

Draft Master Plan Summary Document 2020–2035

LONDON



**EMBARGOED UNTIL
FRIDAY 28TH JUNE
2019 AT 00.01 HRS**

**CITY
AIRPORT**

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Introduction



Thank you for taking the time to read this summary of our draft master plan for the airport. This document sets out how we believe we can best respond to the continued demand for air travel within a constrained London system. It also sets out how this could be achieved in a sustainable and responsible way over the next 15 years.

We want to hear your views and will be consulting on our draft master plan for 12 weeks from 28th June 2019. It is my hope that we are able to convey how excited we are about the next stage of the airport's journey and how it will help deliver further benefits for what I believe is the greatest city in the world – London.

London City Airport is the smallest of the five London airports, but we provide vital connectivity for businesses, and increasingly for leisure travellers, right across the capital. Our passenger numbers have grown by over 40% in the last 5 years, with a record year forecast for 2019 at just over 5 million passengers. Based on growth forecasts for London, and East London in particular, we can expect demand to continue over the long-term.

As you will read, our draft master plan is focused on sustainable growth and continuing to be a responsible neighbour, involving the local community at every step of the journey. We want to make best use of our existing infrastructure and do

not plan to build a new runway or to significantly extend beyond our current site boundary. We will maintain an 8-hour ban on night flights and will only grow within our current noise contour limit.

Our draft plans will strengthen connectivity both domestically and internationally and provide more choice for Londoners and visitors alike. We have carefully considered how to deliver quieter and cleaner operations over the lifetime of this draft master plan and beyond. Our climate change and air quality responsibilities are central to informing this draft for consultation. We will become a carbon neutral business by 2020 and we fully support the Government's recent commitments to achieve net zero emissions by 2050. Our ambition is to be at the forefront of this agenda.

People are at the heart of what we do. We want to help them fulfil their potential and our draft master plan will create up to 2,500 more jobs locally, ensuring that the benefits of our growth are shared. Our draft master plan is the start of a conversation and we want to hear your views in order to create an airport that truly represents and delivers for our communities and our city.

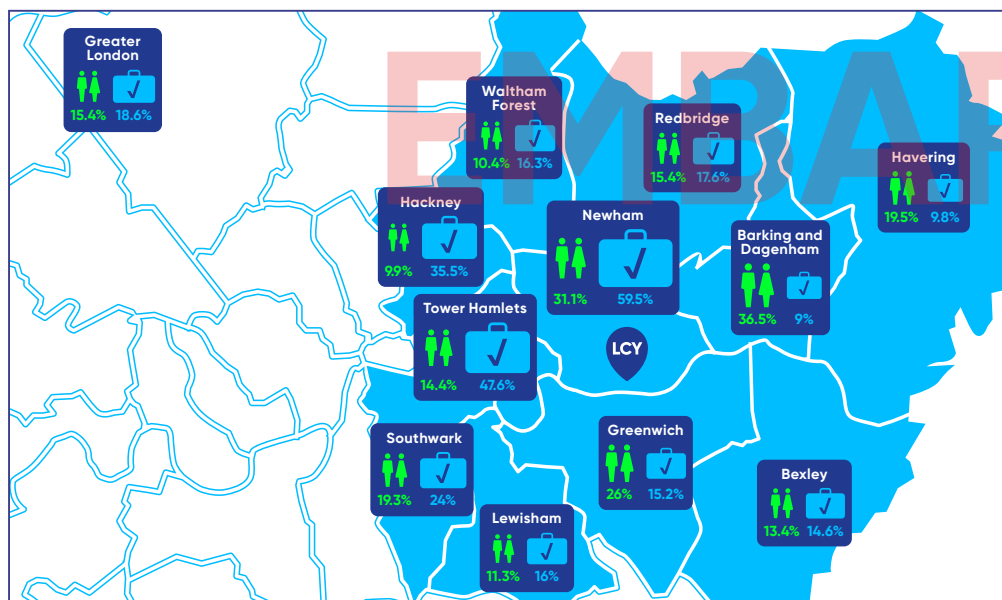
A handwritten signature in black ink, appearing to read 'R. Sinclair', with a horizontal line extending to the right.

Robert Sinclair, Chief Executive Officer, London City Airport

East London's incredible growth story

An airport proud to be part of the fabric of East London

London is dynamic and constantly evolving. This is especially true in East London, which has seen a huge scale of development and regeneration over recent decades, including Canary Wharf, the Queen Elizabeth Olympic Park, and within the Royal Docks, home to London City Airport. The airport itself has been a driver for regeneration, and as London's gravity moves east, we are proud to be part of the fabric of such a diverse and energetic community.



Population growth and total projected employment growth between 2018 and 2035 (%) [Source: GLA]

All around us, particularly on our doorstep in the Royal Docks, we are seeing transformative projects taking place such as Crossrail, Silvertown Quays, Royal Wharf, Barking Riverside and the Asian Business Park (ABP) development in Royal Albert Dock.

London's population is forecast to increase to just under 10 million by 2026, and much of that growth is in the east of the city. Indeed, the rate of home building, job creation and office space growth is faster in East London than anywhere else in the capital.¹ In Newham alone, the population is expected to grow by 31% by 2035.²

As East London grows, the airport has significant potential to serve demand in an expanding catchment area, provide more jobs, and connect London with the rest of the UK, Europe, and new markets.

Our draft master plan sets out how the airport can respond to continued demand in a sustainable and responsible way between now and 2035.

Investing in our communities

London City Airport recognises that East London's regeneration must go hand in hand with investment in its people. Building on a long track record, London City Airport is currently spending over £7 million on education, employment and community investment initiatives in the local area. We are one of the biggest private sector employers in the London Borough of Newham, with over 2,200 people employed onsite in 2018.

Our support for local charities and groups includes a new £75,000 Community Fund to create positive change for communities near the airport or underneath our flight paths. Since 2016, nearly 10,000 young people have participated in our educational programmes, including visits to the airport to learn about our operations and future careers in Science, Technology, Engineering and Maths (STEM).

To further encourage the abundant potential of young people in East London, the airport has also focussed on key areas where there are rising technical skills shortages or gender imbalances. For example, an annual 'STEM in Aviation' event, which last year inspired 400 East London students from 25 different schools, and a 'Women in Aviation' programme to help erode historic gender stereotypes in the industry.

Over the past three years, staff have also participated in volunteering activities across eight east London boroughs focused on wellbeing, equality and biodiversity, investing over 5,500 hours of their time.

¹ Savills 2018, *London City Airport – Growth and Prospects in East London*

² GLA 2017, *Central Trend (population) London*

A thriving airport in the heart of London

Continued demand for air travel from business and leisure passengers

London City Airport opened in 1987 with a plan to connect the businesses in the City of London and the then newly established Canary Wharf with domestic and European markets. Since then the airport has grown progressively alongside East London and in 2018 handled 4.8 million passengers and around 80,000 flights, with services to 45 domestic and European destinations as well as the dedicated British Airways Business Class service to New York JFK via Shannon Airport, in Ireland.

Our passenger numbers have grown by over 40% in the last 5 years and in 2019 we expect to welcome over 5 million business and leisure travellers, the highest in our history. Our current planning permission allows us to accommodate up to 6.5 million passengers and 111,000 Air Traffic Movements (ATMs) (i.e. flights) per year.

As East London has grown, our catchment area has evolved beyond our traditional business passenger market. With a selection of mainstream flag carrier airlines, we offer global hub connectivity as well as point-to-point services. As a result, we now have a more diverse passenger base with an equal 50/50 split between passengers traveling for business and for leisure.

New forecasts, developed for this draft master plan, suggest that by 2035 the passenger mix will broaden further, to around 64% leisure and 36% flying for business purposes.

London City Airport's future role

The Department for Transport's (DfT) forecasts show that by the mid-2030s the main London airports, with the exception of Stansted, are expected to be full. Even with a third runway at Heathrow, UK airport capacity challenges will be apparent by 2040.

We believe that London City Airport can do so much more for Londoners while proposals for larger aviation infrastructure projects in the South East are being progressed.

Our draft master plan includes forecasts for the number of business and leisure travellers who may wish to use the airport over the next 15 years, and also includes the potential number of flights necessary to accommodate the forecast demand. Taking these into account, London City Airport's total share of the London airport system would only increase from 2.7% currently to 4.3% in 2035.

More specifically, to meet this demand over the period of this draft master plan, we will need to grow beyond current capacity limits if we are to accommodate the forecast demand of up to 11 million passengers per year who will want to use our airport by 2035.

We envisage that the forecast demand could be met with 137,000 movements by 2030 and 151,000 movements by 2035. These forecasts represent 33,000 fewer movements in 2030 than the 2006 master plan, and 20,000 fewer movements in 2035 (a 12% decrease versus the 2006 master plan overall). This is partly thanks to a greater proportion of quieter, cleaner, new generation jet aircraft and ongoing innovation across the aviation industry.





Responding to demand

Current investment

Work to transform London City Airport is already underway, through the £500 million City Airport Development Programme (CADP). The project includes 8 new aircraft parking stands, a parallel taxiway and an extended and reconfigured passenger terminal. This development received planning permission in July 2016 and is already in progress, with facilities coming in to operation from 2022. The CADP permission allows us to grow to 111,000 scheduled aircraft movements and 6.5 million passengers per year. As well as creating a world class gateway for London, ongoing investment will mean more choice for East Londoners who want to fly and new job opportunities in the local community.

Making best use of the existing runway

Looking beyond the City Airport Development Programme, central to meeting future forecast demand, and in keeping with Government policy, we will make best use of our existing runway and infrastructure. The draft master plan does not include proposals for a new runway or to extend the length of our existing runway, or a significant expansion of our existing site boundary (see potential 2035 land use plan on page 9).

Instead, it shows how we could respond to and meet demand by making limited changes and upgrades to our existing airfield, including new and upgraded aircraft stands, to help pave the way for more of the quieter, cleaner, new generation aircraft.

Quieter, cleaner, new generation aircraft

We are committed to remaining within our noise contour limit. A new generation of aircraft that are quieter and cleaner are central to this draft master plan. Aircraft such as the Embraer E190-E2 and Airbus A220-100 utilise the latest technologies

and materials and are up to 17% more fuel efficient than current models. Coupled with more seats, this means carbon emissions per passenger mile flown are lower than with existing and previous generation aircraft. Our forecasts show that at London City Airport, these type of new generation aircraft could account for around 75% of the jet fleets by 2035.

Growing responsibly

Sustainability is at the heart of our growth and we want to play our part in improving London's air quality. We currently operate within a set of strict and comprehensive environmental controls. This includes a noise contour limit.³ Our draft master plan will ensure we continue operating within our noise contour limit. This will include using no aircraft any noisier than those which we currently operate, operate within our noise contour area limit and will seek to reduce the contour area, and the number of people that would otherwise fall within it, by 2035. There will be no changes to the 8-hour ban on night flights, which we know is important respite to our local residents and those living under our flight paths. We are also looking to make further improvements to our Sound Insulation Scheme, which already has the current joint lowest daytime threshold in the UK.

We will work with partners, including aircraft manufacturers, to achieve and exceed industry standards on carbon emissions. We take our climate change responsibility seriously and are committed to being a net zero carbon business by 2050 and a carbon neutral business by 2020. The airport already has the highest proportion of public transport use by passengers accessing the airport, at 69% in 2018.⁴ Our target is to have 80% of our passengers travel to the airport via public and sustainable transport by 2035.⁵ With support from TfL and partners, we will enhance this by encouraging access via sustainable, low carbon, integrated, and reliable transport modes including DLR and Crossrail interchanges, investing in walking and cycling routes, and the potential for river services in the Royal Docks/Silvertown.

We are also working with manufacturers on the hybrid and electric aircraft agenda. While technology is emerging, it is anticipated that these new aircraft will have the capability to fly 1,000 miles within the next decade. This will potentially open up opportunities to become compatible with our domestic and short haul European network in the longer term.

Adjusting how we operate

Given the growth and changes in the market that we have seen and expect to see, we also believe there is merit in exploring potential adjustments to the hours

we operate, as follows:

- In the first half hour of permitted operations when there is increased demand. This first half hour between 0630hrs – 0700hrs is currently limited to 6 movements;
- In the last half hour of permitted operations for delayed take-offs or arrivals. Flights in the last half hour between 2200hrs – 2230hrs are currently limited to 400 per year, or just more than one per day; and
- At weekends to allow us to respond to airline and customer demand for more flexible flight times. There is currently a 24-hour closure at weekends from 1230hrs on Saturday to 1230hrs on Sunday.

These adjustments would help accelerate airlines' plans to invest in more of the quieter, cleaner, new generation aircraft, will ensure continued operation within our existing noise contour and reduce the area and the number of people that would otherwise fall within it by 2035.



³ A noise contour illustrates the areas where the noise reaches a certain level. In the case of London City Airport, the 57 decibel noise contour has a 9.1 km² limit.

⁴ Public transport usage in 2018 included 64% DLR, 4% black taxi and 1% bus.

⁵ Public and sustainable transport usage in 2035 would include DLR, bus, walking and cycling.

Our draft master plan at a glance

Demand forecast



- ✓ Our passenger numbers have grown by over 40% in the last 5 years, with a record year forecast for 2019 at just over 5 million passengers
- ✓ By 2030 we forecast that passenger demand to use London City Airport could increase to 9.8 million per year and to 11 million per year by 2035
- ✓ Demand could be met with 137,000 movements by 2030 and 151,000 movements by 2035
- ✓ Forecasts suggest the passenger mix will broaden further, to around 64% leisure and 36% flying for business purposes in 2035

Airfield



- ✓ Airfield upgrades to the western apron to include new aircraft hold points for more efficient use of the runway (see location 2 overleaf)
- ✓ Reconfiguration of 3 aircraft stands on the western apron to create two new larger stands, capable of serving new generation aircraft (see location 2 overleaf)
- ✓ Potential upgrade of the West Pier and stands to serve new generation aircraft
- ✓ Potential for up to three new generation aircraft stands, capable of serving new generation aircraft, to be added over King George V Dock as an extension of the new stands currently being delivered as part of CADP. These could be served by an extended East Pier. (see location 7 overleaf)
- ✗ **No extension to the existing runway.** Instead, we would make limited changes to adapt our current infrastructure, making best use of the airport site

Terminal and support facilities



- ✓ The terminal building, following CADP, may need to be reconfigured and optimised in the future to provide enough capacity to handle the forecast increased demand to 2035
- ✓ Changes to the airfield, apron and stands could require the relocation of existing support facilities, currently located to the west of the terminal, including the fuel farm to the east of our site (see location 8 overleaf)
- ✓ Potential for a new Aviation Centre of Excellence (see location 8 overleaf)
- ✓ Consolidating onsite parking into a multi-storey car park, which will include 300 spaces with electric charging points (see location 6 overleaf)



A new terminal will not be required

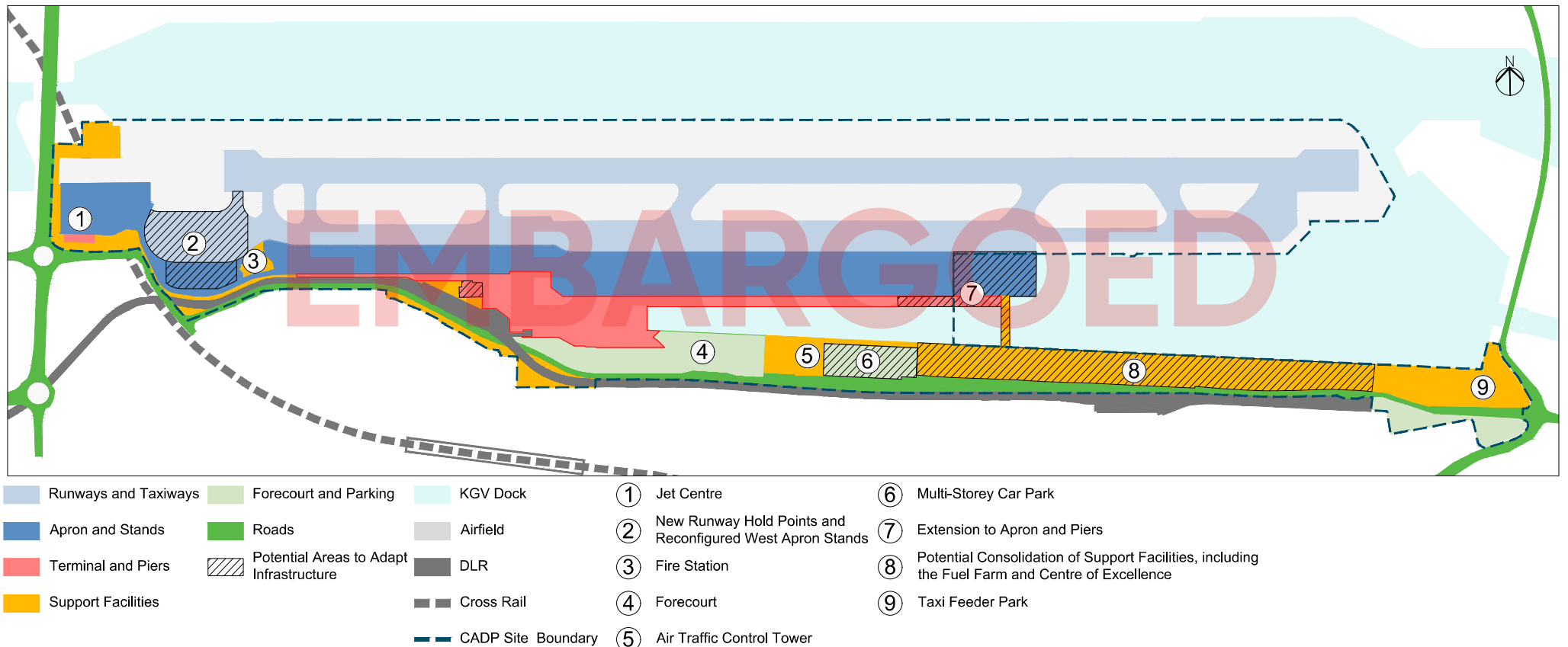
Adjusting how we operate



- ✓ We are exploring potential adjustments to how we operate. This may involve allowing more flexibility on the number of flights in the first and last half hours of permitted operations, the last half hour of permitted operations, for delayed take-offs or arrivals, and at weekends
- ✓ Maintain the existing 8-hour ban on night flights

Our draft master plan at a glance

How our site may look - 2035



Our draft master plan at a glance

Jobs and economy



- ✓ We estimate that by 2035 we could create up to 2,500 jobs locally, including more good quality jobs
- ✓ Ensure fair and equal pay to our workforce as a London Living Wage employer
- ✓ Through a growing supply chain, we will create more opportunities for local businesses including SMEs
- ✓ The wider economic benefit of the airport for tourism and trade is expected to increase overall economic contribution to over £2 billion per year

Transport



- ✓ With support from our partners, including Transport for London (TfL), we believe that a target of 80% of passengers using public and sustainable transport modes can be achieved by 2035
- ✓ We are exploring further enhancements to increase DLR use, including how to better integrate the terminal and DLR station
- ✓ We believe that a new Crossrail station to serve the airport and Silvertown – as part of the Crossrail to Ebbsfleet scheme – would bring huge benefits to the South East and local communities

Carbon and climate change



- ✓ London City Airport will be an independently accredited carbon neutral business by 2020
- ✓ We will work with industry and Government to achieve net zero emissions by 2050
- ✓ We will work with our airlines to deliver more cleaner, quieter, new generation

aircraft, which are quieter, more fuel-efficient, and will deliver lower carbon emissions per passenger

- ✓ Investment in low carbon technology and energy efficient buildings
- ✓ Increased public and sustainable transport usage by passengers, increasing its use to and from the airport for 80% of passengers by 2035

Air noise



- ✓ Accommodate all future growth within our existing noise contour area limit. We will seek to reduce the contour area, and number of people that would otherwise fall within it, by 2035
- ✓ We will add to our comprehensive package of existing noise controls. This includes further improvements to our Sound Insulation Scheme, which already has the current joint lowest daytime threshold in the UK
- ✓ Maintain an 8-hour ban on night flights
- ⊗ **No noisier aircraft** than those permitted today will operate in the future

Air quality



- ✓ Work with airlines to encourage improvements in aircraft performance to reduce emissions
- ✓ All vehicles owned by the airport will be Ultra Low Emission Zone (ULEZ) compliant by December 2020
- ✓ All airside vehicles will be electric, zero emission or utilise renewable fuels by 2030
- ✓ Electric charging points at 1 in 5 onsite parking spaces by 2035. In addition to 300 spaces with electric charging points, we are also considering how to make provision for electric charging or zero emission vehicles on all onsite parking spaces by 2035

How to respond

The draft master plan is subject to public consultation for 12 weeks from 28th June to 20th September 2019.

We will be listening to the views of local residents before publishing our master plan towards the end of 2019. A priority for us is to ensure that we consult in a collaborative and open way, and consultation respondents can share their thoughts via the following:

 www.londoncityairport.com/consultation

 consultation@londoncityairport.com

 Freepost LCY Master Plan Consultation



We want to hear from you

We would welcome your feedback on the following questions:

1

The draft master plan proposals outlined in section 4 prioritise making best use of our existing runway in accordance with Government policy. Do you agree that we have sought to do this in the most appropriate way?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Do you have any suggestions about how the existing infrastructure could be better utilised or what additional facilities should be provided?

2

Do you agree that growth over the master plan period should only be accommodated within the existing aircraft noise contour limit and that the airport should seek to reduce the area of the contour over time by adapting infrastructure to accommodate more of the quieter, cleaner new generation aircraft?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

3

Do you support our aspirations in section 4 to further increase employment at the airport, especially for local residents, and invest more in local business and community initiatives?

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Don't know

Do you have any other suggestions on how we could support more local jobs?

4

Subject to addressing environmental issues, would you support the principle of more flexibility on the number of flights during the first and last half hours of operations during weekdays if it was important to meet passenger demand, improve connections and help accelerate investment in more of the quieter, cleaner, new generation aircraft? This would not affect our commitment to an 8-hour night time curfew on all flights.

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Don't know

5

Subject to addressing environmental issues, would you support the principle of more flexible flight times at the weekend if it was important to meet passenger demand, improve connections and help accelerate investment in more of the quieter, cleaner, new generation aircraft?

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Don't know

6

Do you support the measures in sections 4 and 5 to manage and mitigate environmental issues over the duration of the master plan (e.g. noise, air quality, emissions, transport)?

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Don't know

Do you have any suggestions on how we could improve these plans?

7

Overall, do you support the plans and measures to increase passenger and staff travel to and from the airport by public transport and sustainable means?

- ☐ Strongly support
- ☐ Support
- ☐ Neither support or oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Don't know

Do you have any suggestions on how we could improve local transport infrastructure and encourage more travel by public transport and sustainable means?

8

Overall, do you support the plans outlined in the draft master plan?

- ☐ Yes, I support the plans
- ☐ Yes, but I've got certain concerns
- ☐ No, I don't support the plans
- ☐ I don't have a view
- ☐ I don't know

Do you have any suggestions on how we could improve these plans?

9

Do you have any further comments on the draft master plan?



LONDON CITY AIRPORT

We want to hear from you.

The 12-week public consultation will commence on 28th June and run until 20th September

You can visit www.londoncityairport.com/consultation for more information and to respond online or download forms. Forms can also be found at consultation events. **Freepost is available.**



1. Greenwich Broadwater Village Hall

Date: Tue 9th July
Time: 15:30 - 19:30
1c Goosander Way, West
Thamesmead, London SE28 0ER

10 minutes walk from
Plumstead station



2. Newham Canning Town Library

Date: Wed 10th July
Time: 16:30 - 19:30
Rathbone Market, 18 Barking
Rd, Canning Town, London
E16 1EH

5 minutes walk from
Canning Town station



3. Central London The City Centre

Date: Wed 11th Sep
Time: 12:00-19:00
80 Basinghall Street, City of
London, EC2V 5AR

5 minutes walk from
Bank station



4. Tower Hamlets Southern Grove Community Centre

Date: Thu 12th Sep
Time: 15:30 - 19:30
Southern Grove, Mile End,
London E3 4FX

5 minutes walk from
Mile End station



5. Royal Docks Royal Docks Learning and Activity Centre

Date: Sat 14th Sep
Time: 10:00 - 16:00
Albert Road, London, E16 2JB

5 minutes walk from
King George V station

