED: Thursday 8th October 2009
DATE OCCURRED: Various
TIME OCCURRED: 06:00
AREA: Tottenham, N15
COMPLAINT: Aircraft noise
RESPONSE: Letter – non LCY

 7. DATE RECEIVED: Thursday 8th October 2009
DATE OCCURRED: Unspecified
TIME OCCURRED: 05:00
AREA: Leytonstone
COMPLAINT: Aircraft noise
RESPONSE: Letter – non LCY

 8. DATE RECEIVED: Sunday 11th October 2009
DATE OCCURRED: Sunday 11th October 2009
TIME OCCURRED: 07:00 to 08:00
AREA: Wanstead
COMPLAINT: Aircraft noise & frequency
RESPONSE: Letter – non LCY

 9. DATE RECEIVED: Tuesday 20th October 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Wanstead
COMPLAINT: Aircraft noise and frequency
RESPONSE: Letter

 10. DATE RECEIVED: Tuesday 27th October 2009
DATE OCCURRED: Tuesday 27th October 2009
TIME OCCURRED: 11:30 to 12:00
AREA: Camden
COMPLAINT: Low flying aircraft
RESPONSE: Telephone call – non LCY

 11. DATE RECEIVED: Wednesday 28th October 2009
DATE OCCURRED: Unspecified
TIME OCCURRED: Morning & Evening
AREA: Wanstead
COMPLAINT: Aircraft noise and frequency
RESPONSE: Letter

 12. DATE RECEIVED: Tuesday 3rd November 2009
DATE OCCURRED: Unspecified
TIME OCCURRED: Unspecified
AREA: Wanstead, E11
COMPLAINT/: Aircraft noise, frequency & flight paths, enquiry regarding
ENQUIRY planning consultation & Sound Insulation Scheme enquiry
RESPONSE: Letter

 13. DATE RECEIVED: Thursday 5th November 2009
DATE OCCURRED: Thursday 5th November 2009
TIME OCCURRED: 11:09

- AREA: Leytonstone
ENQUIRY: Alleged near miss
RESPONSE: Letter: no near miss
14. DATE RECEIVED: Wednesday 11th November 2009
DATE OCCURRED: Various
TIME OCCURRED: Various
AREA: Wanstead, E11
COMPLAINT: Aircraft noise
RESPONSE: Letter
15. DATE RECEIVED: Wednesday 11th November 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Leytonstone
ENQUIRY: Request for new noise management scheme
RESPONSE: Telephone call: not yet published
16. DATE RECEIVED: Friday 13th November 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Britannia Village
ENQUIRY: Request for information on Sound Insulation Scheme and for further assistance with glazing issues
RESPONSE: Letter
17. DATE RECEIVED: Friday 20th November 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Leytonstone
ENQUIRY: Request for flight path analysis results over Olympic Park
RESPONSE: Telephone call: airspace matter to be responded to by NATs
18. DATE RECEIVED: Friday 20th November 2009
DATE OCCURRED: Various
TIME OCCURRED: Various
AREA: Dagenham, RM10
COMPLAINT: Aircraft noise, frequency. Enquiry as to consultation regarding flight path change, aircraft movement numbers change, and assistance for residents
RESPONSE: Letter
19. DATE RECEIVED: Friday 20th November 2009
DATE OCCURRED: Various
TIME OCCURRED: 22.24
AREA: Royal Docks, E16
COMPLAINT: Alleged late departures
RESPONSE: Letter: departures within permitted operational periods
20. DATE RECEIVED: Monday 23rd November 2009
DATE OCCURRED: Various
TIME OCCURRED: 06:00
AREA: Blackheath
COMPLAINT: Aircraft noise
RESPONSE: Letter: non-LCY
21. DATE RECEIVED: Monday 23rd November 2009
DATE OCCURRED: Unknown

- TIME OCCURRED: Unknown
 AREA: Unknown
 COMPLAINT: Unknown
 RESPONSE: Voicemails left, but no response after initial message leaving his telephone number
22. DATE RECEIVED: Monday 30th November 2009
 DATE OCCURRED: Various
 TIME OCCURRED: Various
 AREA: Romford, RM2
 COMPLAINT: Increase in aircraft noise and frequency
 RESPONSE: Telephone call
23. DATE RECEIVED: Tuesday 1st December 2009
 DATE OCCURRED: Every day
 TIME OCCURRED: Constant
 AREA: Unknown
 COMPLAINT: Awaiting details of complaint, assumed related to aircraft noise
 RESPONSE: Airport address supplied, awaiting letter
24. DATE RECEIVED: Tuesday 1st December 2009
 DATE OCCURRED: Tuesday 1st December 2009
 TIME OCCURRED: 17:30
 AREA: Bexley, DA5
 ENQUIRY: Alleged near miss by low flying twin engine aircraft
 RESPONSE: Letter: Non-LCY, most likely associated with Biggin Hill Airfield
25. DATE RECEIVED: Wednesday 2nd December 2009
 DATE OCCURRED: Various
 TIME OCCURRED: 4.30 am onwards
 AREA: Wanstead, E12
 COMPLAINT: Aircraft noise from 4.30 am onwards
 RESPONSE: Letter: Airport closed until 6.30am, after which some LCY aircraft will contribute to the aircraft noise. Before 6.30 non-LCY (LHR)
26. DATE RECEIVED: Wednesday 16th December 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Wanstead, E11
 COMPLAINT: Aircraft noise & flight tracks – result of SIDs change
 RESPONSE: Letter
27. DATE RECEIVED: Tuesday 17th December 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Redbridge
 COMPLAINT: Flight paths, flight numbers & consultation
 RESPONSE: Letter
28. DATE RECEIVED: Tuesday 22nd December 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Leytonstone, E11
 ENQUIRY: Request for additional information regarding SIDs change
 RESPONSE: Telephone call: directed to CAA and NATs
29. DATE RECEIVED: Tuesday 29th December 2009
 DATE OCCURRED: 25 & 26th December

TIME OCCURRED: 06.00 am
 AREA: Wanstead, E12
 COMPLAINT: Aircraft noise
 RESPONSE: Letter – LCY closed

30. DATE RECEIVED: Thursday 31st December 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Wanstead, E11
 COMPLAINT: Increase in LCY and LHR traffic when closed
 RESPONSE: Letter

AIR QUALITY
July 2009 – September 2009

London City Airport operates a programme of air quality monitoring in and around the Airport boundary. This monitoring programme measures concentration of nitrogen dioxide (NO₂) and fine particles (the so called PM10 fraction i.e. particles that are less than 10 micrometres in diameter).

Monitoring is carried out at an automatic monitoring station situated on the roof of City Aviation House (CAH). This is supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) situated at a further 17 sites in and around the Airport boundary.

The Government has set a number of air quality objectives to protect human health. These are equivalent to, or are more stringent than the limit values set by the European Union. Both the objectives and limit values are based on monitoring carried out over the period of a calendar year. It is thus not possible to directly compare the concentrations measured over the period July to September with the objectives or limit values.

In addition to the objective and limit values, the Government has also established a set of descriptors for the 1-hour concentrations of nitrogen dioxide and 24-hour concentrations of PM₁₀. Air quality is defined by these descriptors as being Low, Moderate, High and Very High (see Tables 1 & 2).

Pollution concentrations measured in and around the airport are associated with a wide range of sources at local, regional, national and international scales. On occasions when pollution levels rise, these higher levels are often observed across the whole of London as a 'regional pollution episode'. To assist with the interpretation of the results, pollution levels measured at other London monitoring sites are included in this report.

Table 1 Relevant Air Quality Objectives

Pollutant	Time Period	Objective / Value
Nitrogen Dioxide	1-hour mean	200 µg/m ³ not to be exceeded more than 18 times a year
	Annual mean	40 µg/m ³
Fine Particles (PM ₁₀) ^a	24-hour mean	50 µg/m ³ not to be exceeded more than 35 times a year
	Annual mean	40 µg/m ³

^a Measured by the gravimetric method.

Table 2 Air Pollution Bandings (µg/m³)

Band	Nitrogen Dioxide Hourly Mean	PM ₁₀ Running 24-Hour Mean ^a
Low	0 – 286	0 – 62
Moderate	287 – 572	63 – 94
High	573 – 763	95 – 127
Very High	764 or more	127 or more

^a Reference Equivalent

Nitrogen Dioxide

The mean nitrogen dioxide concentration measured at the automatic station on the roof of CAH was $24 \mu\text{g}/\text{m}^3$ (microgrammes per cubic metre). This compares with the objective value of $40 \mu\text{g}/\text{m}^3$. There were no recorded exceedences of the 1-hour mean objective, and all hourly concentrations were classified as 'low' (see Table 3).

Mean concentrations of nitrogen dioxide at other background sites in London over this period ranged from 17 to $57 \mu\text{g}/\text{m}^3$, with similar patterns in levels as seen at the airport site. There was a good correlation between observed peaks at the airport site and other London sites, suggesting that these occurrences were due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

The period mean nitrogen dioxide concentrations measured at the diffusion tube sites ranged from 19 to $30 \mu\text{g}/\text{m}^3$ compared with the objective value of $40 \mu\text{g}/\text{m}^3$ (see Table 4).

Fine Particles (PM₁₀)

The mean nitrogen PM₁₀ concentration measured at the automatic station on the roof of CAH was $20 \mu\text{g}/\text{m}^3$ (micrograms per cubic metre). This compares with the objective value of $40 \mu\text{g}/\text{m}^3$. There were no recorded exceedences of the 24-hour mean objective (compared with the 35 exceedences allowed in a calendar year). All 24-hour concentrations were classified as 'low' (see Table 5).

Concentrations of PM₁₀ at other background sites in London over this period showed similar patterns in levels as seen at the airport site. There was a good correlation between observed peaks at the airport site and other London sites, suggesting that these occurrences were due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions (see Table 6).

Table 3 July – September 2009 Nitrogen Oxides (NO_x) and Nitrogen Dioxide (NO₂) Data Summary for London City Airport Monitoring Station (CAH)

Pollutant	NO _x	NO ₂	Exceedences	NO ₂ Objectives
Number Very High ^a	-	0	-	-
Number High ^a	-	0	-	-
Number Moderate ^a	-	0	-	-
Number Low ^a	-	2058	-	-
Maximum Hourly Mean	$304 \mu\text{g}/\text{m}^3$	$122 \mu\text{g}/\text{m}^3$	0	$200 \mu\text{g}/\text{m}^3$; no more than 18 exceedences
Period Mean	$37 \mu\text{g}/\text{m}^3$	$24 \mu\text{g}/\text{m}^3$	-	$40 \mu\text{g}/\text{m}^3$ (annual mean)
Data Capture	93 %	93 %	-	-

^a Number of 1-hour values