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MINUTES OF THE MEETING OF THE LONDON CITY AIRPORT CONSULTATIVE COMMITTEE HELD ON TUESDAY 6th OCTOBER 2009 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 Steve Brayshaw	London Borough of Newham
Tom Jackson	London Development Agency
Janette Withey	Docklands Business Club
John Williams	Guild of Travel Management Companies
Gillian Econpouly	LCCI
Sister Christine Frost	Tower Hamlets Local Area Partnership 7
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
Frank Evans	Department of Transport

APOLOGIES:

Tim Martin	London Borough of Barking and Dagenham
Cllr Denise Hyland	London Borough of Greenwich
Hamish Stewart	RODMA
Mark Partridge	London Borough of Newham

IN ATTENDANCE:

Rupal Patel	London City Airport
Adam Tally	London City Airport
Kellie Heath	London City Airport
Valerie Collingwood	Bickerdike Allen Partners for London City Airport
Sola Ogunbanjo	Deputy, Custom House and Canning Town
Julia Dunlop	Deputy, Silvertown
Valery Alliez	Resident of Silvertown
Jacqueline Price	Resident of Tower Hamlets
Another resident of Tower Hamlets	

1. COMMITTEE MEMBERSHIP

(a) Renewal of the Committee 2009/12

The Committee received the list of new Committee members circulated with the Agenda and also attached to these Minutes. The Secretary noted that:

- (i) Nominations were still awaited from the London Borough of Tower Hamlets and the Airline Operators Committee.
- (ii) A third nomination was awaited from the London Borough of Newham.
- (iii) The Gallions Housing Association had declined to submit a nomination. Adisa Akintola would be speaking to the Association about this.

- (iv) Jagadish Jha, a former member of the Consultative Committee representing the former Beckton Community Forum but who now lived just outside the area, had kindly agreed to represent residents in Beckton on a temporary basis while the search for a permanent representative living in the area continued.
- (v) As noted in the Agenda some bodies represented on the Committee had been asked if they wished to submit the names of deputies to participate in meetings when the regular representative of that body could not be present. So far only the London Borough of Barking and Dagenham had responded.
- (vi) Meanwhile copies of the Committee's agenda papers and minutes were being sent separately to those who have been nominated as deputies. Members were reminded that if in discussion with the deputy they would prefer that these papers should not in future be sent to the deputy they should contact the Secretary.

(b) Community Representatives – Contact Details

As noted in the Agenda it had become clear in choosing the representatives of the local communities in Newham that both *Runway News* and the Committee's website could be used to help to make the community representatives more accessible to those they represent. Those seen in connection with the appointment of the Newham representatives had all agreed to their names, telephone numbers and e-mail addresses being made available through both these media perhaps with a photograph. Since then both Adisa Akintola and Sister Christine had likewise consented. The Committee agreed that its website should be updated as soon as possible and the Airport was invited to include this information on a regular basis in *Runway News*.

(c) Representatives of Airport Users

The Airport was still considering what to do about this. It would report to the next meeting.

2. ELECTION OF OFFICERS

The following were selected for the three years ending with the meeting in July 2012:

- (a) Chairman: John Adshead
- (b) Vice Chairman: Glynis Webb
- (c) Secretary: Stuart Innes

- 3. The **MINUTES** of the meeting held on 7th July 2009¹ were approved as a correct record of the meeting.

4. MATTERS ARISING

(a) Item 6 – Community Report -- LCCI Report

As noted in the Agenda the LCCI's report *Capital Careers Jobs Guide* had been circulated to all members following the last meeting of the Committee.

(b) Item 7 – Standing Item on Environmental Issues – Noise Contour Maps

The Committee noted that its website had been updated to include maps showing the 57 and 60 dB LAeq Noise Contours based on actual aircraft movements in the summer of 2008².

(c) Item 10 – Slot Allocation Regulations – Consultation on the designation of LCY at Level 3

The Committee noted that the Secretary of State had decided that London City Airport should be designated as coordinated under the EC and UK Airports Slot Allocation Regulations starting with the Winter 2009 scheduling season. The Secretary of State had also approved the appointment of *Airport Coordination Limited (ACL)* as coordinator at London City Airport.

(d) Item 14 – UKACCs Annual Meeting – Belfast – 27/28 May 2009 - Minutes

Since the last meeting of the Committee the minutes of this meeting had been circulated to all members.

¹ <http://www.lcacc.org/committee/minutes.html>

² See <http://www.lcacc.org/noise/noise7h.gif>

5. CORRESPONDENCE

The Secretary reported there had been no correspondence other than that with a resident of Tower Hamlets who wished to remain anonymous and whose e-mails had not therefore been circulated to the Committee.

In responding to the anonymous correspondent the Chairman had said that complaints made to the Consultative Committee itself were made to an open forum which meets in public and that there could be no question of such complaints being made or treated anonymously or in private. The Committee broadly agreed with this although one member felt that care should be taken to keep such discussions in Committee as private as possible.

The anonymous resident in question was present at the meeting and was invited to comment. He said the law, and the committee's own constitution, required the Committee to protect the anonymity of those who wrote to the Committee. The Secretary said that neither of these assertions had been verified not least because in view of the concerns expressed by the anonymous resident it had been agreed that if he wrote to the Committee his details would not be revealed to anyone without his consent and in fact the online committee papers had, with the consent of the Committee, been redacted so as to remove his name. Clearly any response sent by the Committee's officers would not carry the same weight as one discussed and approved by the full Committee.

6. AIRPORT DIRECTOR'S REPORT

The Airport's report was tabled by Gary Hodgetts. A copy of the report is appended to these minutes.

In relation to the proposed works in the Airport's terminal:

- (a) It was agreed that the Airport's consultants W.S. Atkins, who had planned the scheme and would be supervising the works, should be invited to brief the Committee at its next meeting on the design of the scheme and the manner in which the works would be carried out and answer any detailed questions which might be put to them by Members.
- (b) The scheme involved the re-modelling of the present terminal building and the Airport was advised that the scheme did not require planning permission. The main feature of the scheme was the roofing of the present central void between the ground and first floors of the Terminal thus creating a lot more space on the first floor for the additional facilities described in the Airport Director's report.
- (c) Gary Hodgetts said the implementation of the scheme had been thoughtfully planned including the delivery/removal of materials. It was planned to carry out the works in such a manner as to minimise disruption to the Airport's users which meant that some works would be carried out when the Airport was closed. It was not expected that this would give rise to significant noise or disruption affecting the Airport's neighbours but if when the details had been worked out there were issues which needed to be discussed with those representing local people the necessary arrangements would be made for this.
- (d) The works would give rise to some extra traffic using local roads but the scheme did not involve much by way of heavy engineering and the impact was not expected to be very great.
- (e) The scheme involved the closure of the Median Restaurant and the present EAT facility. The latter would be replaced and the Airport would be putting the new facility out to tender.
- (f) Cllr Kellaway expressed the hope that so far as possible the Airport would arrange for the use of local sub-contractors and local labour to be maximised.

7. COMMUNITY REPORT

The Airport's report was tabled by Rupal Patel. A copy of the report and presentation is appended to these minutes.

Rupal concurred in remarks by Cllr Kellaway praising the University Prize Scheme and the arrangements for paid work experience in which the students could participate.

Rupal went on to outline the Airport's *Take off into Work* Programme which is aimed at the unemployed and those in receipt of Job Seekers Allowance. The programme is a 4 week work based programme with two weeks devoted to training in airport specifics followed by two weeks when participants are assigned to one of the Airport's Departments or onsite organisations. If at the end of the placement there are Airport jobs on offer participants completing the programme are guaranteed an interview for the post concerned.

8. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Airport's report was tabled by Gary Hodgetts. A copy of the report is appended to these minutes.

Gary Hodgetts said there had been a noticeable increase in the number of noise complaints. An examination of these showed the increase arose largely from complaints from residents living to the north of the Airport and might be attributable to the changes in the Standard Instrument Departures flown by aircraft leaving the Airport which had been implemented recently by the CAA and NATS.

The report included for the first time a section dealing with air quality monitoring. This was a requirement of the new s.106 agreement. Gary suggested that it might be helpful to members new to air quality issues if an expert in air quality was invited to brief the Committee at a forthcoming meeting of the Committee. This was agreed.

9. PLANNING APPLICATION

Gary Hodgetts said that the Airport's application for planning permission to increase movement levels at the airport to 120,000 per year had been approved by the Development Control Committee of the London Borough of Newham (LBN) in October 2008. The Borough Planning Officer was authorised to grant planning permission subject to the negotiation and completion of a s.106 agreement. However, following the Committee's decision, late representations were received from *Friends of the Earth* and the Council referred these back to the Development Control Committee on 8th July. At this meeting the Committee confirmed its resolution made on 8 October 2008. The s.106 agreement had been signed by all parties the following day, 9 July 2009 and the Decision Notice, likewise dated 9th July 2009, was thereupon issued.

It was now understood that *Friends of the Earth* was supporting local interests opposed to the Airport in mounting proceedings in the High Court for a judicial review of the Council's decision to approve the Airport's planning application. The Airport noted that the application had been carefully considered by the Council over a long period and it was confident that a properly reasoned and balanced decision had been taken.

Despite not being required to do so now that judicial review proceedings had been initiated, the Airport was continuing to develop and implement its many commitments to local communities made in the s.106 agreement.

As expected the s.106 agreement superseded all earlier agreements of this kind. The Secretary said that much of the information on the Committee's website had had to be substantially revised/updated. This work had now largely been completed. The revised pages were being checked for accuracy and it was expected that this checking work would be completed very soon.

The Committee noted that Newham Council was in the process of recruiting a full-time officer to monitor compliance with the s.106 agreement, the associated planning permission and other Airport related matters. The cost of this, and any necessary consultancy support, was to be met by the Airport which would make annual index linked payments. It was expected that this officer would wish to work closely with the Committee and indeed it was a requirement of the s.106 agreement that this officer should attend meetings of the Consultative Committee. Pending the completion of the recruitment process the Council had asked one of its planning officers, Sunil Sahadevan, to act as the Monitoring Officer on an interim basis. He had been added to the Committee's mailing list on a temporary basis.

The Secretary said the new s.106 agreement would give rise to a good deal of work over the coming months and years.

Sid Keys noted that the s.106 agreement provided for the Airport to invest £1m in three instalments (two of £200,000 and one of £600,000) on landscape improvements and community initiatives benefiting Newham residents within the Actual 57 dB Contour over the coming years. He asked

who would decide on what projects the money would be spent. It was explained that this would be a matter for the London Borough of Newham to decide. It was a requirement of the s.106 agreement that the money should be spent for the benefit of residents living within the worst affected areas within the 57 dB contour as identified in the *Environmental Statement* submitted with the Airport's interim planning application. Janet Goulton said the Airport had in fact written to Newham Council asking for information on how it was intended to spend these funds.

In response to a question by Frank Evans the Airport confirmed that the noise measures in the draft *Noise Action Plan* closely mirrored those in the new s.106 agreement.

10. COMMITTEE CONSTITUTION

The Committee noted the continuing discussions with a view to the revision of the Committee's constitution to reflect:-

- o the new membership of the Committee;
- o the Committee's recent decisions with respect to public participation in the Committee's meetings;
- o the reviews now in progress of the constitutions of other consultative committees;
- o the planned review of the Department's *Guidelines* on consultative committees; and
- o any other matters which might arise in discussion.

The Secretary confirmed that a new draft of the constitution was being developed and this would be circulated to members for comment before a final draft is submitted to a full meeting of the Committee for discussion and approval. Meanwhile if any Member had comments on the Committee's present constitutional arrangements they should please contact him.

Timing of the Review would depend to some degree on the DfT's present review of its *Guidelines* for Consultative Committees. Frank Evans said it was hard at this stage to say at what pace the review of the *Guidelines* might proceed. The Department was anxious that the *Guidelines* should deal more adequately with the need to protect and enhance the passenger experience at Airports.

11. NOISE ACTION PLAN

The Airport's draft *Noise Action Plan* (NAP) had been published for consultation on Friday 25th September. Copies of the draft plan could be accessed via the Airport's website³ or via the Committee's website⁴.

The closing date for comments was 15 January 2010. Information about how to submit comments on the draft Plan could be found in the Airport's press release⁵ or on the Airport's website.

Gary Hodgetts briefed the Committee on the main elements of the plan – the slides used in the briefing would be published on the Presentations page of the Committee's website⁶.

There followed a period for questions and discussions - open to everyone present at the meeting – during which the following points emerged:

- (a) Hard copies of the NAP could be obtained from the Airport (Kellie Heath - tel: 0207 646 0025, mobile: 07738 184 415, e-mail: Kellie.Heath@lcy.co.uk).
- (b) The delay in submitting the NAP had been agreed with Defra and did not appear to infringe any legal requirement. Frank Evans said that for similar reasons other Airports had asked for the submission date to be delayed. The delay did not appear to have any other implications.
- (c) Although as required by the EC Directive the NAP had been drawn up to address the noise impact arising from the Strategic Noise Maps drawn up in 2006, it nonetheless included other measures based on recent changes such as the those flowing from the recent permission given by the London Borough of Newham to raise the limit on the number of flights to 120,000. The NAP should be regarded as a "living document" which would

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

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

⁵ <http://www.londoncityairport.com/LandingPage.aspx?Page=noiseactionplan>

⁶ <http://www.lcacc.org/committee/presentations.htm>

change over time to reflect developments at the Airport and moreover the NAP would be formally reviewed every 5 years. The next Strategic Noise Maps were due to be produced in 2012.

- (d) The noise contours on which the NAP was based were created by the airport's noise consultants, Bickerdike Allen Partners, using the prediction methodology Integrated Noise Model (INM) - version 6.2a. The results of the noise model were validated by noise measurements taken in the areas surrounding the airport near the 57 dB $L_{Aeq,16hr}$ contour, which were understood to be mostly within the London Borough of Newham but with some measurements also taken within the London Boroughs of Greenwich and Tower Hamlets.
- (e) The s.106 agreement provided for the drawing up of a *Noise Monitoring and Mitigation Strategy* which could involve noise readings taken further afield. This would provide a useful check on the accuracy of the modelling process.
- (f) The Airport was drawing up a phased programme of consultation with the public and other key stakeholders with consultation events not only in Newham, but other affected Boroughs including Tower Hamlets. When this had been finalised and published it would be circulated to all members. It was planned to advertise the events in the local press and details will be available on the airport's website.

12. PLANNING APPLICATIONS – NOTIFICATION/CONSULTATION WITH LOCAL RESIDENTS

As promised at the last meeting the Secretary had sent to all members:

- (a) a copy of the Gatwick *Memorandum of Understanding* referred to in paragraph 8 of the UKACCs minutes. Section 3 of the *Memorandum* referred to development control.
- (b) copies of the replies received by UKACCs from the *Local Government Association* and the *Association of London Government*.

It was understood that UKACCs had written to the *Local Government Association* asking if the protocol on the lines adopted by the Association of the London Borough Planning Officers could be introduced on a countrywide basis.

13. LONDON CITY AIRPORT EMPLOYMENT REPORT

Rupal Patel briefed the Committee on the Employment report which had been submitted recently to the London Borough of Newham.

15. ANY OTHER BUSINESS

(a) People with Reduced Mobility

The Secretary noted that it was now more than a year since the EC Regulation concerning the rights of disabled persons and persons with reduced mobility (PRMs) when travelling by air was fully implemented. Earlier this year the CAA sought views on how effectively the Regulation was being implemented in the UK.

As part of a wider UKACCs response it was noted that London City Airport has provided such a service to passengers with reduced mobility for a number of years. This had led to an increase of passengers using the service, including passengers choosing to use London City instead of other airports. The Airport had experienced occasional problems in relation to prior notification although this did not have a detrimental effect on the service provided to the passenger. The Airport also sends details of any prior notification delays to the airline concerned.

It was expected that in the Autumn, the CAA would publish a report which would:

- raise awareness of the issues faced by PRMs;
- describe how the PRM regulation has been implemented in the UK;
- identify any issues or problems which had arisen since the Regulation was implemented; and
- provide advice or make recommendations where appropriate, as to how such problems should be addressed.

Meanwhile, it was understood the Airport's PRM quality standards would soon be published on the Airport's website and that on an annual basis the Airport would provide the Consultative Committee with information on PRM service standards and performance.

(b) E170 Visit – Monday 21st September 2009

A number of members had participated in a visit to see this aircraft which had been organised by British Airways. Members had asked a number of questions about the environmental impact of this aircraft which would replace the Bae146/RJ series aircraft used to provide a number of BA services. It appeared that the impact would be little different to the aircraft at present in use and, indeed, in some respects an improvement could be expected. A number of E170 aircraft were among the 11 aircraft purchased by BA to replace the aircraft presently in use.

(c) Parking in Local Streets

Janet Goulton asked that those committee members who live locally should watch out for any untoward parking behaviour in local streets and to report any such parking to Elizabeth Hegarty. In this connection she said that the Airport had again communicated to the concessions operating at the Airport that it was unacceptable for staff to use local streets for parking and that they should use the staff car park.

Janet also drew attention to the new s.106 agreement which includes an obligation requiring the Airport to make a contribution towards the cost of "investigation, designing and implementing a system of parking controls in the immediate vicinity of the site". The Airport had written to Newham Council on 11 September asking when they might be in a position to begin discussions about possible parking controls. A reply was awaited

16. DATE OF NEXT MEETING

Tuesday 12th January 2009 at 16.30 hours at City Aviation House at London City Airport.

<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 Denis Hyland	London Borough of Greenwich	Cllr Peter Brooks
Cllr Peter Craske	London Borough of Bexley	Cllr Colin Tandy
TBA	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
Declined	Gallions Housing Association	
<i>Airport and Airport Users</i>		
Gary Hodgetts	London City Airport	Anna Gawthorpe
Janet Goulton	- ditto -	Elizabeth Hegarty
TBA	Airline Operators Committee	
TBA	- 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: July – September 2009

During July, August and September we have seen passenger numbers decline by 19.2% compared with the same period in 2008. Average aircraft size has increased slightly from 73.3 to 74.7 seats with average load factor also increasing from 53% to 58.6%.

Over the same period the Jet Centre traffic has also declined by 18% (26% last quarter) in passengers and 17% (23% last quarter) in aircraft movements. It is noted that the rate of decline in this type of traffic has reduced considerably. Jet Centre activity in September was up 86% on August.

During September traffic throughput levelled out. However, we do not expect much growth over the next 12 months.

2. Route Changes

The Brussels route, operated by VLM Airlines ceased operating in July. This is partly due to the improved competition provided by very frequent, publicly subsidised rail services. This trend is in line with that occurring at other London airports and has been forecast for some time.

VLM also ceased operating their once daily service to the Isle of Man in July. Aer Arann continues to provide services three times a day.

British Airways commenced the first transatlantic flight to New York from LCA on 29th September 2009 using an Airbus A318 aircraft. From mid October two daily return flights will operate.

Entitled Club World London City, the new service has been given the airline's most prestigious flight number, BA001, previously used by Concorde.

The specially configured flat bed 32-seat aircraft departs London City Airport and makes a brief refueling stop at Shannon where passengers disembark and clear US immigration and customs. After the stopover, the direct flight from Shannon goes directly to domestic arrivals at New York JFK airport.

Flights from New York JFK are direct overnight sleeper services.

Flight schedule:

BA001 departs LCY at 1250 and arrives JFK at 1715
BA002 departs JFK at 1840 and arrives at LCY at 0715 the following day
BA003 departs LCY at 1600 and arrives at JFK at 2025
BA004 departs JFK at 2150 and arrives at LCY at 1025 the following day

Seats are equipped to allow customers to work during the flight on email, the internet and text on their mobile phones.

Weekend leisure fares start at £1,901.10 return with business fares starting at £4,912.10, rising to £5,625.10 for fully flexible.

3. Airport Developments

Recent economic indicators show that the economy may have passed the worst point and may start to improve from here. The airport therefore recently announced that it will commence a multi million pound reconfiguration of the terminal building in early 2010. The project, once completed in autumn 2010, will provide a significantly enlarged security search area as well as additional space and comfort for passengers in the departure lounge.

One of the main elements will be the introduction of additional security lanes to respond to the 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.

Enabling works have commenced with the building of a Car Hire Pavilion on the dock edge close to the covered walkway adjacent to the terminal building. This will accommodate car hire operators who to date have been accommodated inside the terminal building. For some time these operators have been

requesting a facility that allows them to operate outside of the hours of the terminal's opening hours. This Pavilion will allow them to do this and to meet the car hire needs of local people for whom the airport is the closest car hire location. The Pavilion is due to open on 9 November 2009.

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

4. Airline Developments

British Airways took delivery of the first aircraft in its new regional fleet of Embraer 170 aircraft on September 3 at the Embraer headquarters in São José dos Campos, Brazil.

Firm orders have been placed for six Embraer 170 and five Embraer 190SR efficiency jets, known as E-jets, with options for three more in an investment worth US\$376 million.

The first 98-seat Embraer 190SR aircraft will be delivered in March and the whole new fleet will be in operation by Autumn 2010, replacing the current fleet of nine Avro RJ100 and two RJ85 aircraft operated by BA CityFlyer.

The Embraer 170 commenced services on 28 September, flying between London City and Edinburgh and Amsterdam. Subsequent aircraft delivered this year will operate to Frankfurt, Madrid and Zurich.

The new generation fuel efficient aircraft will offer passengers more space and comfort on board. The four-abreast seating configuration will give all passengers the choice of an aisle or window seat.

The modernisation of the BA aircraft fleet allows the replacement of 40-year-old technology with state-of-the-art greener aircraft which achieve a 56 per cent reduction in emissions. The technology also gives airline operators the future option of being able to fly further afield than was previously possible.

On 21 September British Airways kindly hosted a visit of the Embraer 170 aircraft to members of the committee, while it was at the airport for crew training. Members received a presentation from BA managers on the characteristics of the new aircraft and were given the opportunity to visit the cockpit.

CityJet has begun rebranding VLM Airlines which it bought earlier this year. The first two Fokker 50 aircraft sporting the CityJet livery are now in operation. Passengers travelling via London City airport will now be presented with just one brand name and one consistent and recognisable colour scheme, ensuring complete clarity. Although CityJet will be the single brand, both airlines will continue to operate under their own air operator's certificates.

5. Noise Action Plan

London City Airport has launched a 16 week public consultation on its draft noise action plan. During the consultation period, local communities, councils and other stakeholders are invited to comment on the airport's draft plan. The consultation commenced on 28 September 2009 and concludes on 15 January 2010. The draft plan is accompanied by a summary document and a questionnaire. The Consultative Committee's Noise Action Plan sub-group met on 18 June to consider and comment on the first draft of this document.

The Noise Action Plan has been drafted to manage the issues of noise arising from London City Airport's operations over the next five years. It has been drafted in response to a directive published by the Department for Environment, Food and Rural Affairs (DEFRA). The directive requires airport operators to prepare draft noise action plans designed to manage noise issues arising from aircraft departing from and arriving at airports.

Upon conclusion of the public consultation, London City Airport will collate and consider all responses to the noise action plan. Consultation responses can be submitted electronically via the airport's website: www.londoncityairport.com/noiseactionplan or by writing directly to the airport at the usual address.



EDUCATIONAL TOURS

• Gallions Primary School	Newham	• Woolwich Brookhill Children’s Centre
• Keir Hardie Primary School	Newham	Greenwich
• The Petchey Academy	Newham	• Greenwich School of Management x2
• Newham College	Newham	Greenwich
• Landmark Training	Newham	• Life Line Employment Project
• Harry Roberts Primary School	Tower Hamlets	Hackney
• Morpeth College x 2	Tower Hamlets	• Houndsfield Primary School
• Neighbours in Poplar	Tower Hamlets	Enfield

EDUCATION AND SKILLS ACTIVITIES

Primary

- Airport volunteers attended the Rokeby School International Day to deliver a French Bingo session to various Primary School students from Newham.
- In celebration of the release of the new Harry Potter film, airport bookstore, Hughes and Hughes, has donated a number of books and literacy-related games to the Community Team for distribution locally. Prizes including books, Nintendo Games and a family ticket to Stratford Circus were donated to three local primary schools (in Newham, Tower Hamlets and Greenwich) who participated in a literacy based competition organised by the airport.
- Encouraging students to learn foreign languages, the London City Airport Modern Foreign Languages (MFL) Shield was presented at Portway Primary School in Newham.
- The Community Team is currently running a numeracy competition for six local primary schools (in Newham, Tower Hamlets and Greenwich). Children have been invited to complete a booklet on basic numeracy questions and to answer a short literacy question. Three lucky winners from each school will have the opportunity to attend Disney Princesses on Ice at the 02 Arena during the half term holiday.

Secondary

- The London City Airport City Interview Programme was delivered to Young people from the “Landmark Training” organisation, Newham.
- Airport volunteers facilitated a “Getting Ahead” employability workshop at Bishop Challoner Boys School in Tower Hamlets.
- 104 Year 10 students from Woolwich Polytechnic School in Thamesmead participated in a Work Related Day where airport volunteers conducted Interview Skills Workshops.
- Airport volunteers attended Cumberland School in Newham to deliver a presentation on Customer Service at London City Airport to 30 Year 10 students studying for their Business, Administration and Finance Diploma.

Further and Higher

- 15 local residents participated in the ongoing week long airport Work Experience Programme

- A University Prize Scheme (UPS) Celebration Event was held at London City Airport where three successful graduates were awarded a trophy and gift vouchers and other students sponsored by the airport celebrated their progress so far.
- The airport launched its third year of the University Prize Scheme 2009/10. The Airport has advertised in local papers for three new candidates onto the scheme from the Boroughs of Newham, Tower Hamlets and Greenwich. Two candidates from Greenwich and one from Newham were successful in their applications to the scheme.

SPONSORSHIP AND DONATIONS

ORGANISATION	EVENT	DONATION
Sports Health Partnership	Five Boroughs Football Competition	£750 for t-shirts and trophies
Eton Manor Rugby Club	Furniture donation	£400 annual sponsorship 7 Coffee tables & 11 leather Tub chairs
St Johns Community Centre	Name Change Competition	1 luxury hamper
Youngbloods Basketball Club	3-vs-3 London City Airport Newham Basketball Tournament	18 O2 Tickets to see International Basketball game
Leyton Orient Community Sports Programme	Girls Get Moving Sports Workshop 30 young females	30 x LCY rucksacks with goodies
Woodman Street Community Centre	Furniture donation	Tables & chairs
Britannia Village Hall	Youth Club	Box of sports equipment
Reed Specialist	For East London Homeless Charities Reed Harvest Festival	Box of food/toiletries
St Lukes Primary School	International Day	1 luxury hamper
Isle of Dogs Community Foundation	Valentines Park 5k Charity Sponsored Run / Walk	1 luxury hamper
Neighbours in Poplar (Tower Hamlets)	Summer trips for Tower Hamlets residents	£400 donation
Cardinal Heenan Centre (Redbridge)	Furniture donation	6 x leather director chairs



Local residents make use of donated furniture



Harry Potter Prizes for lucky winners

Luxury Hamper donated to Community Organisations



Other

- The Community Team attended the Thamesmead Summer Festival in Thamesmead and donated £800 to sponsor a climbing wall
- The Community Team attended the Active Community Victorian Green day at Royal Victoria Gardens, North Woolwich and donated the sum of £550 to sponsor the Grand Hotel Palm Court Orchestra to play at the event.
- The London City Airport Employers' Forum met during September, discussing issues relating to local employment and sustainability.
- The Community Team volunteered four days in August during the summer holidays to assist with the Britannia Village Summer Scheme. Working alongside up to 60 children from the ages of eight to fourteen, they took part in activities ranging from water sports, arts, crafts, dance, drama, cheerleading sessions and learning how to play football.
- The Community Team attended the University of East London five-a-side football team organised by Newham Council and covered entry fee costs for the London City Airport Football Team to participate.
- The Community Team recently organised a 3 vs 3 Basketball Tournament in connection with the London Borough of Newham, for young people across Newham during the summer holidays. The tournament took place over four events for four different age groups with over 100 young people participating. Three winners from each age group won tickets to the O2 to watch the Four Nations Basketball Tournament and were accompanied by the Community Team to this tournament.
- The Community Team took 12 local young people who won the 3 vs 3 Basketball Tournament to the O2 to watch Four Nation Basketball Tournament.
- The Community attended the Newham Chamber of Commerce breakfast meeting held at West Ham Football Club.
- Elizabeth gave a presentation on business opportunities at London City Airport to the Greenwich Business Support Forum.
- Elizabeth attended Newham Councils' Access to Jobs Partnership Meeting.



Kellie Heath gets creative at Britannia Village



A night at the O2 with Basketball winners

Take off into Work Programme

The third round of the London City Airport/Newham Workplace Into Work Training Programme “Take off into Work” was delivered 7 September – 18 September. Eight candidates are currently on work placement with LCA departments including the Jet Centre, as well as supporting on-site companies Nuance Tax & Duty Free, WH Smith, HMS Host, and Cobalt Ground Services. The programme will be delivered up to four times by December 2009 and all candidates live in the London Borough of Newham.

A total of 55 complaints/enquiries relating to environmental matters were received during the period detailed above. As breakdown is given as follows:

- Of the 43 complaints received for this period;
 - 25 complaints regarding aircraft noise and/or frequency, 4 of which registered opposition to airport expansion plans
 - 7 complaints regarding non-LCY operations
 - 5 complaints alleging aircraft deviation from departure route (none substantiated)
 - 3 complaints regarding anticipated noise and road closure from proposed works
 - 1 complaint regarding noise from bird scaring activities
 - 1 complaint alleging a near-miss incident (not substantiated)
 - 1 complaint alleging a toilet waste dump by an arriving aircraft (not substantiated)
- 13 enquiries (one of which also included a complaint – detailed above) were received for this period relating to non-LCY operations, wake turbulence, complaint handling procedures, flight paths, odours, airport expansion, LCY's sound insulation scheme and planning and consultation.

During this period, the Noise and Track Keeping System was fully operational. The weather transmitter at NMT 4 (rear of Fishguard Way) has been replaced; however the rain gauge function is not operating correctly. This is to undergo an investigation and repair shortly.

1. DATE RECEIVED: Friday 3rd July 2009
DATE OCCURRED: Various
TIME OCCURRED: Various
AREA: Chislehurst
COMPLAINT: Aircraft noise and frequency
RESPONSE: Letter sent Tuesday 7th July 2009
2. DATE RECEIVED: Tuesday 7th July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Not supplied
COMPLAINT: Aircraft noise
RESPONSE: Letter sent Thursday 9th July 2009
3. DATE RECEIVED: Wednesday 8th July 2009
DATE OCCURRED: Various
TIME OCCURRED: Various
AREA: Canning Town E16
COMPLAINT: Aircraft noise
RESPONSE: Letter sent Thursday 9th July 2009
4. DATE RECEIVED: Wednesday 8th July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Mile End, E3
COMPLAINT: Enquiry – sound insulation scheme
RESPONSE: Letter sent Thursday 9th July 2009 – not eligible
5. DATE RECEIVED: Friday 10th July 2009
DATE OCCURRED: Various
TIME OCCURRED: Various
AREA: Dagenham RM9
COMPLAINT: Aircraft noise
RESPONSE: Letter sent Friday 24th July 2009
6. DATE RECEIVED: Friday 10th July 2009

- DATE OCCURRED: Past few weeks
TIME OCCURRED: Various
AREA: Redbridge, RM6
COMPLAINT: Aircraft frequency & flight paths
RESPONSE: Letter sent 21st July 2009
7. DATE RECEIVED: Tuesday 14th July 2009
DATE OCCURRED: Past couple of weeks
TIME OCCURRED: Morning & evening periods
AREA: Romford, RM1
COMPLAINT: Aircraft noise and frequency
RESPONSE: Letter sent 15th July 2009
8. DATE RECEIVED: Tuesday 14th July 2009
DATE OCCURRED: Past week
TIME OCCURRED: Early morning
AREA: Leytonstone, E11
COMPLAINT: Early morning flights, query change in flight paths
RESPONSE: Telephone voicemail left. Address with-held, number ex-directory. Unable to send written correspondence.
9. DATE RECEIVED: Thursday 16th July 2009
DATE OCCURRED: Not supplied
TIME OCCURRED: N/A
AREA: Ilford North
COMPLAINT: Aircraft frequency
RESPONSE: Letter sent 21st July 2009. Unable to determine source as complaint referred only to 'greater number Aircraft flying over East London' so could refer also to Heathrow etc.
10. DATE RECEIVED: Tuesday 21st July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Leytonstone, E11
COMPLAINT: Enquiry – future aircraft noise & frequency
RESPONSE: Telephone call
11. DATE RECEIVED: Tuesday 21st July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Silvertown
COMPLAINT: Protest at proposed night-time road works
RESPONSE: Letter sent 21st July 2009. Works rescheduled for a weekend afternoon
12. DATE RECEIVED: Tuesday 21st July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Silvertown
COMPLAINT: Protest at proposed night-time road works
RESPONSE: Letter sent 21st July 2009. Works rescheduled for a weekend
13. DATE RECEIVED: Tuesday 21st July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Silvertown
COMPLAINT: Protest at proposed night-time road works
RESPONSE: Letter sent 21st July 2009. Works rescheduled for a weekend
14. DATE RECEIVED: Thursday 23rd July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Longbridge Ward
COMPLAINT: Enquiry – request for flight path information

- RESPONSE: Letter sent 28th July 2009
15. DATE RECEIVED: Monday 27th July 2009
DATE OCCURRED: Tuesday 21st July 2009
TIME OCCURRED: 23:19
AREA: Abbots Langley
COMPLAINT: Low flying aircraft – Non-LCY
RESPONSE: Letter sent 28th July 2009. Aircraft identified, flight profile indicated a landing at RAF Northolt.
16. DATE RECEIVED: Sunday 5th July 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: West Thamesmead
ENQUIRY: Request for information regarding wake turbulence, LCY complaint handling procedure and measurement results for W. Thamesmead
RESPONSE: Letter
17. DATE RECEIVED: Thursday 30th July 2009
DATE OCCURRED: Various
TIME OCCURRED: 04:30
AREA: West Dulwich
COMPLAINT: Aircraft noise
RESPONSE: Letter (NON-LCY)
18. DATE RECEIVED: Tuesday 4th August 2009
DATE OCCURRED: Monday 3rd August 2009
TIME OCCURRED: 21:30
AREA: Belvedere, DA17
COMPLAINT: Aircraft noise
RESPONSE: Telephone call (NON-LCY)
19. DATE RECEIVED: Tuesday 4th August 2009
DATE OCCURRED: Various
TIME OCCURRED: Various
AREA: Leytonstone, E11
COMPLAINT: Aircraft noise and frequency. Concern about ATM increase
RESPONSE: Letter – Change to SIDs
20. DATE RECEIVED: Tuesday 4th August 2009
DATE OCCURRED: Various
TIME OCCURRED: Various
AREA: Leytonstone, E11
COMPLAINT: Aircraft noise and frequency. Concern about ATM increase
RESPONSE: cc to above Letter – Change to SIDs
21. DATE RECEIVED: Wednesday 5th August 2009
DATE OCCURRED: Sunday 2nd August 2009
TIME OCCURRED: 6.00 – 7.00
AREA: Royal Docks, E15
COMPLAINT: Aircraft noise
RESPONSE: Telephone call & Letter (RG) – NON LCY
22. DATE RECEIVED: Thursday 6th August 2009
DATE OCCURRED: Thursday 6th August 2009
TIME OCCURRED: Various
AREA: Silvertown
COMPLAINT: Bird scaring activities scaring pet dog
RESPONSE: Telephone call (unusual concentration of gulls)
23. DATE RECEIVED: Thursday 6th August 2009
DATE OCCURRED: Past few months
TIME OCCURRED: 1) N/A 2) 06.00
AREA: Tower Hamlets

- COMPLAINT: Aircraft noise and frequency
RESPONSE: Letter – 1) Change to SIDs 2) NON-LCY
24. DATE RECEIVED: Friday 7th August 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Leytonstone, E11
ENQUIRY: Request for current flight path details over Leyton & Wanstead
RESPONSE: Letter
25. DATE RECEIVED: Tuesday 11th August 2009
DATE OCCURRED: Unspecified
TIME OCCURRED: 06.00
AREA: Islington, N19
COMPLAINT: Aircraft noise
RESPONSE: Letter – NON LCY
26. DATE RECEIVED: Wednesday 12th August 2009
DATE OCCURRED: Tuesday 11th August 2009
TIME OCCURRED: 15:00
AREA: Thamesmead
COMPLAINT: Alleged dumping of toilet waste
RESPONSE: Letter – aircraft technically unable to ‘dump’. Likely ‘blue ice syndrome’.
27. DATE RECEIVED: Wednesday 12th August 2009
DATE OCCURRED: Last couple of months
TIME OCCURRED: Morning & evening
AREA: Buckhurst Hill
COMPLAINT: Aircraft noise and frequency
RESPONSE: Letter – Change to SIDs
28. DATE RECEIVED: Sunday 16th August 2009
DATE OCCURRED: Past few months
TIME OCCURRED: Various
AREA: Ilford, IG4
COMPLAINT: Aircraft frequency & noise. Alleged low-flying
RESPONSE: Letter – Change to SIDs, a/c not below 2000 feet
29. DATE RECEIVED: Sunday 16th August 2009
DATE OCCURRED: Sunday 16th August 2009
TIME OCCURRED: 18:20
AREA: Cold Harbour
COMPLAINT: Alleged aircraft off-route
RESPONSE: Letter – Aircraft within departure corridor tolerances
30. DATE RECEIVED: Sunday 16th August 2009
DATE OCCURRED: Past three to four months
TIME OCCURRED: Various
AREA: Millwall, E14
COMPLAINT: Increase in aircraft noise – query LCY operational changes
RESPONSE: Letter – Location not affected by change to SIDs. Most likely environmental factors contributing to increased noise level.
31. DATE RECEIVED: Monday 24th August 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Wanstead, E11
COMPLAINT: Aircraft noise & frequency, flight paths & expansion
RESPONSE: Ongoing
32. DATE RECEIVED: Monday 24th August 2009
DATE OCCURRED: Various
TIME OCCURRED: Various

- AREA: Walthamstow
 COMPLAINT: Aircraft noise & frequency
 RESPONSE: Telephone Call & Letter – Non LCY
33. DATE RECEIVED: Monday 24th August 2009
 DATE OCCURRED: Various
 TIME OCCURRED: Unspecified
 AREA: Royal Albert DLR
 ENQUIRY: Occasional noticeable fuel odour at station
 RESPONSE: Letter
34. DATE RECEIVED: Tuesday 25th August 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Leyton
 COMPLAINT: Complaint on behalf of Leyton Resident – concern over new flight paths and future impact on Olympic site
 RESPONSE: Letter – Change in SIDs
35. DATE RECEIVED: Tuesday 25th August 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: East Hackney
 ENQUIRY: Information on new departure routes requested
 RESPONSE: Telephone call & Letter – Change in SIDs
36. DATE RECEIVED: Tuesday 25th August 2009
 DATE OCCURRED: Tuesday 25th August 2009
 TIME OCCURRED: 10.48
 AREA: Canning Town
 COMPLAINT: Aircraft noise and flight path
 RESPONSE: Letter – A/C normal departure noise level. A/C reached noise abatement altitude before departing SID
37. DATE RECEIVED: Wednesday 26th August 2009
 DATE OCCURRED: Various
 TIME OCCURRED: Various
 AREA: Hackney, E9
 COMPLAINT: Aircraft noise and flight path
 RESPONSE: Letter – Change in SIDs
38. DATE RECEIVED: Monday 31st August 2009
 DATE OCCURRED: Monday 31st August 2009
 TIME OCCURRED: 13:20
 AREA: Canning Town
 COMPLAINT: Aircraft noise and alleged deviation from normal route
 RESPONSE: Letter – missed approach due to wind conditions
39. DATE RECEIVED: Monday 31st August 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Walthamstow
 ENQUIRY: Enquiry regarding flight paths, planning consultation and hours of operation
 RESPONSE: Letter
40. DATE RECEIVED: Tuesday 1st September 2009
 DATE OCCURRED: Tuesday 1st September 2009
 TIME OCCURRED: 17:40
 AREA: Canning Town
 COMPLAINT: Aircraft noise and alleged deviation from SID
 RESPONSE: Telephone call – aircraft within SID
41. DATE RECEIVED: Tuesday 1st September 2009

DATE OCCURRED:	N/A
TIME OCCURRED:	N/A
AREA:	Leytonstone
ENQUIRY:	Enquiry regarding flight paths, movement numbers, operational procedure, LHR traffic and NATS/ATC
RESPONSE:	Letter
42. DATE RECEIVED:	Wednesday 2 nd September 2009
DATE OCCURRED:	Wednesday 2 nd September 2009
TIME OCCURRED:	14:37
AREA:	Canning Town
COMPLAINT:	Aircraft noise and alleged deviation from SID
RESPONSE:	Telephone call – aircraft within SID
43. DATE RECEIVED:	Friday 4 th September 2009
DATE OCCURRED:	N/A
TIME OCCURRED:	N/A
AREA:	Walthamstow
ENQUIRY:	Enquiry regarding LB Waltham Forest response to LCA's planning application and consultation process
RESPONSE:	Letter
44. DATE RECEIVED:	Saturday 5 th September 2009
DATE OCCURRED:	Saturday 5 th September 2009
TIME OCCURRED:	11:40
AREA:	Hornchurch
COMPLAINT:	Alleged near-miss
RESPONSE:	Telephone call – no near-miss
45. DATE RECEIVED:	Wednesday 9 th September 2009
DATE OCCURRED:	N/A
TIME OCCURRED:	N/A
AREA:	Wanstead
COMPLAINT:	Objection to change in flight paths and airport expansion
RESPONSE:	Letter
46. DATE RECEIVED:	Wednesday 9 th September 2009
DATE OCCURRED:	N/A
TIME OCCURRED:	N/A
AREA:	Wanstead
COMPLAINT:	Objection to change in flight paths and airport expansion
RESPONSE:	Letter
47. DATE RECEIVED:	Monday 14 th September 2009
DATE OCCURRED:	Past few days
TIME OCCURRED:	Various
AREA:	Limehouse
COMPLAINT:	Aircraft noise and frequency
RESPONSE:	Letter
48. DATE RECEIVED:	Wednesday 16 th September 2009
DATE OCCURRED:	N/A
TIME OCCURRED:	N/A
AREA:	Bexley Heath
COMPLAINT:	Aircraft noise
RESPONSE:	Telephone call
49. DATE RECEIVED:	Thursday 17 th September 2009
DATE OCCURRED:	N/A
TIME OCCURRED:	N/A
AREA:	Dagenham
COMPLAINT:	Aircraft noise and frequency
RESPONSE:	Letter

50. DATE RECEIVED: Friday 18th September 2009
DATE OCCURRED: N/A
TIME OCCURRED: N/A
AREA: Wanstead
COMPLAINT/ENQUIRY: Objection to change in flight paths. Also enquiry about noise maps, anticipated increase in flight and A318 operations
RESPONSE: Letter
51. DATE RECEIVED: Tuesday 22nd September 2009
DATE OCCURRED: Tuesday 22nd September 2009
TIME OCCURRED: 12:30 to 13:00
AREA: East Romford
COMPLAINT: Aircraft noise
RESPONSE: Telephone call – non-LCY
52. DATE RECEIVED: Tuesday 22nd September 2009
DATE OCCURRED: Tuesday 22nd September 2009
TIME OCCURRED: 19:00 to 20:00
AREA: Walthamstow
ENQUIRY: Identity of certain flights over Walthamstow
RESPONSE: Letter and telephone call – non-LCY
53. DATE RECEIVED: Wednesday 23rd September 2009
DATE OCCURRED: Wednesday 23rd September 2009
TIME OCCURRED: Morning
AREA: Bow
COMPLAINT: Aircraft noise and frequency
RESPONSE: Letter
54. DATE RECEIVED: Sunday 27th September 2009
DATE OCCURRED: Sunday 27th September 2009
TIME OCCURRED: 13:04 and 13:25
AREA: Canning Town
COMPLAINT: Aircraft noise
RESPONSE: Telephone call
55. DATE RECEIVED: Tuesday 29th September 2009
DATE OCCURRED: Previous week
TIME OCCURRED: Not specified
AREA: Woodford Green
COMPLAINT: Aircraft noise and frequency
RESPONSE: Ongoing

AIR QUALITY
April 2009 – June 2009

London City Airport operates a programme of air quality monitoring in and around the Airport boundary. This monitoring programme measures concentrations 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 the 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 April to June with the objectives or limit values.

In addition to the objectives 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 the 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 29 µg/m³ (microgrammes per cubic metre). This compares with the objective value of 40 µg/m³. 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 18-50 µg/m³, 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 24 to 35 µg/m³ compared with the objective value of 40 µg/m³ (see Table 4).

Fine Particles (PM10)

The mean nitrogen PM10 concentration measured at the automatic station on the roof of CAH was 29 µg/m³ (microgrammes per cubic metre). This compares with the objective value of 40 µg/m³. There were two recorded exceedences of the 24-hour mean objective (compared with the 35 exceedences allowed in a calendar year). There were thirteen 24-hour periods classified as “Moderate”, with all other periods 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).

Detailed Results

Table 3 April – June 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	-	2079	-	-
Maximum Hourly Mean	521 µg/m ³	126 µg/m ³	0	200 µg/m ³ ; no more than 18 exceedences
Period Mean	40 µg/m ³	29 µg/m ³	-	40 µg/m ³ (annual mean)
Data Capture	95 %	95 %	-	-

^a Number of 1-hour values

Table 4 April – June 2009 Nitrogen Oxides (NO_x) and Nitrogen Dioxide (NO₂) Data Summary for London Monitoring Sites

Pollutant		Bexley	Bloomsbury	Eltham	Canning Town	Stratford
NO _x	Maximum Hourly Mean (µg/m ³)	562	535	265	531	2130
	Period Mean (µg/m ³)	41	75	24	43	71
NO ₂	Maximum Hourly Mean (µg/m ³)	117	128	90	251	251
	No 1-h >200 µg/m ³	0	0	0	1	1
	Period Mean (µg/m ³)	30	50	18	33	42
Data Capture %		99	99	97	63	98

Table 5 April – June 2009 PM₁₀ Data Summary for London City Airport

Pollutant	PM ₁₀	Exceedences	PM ₁₀ Objectives
Number Very High ^a	0	-	-
Number High ^a	0	-	-
Number Moderate ^a	13	-	-
Number Low ^a	657	-	-
Maximum 24-hour Mean	62 µg/m ³	2	50 µg/m ³ ; no more than 35 exceedences
Period Mean	29 µg/m ³	-	40 µg/m ³ (annual mean)
Data Capture	32%	-	-

^a Number of running 24-hour mean values (a value is recorded for each hour)

Table 6 April – June 2009 PM₁₀ Data Summary of London Monitoring Sites^a

	Bloomsbury	Canning Town	Stratford
Maximum 24-hour Mean µg/m ³	75	69	68
Period Mean µg/m ³	22	27	31
Exceedences	3	4	3
Data Capture %	98	85	82

^a All values are reference method equivalent. Bloomsbury is from FDMS. Canning Town and Stratford are TEOMs adjusted using the VCM.

Gary Hodgetts
Director Operations Policy and Planning
LONDON CITY AIRPORT
October 2009