

RUNWAY NEWS

December 2011

Special Edition



Airport Stand
Replacement
Project

Preparing London City Airport for the next generation of aircraft

Have Your Say: Give your comments on our plans

Airport Stand Replacement Project

Welcome

To this special edition of Runway News, which is filled with information about a new project London City Airport is considering. It is called the Airport Stand Replacement Project (ASRP) and looks at options to change the way the airport's parking stands for planes are arranged. We are doing

this so that we will have the correct size space to accommodate newer planes that some of the airlines that use the airport have ordered.

The project will not increase the number of flights or require a new runway.

Did you know?

London City Airport carries
3 million passengers per year

Next Generation Aircraft

Some of the airlines that operate at London City Airport (LCA) have informed us that they have bought new planes for operation at LCA over the next few years. These planes are the most modern available (some are so new that they have not even been built yet!) and will help to keep the airport at the cutting edge of the aviation industry. Although these next generation planes carry a

similar number of seats to current aircraft (100), they are longer and have a wider wingspan. This means that they won't fit on all of the parking stands at the airport. The difference in size is roughly one metre in wingspan and five metres in length compared to the current largest aircraft in operation at LCA.



Airport Stand Replacement Project:

Preparing London City Airport for the next generation of aircraft



Parking Stands

London City Airport currently has eighteen aircraft parking stands for scheduled services. Fourteen of these are quite small (too small for the new planes) and are located to the west of the terminal building. These stands are difficult to change as they are sandwiched between the DLR to the

south and the runway and Royal Albert Dock to the north. There are a further four parking stands which are located to the east of the terminal building and these are already the right size to park the new planes.



Airport Stand Replacement Project (ASRP)

London City Airport has assembled a team of experts to look at how we could rearrange the layout of the airport's aircraft parking stands. They have helped us to prepare some options for a new layout that will mean all of the airport's

eighteen stands are the same size – big enough to park the new planes. There are two main options, one of which we will push ahead with following this public consultation.

Did you know?

The airport contributes £1½ billion each year to the UK economy

Airport Stand Replacement Project

Option 1

Option 1 would see a new pier built to the east of the terminal building, extending in a straight line on a platform over the King George V Dock. All of the new stands would be the same size and

big enough to park the next generation planes. We would also build three new lanes to improve runway access to and from the new parking stands.



Advantages

- 18 equally accessible stands would be the most efficient arrangement in terms of the airport's operation
- The new pier would act as a sound barrier for properties to the south
- The old pier would be kept to act as a sound barrier on the western side of the terminal

Disadvantages

- The new pier is built on a platform over the dock
- Longer distance for some passengers to walk to board their planes



Option 2

Option 2 would see a new pier built to the east of the terminal building on a platform over the King George V Dock. The pier would be double sided and the planes would park in a cul de sac arrangement around it. All of the new stands would

be the same size and big enough to park the next generation planes. We would also build two new lanes to improve runway access to and from the new parking stands.



Advantages

- 18 new parking stands big enough for next generation aircraft
- Noise screen built to shield noise from properties to the south
- The old pier would be kept to act as a sound barrier on the western side of the terminal
- Shorter walking distances for some passengers

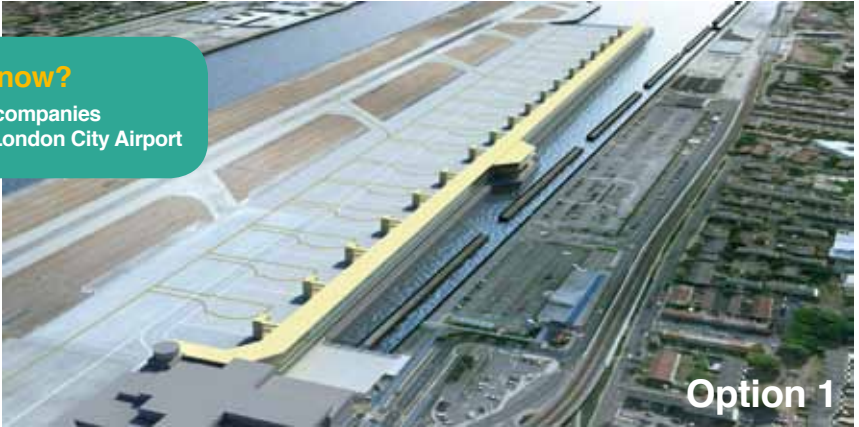
Disadvantages

- The new pier is built on a platform over the dock
- Some parking stands would be less accessible for aircraft than others
- Long term car park requires relocation further away from the terminal
- The parking stands are closer to the residential properties to the south

What might the options look like?

Did you know?

There are 51 companies
operating at London City Airport



This view shows Option 1, note the pier extending out from the terminal building in a straight line arrangement built on a platform over the King George V Dock



This view shows Option 2, note the pier extending out from the terminal building in a cul de sac arrangement, built on a platform over the King George V Dock. You can see the noise screen and how it could impact on the long term car park



Minimising the impact on our neighbours

This is a replacement project. As new stands are built, old stands will be decommissioned.

If we obtained planning permission, both options

would be constructed in phases from 2014 based on market demand (ie. we would only build once airlines confirmed how many of each aircraft type they had ordered).



Eliminated options

Our team also looked at two options that the airport has now ruled out. One of these involved moving the runway north. This would have had a negative impact on those people who use the Royal Albert Dock and would have been very costly to construct.

The team also explored moving the existing aircraft parking stands south to create more space, but this could have meant moving the DLR, which could have been very expensive. It could have potentially involved the need to demolish homes too.

Airport Stand Replacement Project

How will this affect me?

The next generation of planes will be more modern and efficient than those already in use. The information provided by the aircraft manufacturers suggests that these planes will be less noisy than those that currently use the airport.

All new aircraft types are subject to strict noise trials overseen by the London Borough of Newham before they can commence operations at LCA.

The ASRP could have an impact on some local residents in terms of ground noise, as aircraft parking stands will be moving from the west of the airport, to the east.

To minimise the impact of this move, the parking area to the west of the terminal will be taken out of service, but the pier structure will be kept in order to continue to be a sound barrier. The new pier to the east of the terminal will also act as a sound barrier for that area. In the case of option 2, a separate noise screen will be erected to reduce the potential impact on nearby properties.

The airport has strict policies and procedures relating to noise and emissions, some of the checks and balances include:

- An independently monitored noise management scheme, that uses specialist equipment to monitor the noise and flight tracks of departing aircraft.
- A ground running monitoring programme ensures that aircraft create the minimum noise when on the ground.
- A Sound Insulation Scheme that has the lowest daytime trigger level of any airport in the UK.
- A comprehensive Air Quality Monitoring Programme at sites in and around the airport, to ensure that operations do not adversely affect the community.

Did you know?

More than 500 Newham residents work at the airport and 63% of staff live in East London



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What happens next?

If we are successful in obtaining planning permission, construction would start in 2014. Construction would be phased to keep pace with

the introduction of new aircraft and we expect that the first of the new parking stands would be built and operational by 2016.



Airport Stand Replacement Project

Comments Card

Thank you for taking the time to find out more about the ASRP. We hope that the information we provided has been helpful.

We would like to know what you think.

Please submit any comments by Saturday 31 December 2011. (Postage paid, no need to affix stamp)

You can also submit comments by:

- Emailing: asrp@lcy.co.uk or calling: 020 7646 0530
- Information about the project can be found on our website: www.londoncityairport.com/asrp

What do you think of the ASRP proposals?

Do you have any comments on Option 1?

Do you have any comments on Option 2?

If you want to, you can leave your contact details here so that we can send you more information about the project in the future:

Name: _____ Address: _____

Email: _____ Postcode: _____

Project Launch (25 Nov 2011): Local MP Stephen Timms, CEO Richard Gooding and local Cllr Conor McAuley

Airport Stand Replacement Project

Have your say

Our neighbours are important to us and we want to hear what you have to say about our plans. You will have received a flyer advertising a number of consultation events. If you weren't able to make it, you can view the information that was on display and make comments on our website:

www.londoncityairport.com/asrp

A comments card is attached to the back of this newsletter. Please complete it and put it in the post (Freepost) to us so your feedback can be incorporated in our plans.

You can then ask questions or give us your feedback by:

- Sending an email: asrp@londoncityairport.com
- Phoning our dedicated consultation line: **020 7646 0530**
- Writing to: **Freepost Airport Stand Replacement Project** (no stamp or address needed)

The next step will be for us to consider feedback on these options and review our proposals before we submit a planning application to London Borough of Newham.

Did you know?

Business people who have made major investments in east London have said that London City Airport was a factor that helped them to make their decision





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Freeport Airport Stand Replacement Project