

London City Airport Sustainability Strategy and Airport Sustainability Action Plan



City Aviation House
Royal Docks
London
E16 2PB

environment@londoncityairport.com
www.londoncityairport.com/environment

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Airport Sustainability Action Plan

Objectives	Targets and Actions		Timescales
Waste <i>"Promote the waste hierarchy and reduce waste to landfill"</i>	Wst 1	75% of waste collections to be on weigh scale vehicles.	December 2013
	Wst 2	Introduce a new waste storage hub to promote waste segregation.	December 2012
	Wst 3	Increase waste recycling rate to 20%.	December 2012
	Wst 4	Implement a training programme to ensure that 100% of LCY staff have been trained in waste management.	2012 – Ongoing
	Wst 5	Conduct a feasibility study to explore opportunities for Energy from Waste and/or Anaerobic Digestion.	December 2012
Energy and Emissions <i>"To reduce energy consumption through targeted efficiency measures"</i> <i>"to stabilise the emissions associated with the ground operations at the airport, with the goal to reduce the total amount of these emissions over the longer term"</i>	Ene 1	Implement a training programme to ensure that 100% of LCY staff have been trained in energy efficiency.	2012 - Ongoing
	Ene2	Implement a programme to install sub-metering on high energy use areas.	2012 - Ongoing
	Ene 3	Implement a programme of energy efficiency measures to be agreed in 2013 cost plan.	December 2013
	Ene 4	Energy use per passenger reduced by 5% relative to 2010 baseline.	December 2013
	Ene 5	Publish a carbon management policy at the airport.	December 2012
	Ene 6	Entry into the ACI Europe Airport Carbon Accreditation Level 1.	December 2012
	Ene 7	Implement a programme of studies to identify how our five largest procurement contracts are managing their emissions.	Ongoing
	Ene 8	Establish a timetable to achieving Level 4 of the ACI Scheme 'Neutrality'.	December 2013
Water <i>"Promote water efficiency at the airport, with the objective to reduce water consumption per passenger"</i>	Wat 1	Develop procedure for tracking and recording water use at LCY monthly.	December 2012
	Wat 2	Implement a programme to install sub metering for high use areas.	December 2012
	Wat 3	Conduct feasibility study for utilising rainwater harvesting.	December 2013
	Wat 4	Conduct feasibility study for alternative non potable water sources for fire training.	December 2013
Community <i>"We will continue to reach out and support local projects and initiatives, whilst at the same time developing our business"</i>	Com 1	Evaluate additional opportunities for recording community benefits.	Ongoing
	Com 2	Evaluate opportunities to enhance the community work experience programme in the future.	Ongoing

Objectives	2012 – 2014 Targets and Actions		Timescales
Biodiversity <i>"Promote awareness of biodiversity issues by LCY staff, local residents and school children"</i>	Bio 1	Commence implementation of the agreed Biodiversity Strategy.	May 2012
	Bio 2	Undertake feasibility study on the costs and benefits of installing sedum mats (or alternative substrate) on the roof of City Aviation House.	December 2012
	Bio 3	Undertake an aquatic ecological survey of the King George V Dock, in conjunction with RoDMA ¹ .	December 2012
Noise <i>"Continue to monitor and manage noise carefully at the airport"</i>	Ns 1	Implement NOMMS in agreement with LBN ² .	Ongoing
Air Quality <i>"To implement measures that will minimise the impact of airport operations on local air quality"</i>	AQ 1	Deliver all 19 measures identified in AQAP ³ within a three year period.	June 2015
	AQ 2	Produce an annual statement on progress and performance against the measures set out in the AQAP with the APR ⁴ .	July annually
	AQ 3	Review the AQAP every three years.	June 2015
Transport <i>"To promote the use of sustainable forms of surface access by passengers and staff travelling to and from the airport, in accordance with the LCY Travel Plan"</i>	Tra 1	Undertake a basic review of 2011 Travel Plan commitments, including progress against targets.	2011 APR
	Tra 2	Undertake a comprehensive review of the Travel Plan and amend targets as necessary to reflect changes at the airport.	February 2013
	Tra 3	Extend season ticket loans to an additional 5% of LCY staff.	December 2013
Sustainable Construction <i>"To ensure all new construction will be designed with consideration to sustainability"</i>	SC1	Develop a Sustainable Construction Strategy for future development at the airport.	December 2012
	SC 2	Ensure all new construction projects at the airport take account of relevant sustainable construction opportunities.	Ongoing
	SC 3	Deliver building projects, which are subject to planning permission, in accordance with recognised BREEAM Standards.	Ongoing
Environmental Management <i>"Ensure that everyone at the airport is able to participate in environmental management"</i>	EM1	Develop a Sustainability Leadership Panel and publish an Environmental Policy on LCY and LCACC websites.	December 2012
	EM2	Hold quarterly meetings to review monitoring data which will be reported in the APR for waste, energy and emissions and water consumption.	Ongoing
	EM 3	Undertake a full review of the Airport Sustainability Action Plan and identify new set of targets.	December 2014

¹Royal Docks Management Authority Limited

³Air Quality Action Plan

²London Borough of Newham

⁴Annual Performance Report



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Executive Summary

Our overarching sustainability vision is:

To be a responsible airport operator by minimising our impact on the environment and surrounding communities, whilst supporting economic growth for London and the South East. We will strive for an honest and transparent approach to sustainability reporting developing actions to deliver genuine and long-term environmental improvements. We will lead by example; we wish to become a key partner for delivering sustainability in London's Docklands.

This Sustainability Strategy, alongside the Airport Sustainability Action Plan, establishes a series of objectives and targets for managing our key sustainability priorities. These are identified below:

Waste production: In 2010 the airport handled approximately 1040 tonnes of waste, which equates to 370g per passenger. We have established a series of measures within the Sustainability Strategy which follow the UK Waste Hierarchy, aiming to reduce waste, promote recycling and limit waste going to landfill. Our objective for waste management is simple: **"Promote the Waste Hierarchy and Reduce Waste to Landfill"**. This Sustainability Strategy and Airport Sustainability Action Plan establishes targets for working towards this objective. We will report annually on progress we have made against this objective, including the total waste produced, waste generated per passenger and the recycling rate achieved.

Energy and Emissions: Energy use and the release of carbon dioxide and other emissions are closely linked. We are committed to energy efficiency and will adopt a series of measures which will drive down energy consumption at the airport. We have established two objectives, which are: **"to reduce energy consumption through targeted efficiency measures"** and **"to stabilise the emissions associated with the ground operations at the airport, with the goal to reduce the total amount of these emissions over the longer term"**. To manage energy and emissions in the future, we plan to join the internationally recognised Airports Council International (ACI) Europe Airport Carbon Accreditation Scheme, and work progressively towards lowering our carbon footprint.



Water Resources: Through development of this Sustainability Strategy, we have identified an area of focus for water resources, which relates to our water consumption. We have adopted the objective: **“To promote water efficiency at the airport in order to reduce water consumption per passenger”**. Our water consumption is relatively low by comparison to other UK airports¹. In 2010 water use per passenger was approximately 8 litres. The airport already implements a number of water saving initiatives such as introducing proximity detection taps. We will continue to review and explore other options available to us, including the use of rainwater harvesting.



Sustainable Transport: The airport is accessible by a number of sustainable forms of surface access, most notably the Docklands Light Railway (DLR) which carried 51% of our passengers in 2010. As a result of the airport's accessibility to the public transport network serving London and beyond, we believe we have the lowest proportion of private car use by passengers of any major UK airport. We continue to promote sustainable transport for our staff and passengers through our Travel Plan² and Airport Transport Forum, which meets annually. We have developed the objective: **“To promote the use of sustainable forms of surface access by passengers and staff travelling to and from the airport, in accordance with the Airport Travel Plan”**. This objective reflects the work already underway in these areas.



¹Source: Independent study commissioned by London City Airport, comparing airport's published water consumption.

²Completed February 2011 with the London Borough of Newham

Biodiversity: The maintenance and enhancement of biodiversity is a key sustainability issue. In the context of London City Airport however, the airport's constrained footprint and operational use mean that the site itself has limited ecological value. We will therefore look to promote biodiversity in other ways, with the overarching objective: **“To help promote awareness of biodiversity issues by LCY staff, local residents and school children”**. We will also explore opportunities to enhance biodiversity at the airport (or elsewhere in Newham borough) where such enhancements do not compromise the safety, operational controls or other functions of the airport. We have developed a Biodiversity Strategy which will deliver this objective³.



Noise: Noise is a key environmental issue at the airport and is subject to close management. The airport is bound by many requirements to monitor and mitigate adverse effects of aircraft noise. Since 1999, the airport has operated a Noise Management Scheme (NMS), which has established a series of measures to manage noise arising from the operation of the airport. We have recently developed a Noise Monitoring and Mitigation Strategy (NOMMS) which will replace this in due course⁴. The NOMMS will provide a more enhanced system of noise monitoring and mitigation, including the measurement and monitoring of ground based noise. Our objective is: **“To continue to monitor, manage and mitigate noise carefully at the airport”**. This Sustainability Strategy reflects the work underway for limiting noise arising from the airport's operation.



³The Biodiversity Strategy forms a separate strategy which has been developed by LCY and approved by the London Borough of Newham and is available at www.londoncityairport.com/environment.

⁴The NOMMS is in development with the London Borough of Newham.

Local Air Quality: Air quality is an environmental issue which is subject to ongoing monitoring, review and management. Nitrogen Dioxide and fine particulate matter (PM₁₀) are monitored at two automatic monitoring stations and a network of passive monitoring devices located in and around the airport boundary. We continue to meet emissions standards consistent with national air quality objectives which are in place to protect health and amenity. Recently, we developed an Air Quality Action Plan in conjunction with the London Borough of Newham⁵ which identifies a range of measures to reduce emissions over time. Our overarching objective is: **“To implement measures that will minimise the impact of airport operations on local air quality”**.



Sustainable Construction: The 2009 planning permission⁶ enables the airport to grow by making best use of existing infrastructure. In the future however, we may look to upgrade our operations with the addition of new airport facilities, in accordance with our published Master Plan. We propose that any new development that is planned at the airport will be delivered to the highest practical standards of sustainable design and construction. In addition, we periodically carry out minor construction and refurbishment works. We have the objective: **“To ensure all new construction will be designed with consideration to sustainability”**. We propose to deliver this through the development of a Sustainable Construction Strategy.



Community Benefits: London City Airport has developed a strong relationship with local communities and has contributed significantly to the regeneration of the London Docklands area. We have a long standing policy commitment to invest in local education, employment and charitable initiatives within our community. Our objective is: **“To continue to reach out and support local projects and initiatives, whilst at the same time developing our business”**. To allow us to continue to plan and deliver community benefits effectively, we have developed a Community Strategy which is focused on five main priority areas: Consultation and Communication; Employment; Education; Health and Wellbeing; and, Charity. We will continue to make progress in these areas.



Environmental Management: In developing this Sustainability Strategy we have considered options for enhancing our existing environmental management systems. Our current management systems are robust but could be modified to implement, monitor and review the various targets and objectives contained within the Airport Sustainability Action Plan. We have developed a Sustainability Leadership Panel at the airport which meets each quarter to discuss progress against the objectives and targets. Progress against the objectives will be reported at board level and also communicated to stakeholders at the airport through the Employers' Forum for discussion and review. This will allow us to achieve our objective in this area, which is: **“To ensure that everyone at the airport is able to participate in environmental management”**.



Our actions toward delivering this Sustainability Strategy will be published annually within the London City Airport Annual Performance Report (APR). The first report on sustainability will be for the year 2012 (reported in July 2013).

⁵The Air Quality Action Plan was approved by the London Borough of Newham in 2012 and is available at www.londoncityairport.com/environment.

⁶Planning reference 07/0105/VAR



1 Overview

The production of this Sustainability Strategy represents an important milestone for the airport's operation. This Sustainability Strategy sets out our proposals for managing sustainability at the airport in the future and its implementation will ensure that LCY achieves or exceeds the highest standards set by the aviation industry as a whole. The Strategy focuses on the aspects of the airport's operation which could lead to greatest environmental, social and economic impacts. It sets out how these aspects are currently being managed and how we propose to manage these aspects going forward.

The Sustainability Strategy builds on past work undertaken by specialist consultants to LCY, including the Environmental Impact Assessment (EIA), Sustainability Appraisal and Health Impact Assessment (HIA), completed in 2007 in support of the planning approval for the increase in the number of aircraft movements to 120,000 per annum⁷. These detailed assessments demonstrated how the airport could continue to expand its operations whilst avoiding, reducing or otherwise compensating for its adverse effects and, at the same time, maximising the economic and other benefits to the community of Newham and beyond. The ability to grow whilst minimising adverse impacts is a key feature of this Sustainability Strategy, which will continue to be reviewed and developed as the airport expands.

The Sustainability Strategy is supplemented by an Airport Sustainability Action Plan. The Action Plan is provided as an annex to this Strategy and sets out a series of initiatives which will be implemented to an agreed timescale to deliver better sustainability outcomes. The Action Plan includes a series of targets which we will aim to achieve within the plan period. Such targets will be reviewed (on at least an annual basis) to ensure that they remain consistent with legal requirements, policy and 'best practice' principles.

A number of aspects of sustainability are already being closely managed at the airport; as part of LCY's overarching commitment to operate its business in a responsible and legally compliant manner. Various procedures exist or are currently being developed which will ensure that the airport minimises its environmental effects. These cover, inter alia, ground and air noise; air quality; encouraging the use of public transport; reducing carbon emissions; improving waste recycling levels; promoting local employment opportunities; investing in education initiatives and other community benefits. The Sustainability Strategy and Airport Sustainability Action Plan are aligned to reflect the work which is already underway in these areas, and how the associated objectives and targets for these topics contribute to the sustainability of the airport.

Since the grant of the 2009 planning consent by the London Borough of Newham (LBN), we have continued to monitor and record data which has assisted in the development of this Strategy. As such, the Strategy is informed by baseline data for the 2010 calendar year, supplemented by further site audits during 2010.

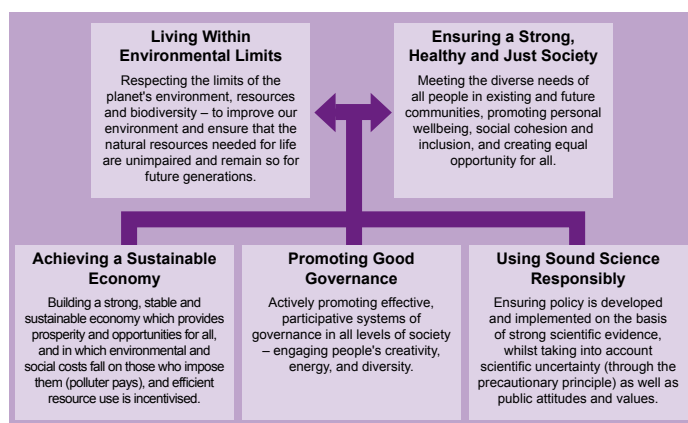
The airport handled 2.79 million passengers and 67,871 aircraft movements during 2010. This represents a small reduction from the previous year. As passenger throughput gradually increases, we will strive to reduce our 'per passenger impact', particularly on resource consumption relative to this growth. All targets established within this Strategy and Action Plan will be relative to this 2010 benchmark. Should the airport choose to establish new benchmarks in future, for example to align with any new nationally recognised targets, we will consult with LBN. We will provide an explanation as to why this is being done and what the implications will be for reporting.

⁷These documents are publicly available on the LBN website:
<http://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=JMIJOVJYS1000>

What is Sustainability and Why is it Important to London City Airport?

1.1 We wish to develop a credible and progressive approach to sustainability management, which delivers tangible, longer term benefits for the environment and our surrounding communities. Many definitions of sustainable development exist, although a common objective is to meet the needs of people today without compromising the needs of future generations.

The UK Sustainable Development Strategy 'Securing the Future' (2005) establishes five guiding principles for sustainable development. These are shown below.



Source: UK Sustainable Development Strategy: Securing the Future (2005).

The UK Sustainable Development Strategy also identifies the four main priority areas for the UK. These are relevant to the operations at LCY and we can draw a number of parallels with the UK priorities and LCY's own areas of focus within this Sustainability Strategy, namely:

- Sustainable consumption and production – working towards achieving more with less.**
The airport operates in a relatively constrained footprint by comparison to other UK airports, with limited land-take, a relatively short runway, efficient infrastructure, terminal and other buildings. The 2009 Planning Approval seeks to make best possible use of this existing infrastructure, in accordance with the previous and current Government's stated policy objectives. LCY has always sought to achieve 'more with less' and
- Natural resource protection and environmental enhancement – protecting the natural resources on which we depend.**
On the airport site itself, the options for enhancing biodiversity and the natural environment are severely limited due to space, operational and safety constraints. However, LCY's Biodiversity Strategy focuses on supporting wildlife education initiatives elsewhere in the Borough and thereby contributes to some of the key objectives of the Newham Biodiversity Action Plan. Furthermore, we are also conscious of our obligation to help

because of its compact nature, the consumption of natural resources such as potable water, energy and the generation of waste per passenger is already lower than most other airports⁸. However, it is recognised that even greater efficiencies in resource consumption can be achieved.

London City Airport is a consumer of goods and services. Our main procurement contracts relate to services such as air traffic control, electricity, security and cleaning. However, we provide a base for over 50 tenants and concessionary services, who themselves consume goods and services. Considerations for more sustainable procurement will be a part of achieving the objectives of this Sustainability Strategy. Whilst primarily focused on our own operations, we will also attempt to influence others as far as possible as the Strategy develops.

London City Airport provides a permanent base for over 50 companies. These range from airlines, through to retail concessions, service providers and car rental companies. Currently, there are approximately 2000 staff based at the airport, of which circa 25% are employed by London City Airport Limited, the airport owner/operator. The majority of staff are employed by tenants and concessions at the airport, whose actions and activities we do not directly control. However, we are able to apply some influence through the facilities we provide, our Employers' Forum, as well as working with these companies to realise their own environmental and sustainability objectives. Through the implementation of the Sustainability Strategy and Action Plan, we work closely with all airport companies to encourage them to embrace and support our shared objectives.

protect and enhance natural resources and will act to minimise the risk of pollution, emissions and waste generation from the airport.

- **From local to global: building sustainable communities creating places where people want to live and work, now and in the future.**

London City Airport is located in the Royal Docks and is sited on former industrial land which began to be regenerated when the docks closed in the 1980's. The London Borough of Newham's (LBN) adopted Core Strategy⁹ recognises that the airport is one of the key economic drivers within Newham (para 5.32), stating that the Royal Docks will be developed as a world class business destination within the knowledge economy and the area will develop a nationally significant niche in low carbon and high technology industries (para 5.30). The Core Strategy's vision for the Royal Docks also forms part of a wider strategy to create a Green Enterprise District across East London along the north bank of the Thames. "Within the Royal Docks a concentration of new low carbon technologies, manufacturing and research will be encouraged, that could lead the world in developing and providing low carbon goods and service" (para 5.34). Such developments and associated enhancements to the wider environment are seen as compatible with, and supported by the airport so long as they do not compromise its continued operation and growth.

The interface between LCY and surrounding communities is an important aspect which we manage very carefully. Being a 'good neighbour' is particularly important to us, given the airport's unique position in proximity to surrounding local communities. We support a range of local education, employment, sports, cultural events and charitable organisations. Furthermore, a large

number of local people work at the airport, which emphasises the strength of the link between LCY and those who live locally. We will continue to nurture this unique relationship to ensure that we are a 'force for good' in the community. Our actions to manage environmental issues such as noise, local air quality and sustainable transport will also assist in the successful delivery of this.

- **Climate change and energy – confronting the greatest threat.** In the UK, emissions from aviation represented 6% of the total emissions generated in 2009¹⁰. The majority of such emissions are associated with aircraft in flight and not from airport operations on the ground. Notwithstanding this, we do have a part to play in the overall challenge of reducing emissions progressively over time. Airports are energy intensive; lighting the runway and terminal building accounts for an estimated two thirds of our total power consumption at the airport. LCY is also obligated under the UK Carbon Reduction Commitment (CRC) Energy Efficiency Scheme to monitor its emissions and purchase carbon allowances.

This Sustainability Strategy therefore identifies a number of initiatives and objectives which will help LCY record, manage and, where possible, reduce carbon dioxide emissions from various sources at the airport.



⁹According to an independent study commissioned by London City Airport, based on publically available data from other major UK Airports.

⁹Planning Newham – The Core Strategy (Adopted January 2012)

¹⁰Department for Transport UK Transport and Climate Change Data Fact Sheet 5 (2010)

Our Sustainability Vision

- 1.2** We have developed a sustainability vision which summarises our intent to be a sustainable airport operator:

LCY's Sustainability Vision is:

To be a responsible airport operator by minimising our impact on the environment and surrounding communities, whilst supporting economic growth for London and the South East. We will strive for an honest and transparent approach to sustainability reporting developing actions to deliver genuine and long-term environmental improvements. We will lead by example; we wish to become a key partner for delivering sustainability in London's Docklands.

The Airport's Impact

- 1.3** In order to develop this Sustainability Strategy, London City Airport has identified areas which require focus and management in order to meet the sustainability objectives set out above. These have been developed in consultation with the airport's environmental consultants, RPS, and were assessed, and in some cases quantified, by the Environmental Impact Assessment (EIA) and Sustainability Appraisal and Carbon Assessment (SACA) undertaken to support the airport's 2009 Planning Approval¹¹. The Sustainability Strategy has also been informed by a review of sustainability policy and best practice at other airports. As a result, the following areas have been identified:

- energy consumption;
- carbon emissions;
- water consumption;
- water quality;
- waste generation;
- community impacts;
- transport impacts;
- noise generation; and
- local air emissions.

Many of these impacts are common to most major businesses, for example, energy use, transport and waste generation. However, some aspects are more specific to an airport operation, such as aircraft noise effects and impacts on water quality.

The previous EIA and SACA reports established that energy, waste, water and carbon emissions could be managed more closely in the future and that, in managing these impacts, the airport could expand its operations with proportionately less impact on resource use.

The airport already implements a series of statutory and voluntary controls and initiatives to manage its impact on local air quality, noise, transport and community amenity, and further commitments to minimising or reducing such impacts have been made as part of the 2009 Section 106 Agreement. For example, LCY has agreed to the introduction of a two tier sound insulation scheme¹² for noise-affected properties and the implementation of a surface access Travel Plan for the airport. As such, these impacts are already well understood and accounted for through the planning and regulatory system and no new, specific objectives are introduced by this Sustainability Strategy. In addition, the airport has demonstrated through the previous EIA, that the expansion of movements at the airport could be undertaken without adverse effects on ecology or biodiversity. Therefore, direct compensation or mitigation is unnecessary. Notwithstanding this, we are committed to improvements in this area through our Biodiversity Strategy.

¹¹These documents are publicly available on the LBN website: <http://pa.newham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=JMIJOVJYS1000>

¹²The two tier scheme provides sound insulation treatment or a grant to eligible residential units which fall into the 57 dB LAeq, 16h contour (Tier 1) and for properties within the 66 dB LAeq, 16h contour (Tier 2), which will receive enhanced sound insulation to reduce internal noise levels within these premises.

¹³The 2010 APR is available at www.londoncityairport.com

2 The Areas Under Management

Reporting Progress

- 1.4** LCY will report progress against sustainability targets in the Airport Sustainability Action Plan as part of the Annual Performance Report (APR). The first report on sustainability will be provided in 2013 for the calendar year 2012 following approval and implementation of the Airport Sustainability Action Plan. Further information on reporting progress against the specific initiatives contained in the Action Plan is provided in Annex 1.

The Airport Sustainability Action Plan, provided in Annex 1, includes a series of targets which can be defined as Key Performance Indicators (KPIs) to assess the performance for the past year.

Environmental performance measures covering noise, air quality, complaints etc. are already reported in the APR, the most recent edition for 2010 was issued on 1 August 2011. In future, sustainability performance benchmarks will include such KPIs as the annual 'carbon footprint' of the airport, calculated in tonnes of CO₂ using the ACI Airport Carbon Accreditation Scheme methodology which is required to be compliant with ISO 14064. Resource use can also be measured by calculating energy, water and waste generation attributable to passengers, airport staff, airlines, retail concessions and other tenants. This Sustainability Strategy expresses LCY's impacts on resources, both in terms of total use as well as on a 'per passenger' basis. This approach is consistent with other airports and the recommendations of the Airport Operators Association (AOA) Environmental Guidance Manual 2006, and represents best practice reporting in the airport industry. This will also provide a useful metric for identifying progress against targets in these areas.

In some cases we will report progress against qualitative targets, for example, whether specific actions (e.g. feasibility studies) have been undertaken. These qualitative measures can also provide a suitable mechanism for appraising our performance.



Waste Production

- 2.1** LCY has a duty of care for all waste which arises at the airport and which is stored, segregated and disposed of via the airport's facilities. We take this responsibility seriously and manage waste in a way which minimises our impact on the environment.

As part of this Sustainability Strategy, we have established a single objective for sustainable waste management, which is to: "promote the Waste Hierarchy and reduce waste to landfill". This simple, 'catch all' objective, demonstrates our commitment to work towards a number of initiatives, including hazardous waste reduction, product reuse, recycling, and the diversion of waste from landfill.

We will implement initiatives for waste management in accordance with The Waste (England and Wales) Regulations (2011); adopting a hierarchical approach to waste management wherever practically possible.

The Waste Hierarchy

Preferred Environmental Option



Least preferred Environmental Option

The UK Waste Hierarchy

Waste is produced from a number of activities at the airport, only a proportion of which is in our direct control. However, the majority of waste is produced by airlines, tenants and retail concessions which we cannot directly control but are able to influence. Our objective for waste management will eventually extend to all waste arising at the airport; consequently, progress against this objective will be reported by taking into account waste arising from all sources. We will report annually on waste arising from the airport, including waste generated per passenger and the recycling rate achieved within that period. We will also report progress made towards specific initiatives that have been implemented within the reporting year.

We have already adopted a number of additional waste management initiatives through 2009 -2012 to assist in the development of this Sustainability Strategy:

- In the past, we have used a number of different waste contractors. However, in September 2009 we consolidated our waste management procedures and contracted BIFFA to manage the airport's entire waste contract. We are working closely with BIFFA to ensure that our targets for waste management can be delivered.
- We have conducted reviews of existing waste management procedures at the airport, including how tenants and concessions are able to implement their own waste management initiatives through the facilities provided.

Waste Reduction and Reuse

2.1.1 The UK Waste strategy applies a Waste Hierarchy which promotes waste reduction in advance of recycling and disposal. In terms of overall waste generation, London City Airport is not a substantial producer. Total waste generation in 2010 was approximately 1040 tonnes, which equates to approximately 370g per passenger, as shown in the table below. This compares favourably to other UK passenger airports. This is in part a result of the limited number of buildings, restaurants and shops at the airport providing concessionary services, and also by the relatively shorter time an LCY passenger may spend at arrival and departure from the airport by comparison to a larger UK airport. LCY will continue to monitor waste arising at the airport, and identify new ways of capturing and recording waste data.

Waste arising at LCY 2010

	Total kg	Per Passenger kg ¹⁴
Total	1,040,245	0.373
General	779,412	0.28
Recyclable	230,192	0.08
Hazardous	30,641	0.02

LCY's own operations are estimated to be responsible for a small proportion of the total waste generated at the airport, the majority being derived from concessions, airlines and tenants. We understand that it will only be possible to make substantial reductions in total waste arising at LCY through closer working practices with such tenants and concessions. This will be most effectively achieved by ensuring that their waste management strategies are aligned to the LCY Sustainability Strategy. Our proposals include:

- We will monitor waste leaving the airport more closely. We intend to make use of more advanced collection vehicles, which include weighing scales;
- We will also develop better ways to monitor how and where waste is generated at the airport;
- We will develop a programme of awareness raising through staff training;
- We will review our own procurement procedures, including efforts to reduce packaging and other inherent wastage; and will review procurement and delivery procedures of concessions at airport forums;
- If necessary, we will look to adapt tenant lease conditions to ensure that the longer term targets of the Sustainability Strategy can be achieved.

Waste Recycling

2.1.2 LCY currently recycles a range of waste materials as part of its Dry Mixed Recyclable (DMR) collections. This primarily comprises paper, cardboard, cans, and plastic packaging. DMR is segregated on site at a central storage area ('the waste hub') and removed by BIFFA on a daily basis.

LCY undertook a routine waste audit in spring 2010. The outcome of the review found that the recycling rate achieved at the airport was approximately 13%. Since the review, we have adapted our waste recycling regime, with particular focus on providing better signage. In the months following this, the recycling rate increased to 29%.

¹⁴Sum totals may be affected by rounding

LCY will continue to increase the recycling rate through a series of initiatives, with the aspiration to exceed the London Wide recycling target of 45% by 2015 as set out in the London Plan (2011) (Policy 5.16 Waste Self-Sufficiency).

In order to achieve our three year target of 45%, LCY will seek to do the following:

- Recycle a wider range of materials than at present;
- Examine the potential for composting biodegradable materials; and
- Work closely with retail concessions, the airport's cleaning contractors and airlines to ensure all relevant stakeholders work towards this recycling target.

New recycling initiatives are already being successfully implemented. For example, waste is now transferred using clear bags to assist the identification of waste types. In addition, a number of waste awareness sessions have been run with key members of LCY staff, concessions and BIFFA to promote recycling.

Waste Disposal

2.1.3 The Waste Hierarchy identifies disposal of waste as the least sustainable option, however preference is given to generate energy from waste in advance of landfill.

In 2010, the majority of waste generated at the airport was sent to landfill. This is a statistic which we are committed to change, and actions identified within this Strategy will serve to achieve this. We aspire to achieving a zero waste to landfill target over the longer term. At this stage however, we are not in a position to set a timetable to deliver this goal - future actions will enable us to plan and set realistic targets for the achievement of this target.

Under our current waste management arrangements, no waste is sent to energy from waste (EfW) facilities. The airport will explore with BIFFA the opportunity to utilise this technology in the future. In addition, we will explore the opportunity to make use of Anaerobic Digestion (AD) facilities, and review new technology options as they arise.



Energy and Emissions

2.2 Perhaps the most significant challenge for sustainability is the threat of climate change. In accordance with the Air Transport White Paper - The Future of Air Transport (2003) and subsequent aviation and related policy, airport operators are encouraged to adopt practices that minimise the impact of their activities on climate change. This includes taking voluntary action to control greenhouse gas emissions. Such action could include emissions reporting and setting targets at a company level.

Energy consumption and emissions are intrinsically linked. Actions to reduce the airport's carbon footprint will be delivered through the adoption of energy efficiency measures, low carbon energy solutions and potentially, the utilisation of renewable energy. Carbon reduction will also be promoted in other ways, through for example waste management initiatives; encouraging sustainable transport; the design and construction of efficient new buildings and plant; and, working more closely with staff, tenants, concessions and passengers to deliver our objectives.

We are committed to high standards of energy efficiency and will adopt a series of measures which will help drive down energy consumption at the airport. We have established two objectives for energy and emissions, which are:

- To reduce energy consumption through targeted efficiency measures and,
- to stabilise the emissions associated with the ground operations at the airport, with the goal to reduce the total amount of these emissions over the longer term.

London City Airport has a relatively limited number of buildings, operating scheduled flights from a single terminal building and 18 stands distributed over two piers. There are also a number of support buildings, including City Aviation House, the main administrative offices for the airport, two industrial type sheds, the Fire Station and the Jet Centre.

As shown in the table below, the primary fuel source powering buildings at the airport is electricity, which represents around two thirds of total energy consumed. Gas makes up less than one third.

Gas and Electricity Used at LCY in 2010

	Total (kWh)	Per Passenger (kWh)
Electricity	9,192,843	3.295
Gas	3,001,316	1.076

We also consume diesel, which is predominantly used by ground services, unleaded petrol for staff travel, and a small amount of LPG which is used for fire training. These are considered further below.

LCY is committed to ongoing improvements in energy efficiency and will take a series of measures to reduce energy demand at the airport. We have already undertaken a number of steps to achieve this:

- The utilisation of Fixed Electrical Ground Power (FEGP), which replaces less efficient diesel mobile ground power units;
- Trialling energy efficient lighting on the aprons;
- In 2009 we made several improvements to the airport, including replacing boilers, pumps and fans with newer, more efficient systems. A programme of upgrades to the terminal building is also underway which will lower the energy requirements of the building services through retrofitting energy efficient systems, upgrading the building's energy monitoring capabilities and making other consequential improvements to the building in accordance with Building Regulations Part L2a.

We will ensure that future capital expenditure programmes include an evaluation of energy demand and associated emissions as part of the criteria for decision making.

We are exploring the longer term possibility of accepting heat through a district heating main provided via the Greater London Authority's London Heat Network. District heating is regarded as an energy efficiency measure, as it allows end

users to make use of free latent heat which would otherwise be wasted from an industrial process or from a combined heat and power station. Such heat interconnections between sites are supported by a number of policies in the London Plan.

Any district heating connection could support the airport's longer term strategy for energy efficiency and carbon reduction. We will continue to work with the GLA and our other partners to determine the feasibility of delivering piped heat to the airport. We have already made certain upgrades to heating plant at the airport to allow future connectivity to such a district heating system.

We will also ensure that future development at the airport is brought forward in accordance with all relevant planning policies for emissions reductions, which may include the specific utilisation of small scale renewable energy technologies.

We will set progressive targets for energy reduction in future Action Plans. Over the first plan period, we propose to reduce energy consumption by 5% per passenger relative to the 2010 baseline by December 2013.

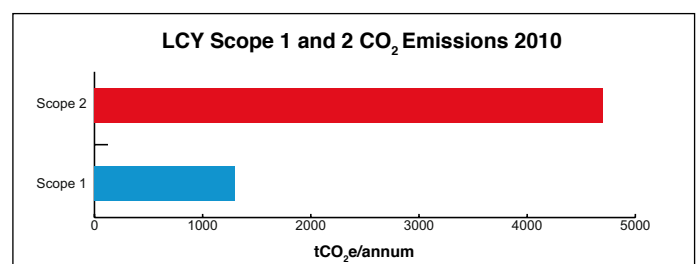
Emissions Management

2.2.1 The Air Transport White Paper - The Future of Air Transport, identifies that airport operators should adopt practices that minimise the impact of their activities on climate change. This includes taking voluntary action to control greenhouse gas emissions; such action could include emissions reporting and setting targets at a company level. Emissions associated with aircraft in flight are outside the scope of this Sustainability Strategy. This is because there are a number of existing mechanisms in place to address emissions from aircraft, including the European Union Emissions Trading Scheme (EU ETS) and sustainability initiatives such as ACARE 2020.

In the first instance, this Strategy focuses most closely on emissions which are under our direct control. According to the Greenhouse Gas Protocol, emissions from airport operations can be sub divided into three classes dependent on where the emission is generated. A simple definition, and how this relates to LCY, is as follows:

- Scope 1: Emissions on site, or an associated activity from the combustion of fossil fuels, i.e. gas, LPG and vehicles used for business travel.
- Scope 2: Emissions from electricity imported from the grid or from a third party supplier in the form of heat or electricity.
- Scope 3: Emissions as a direct consequence of the use of goods or services provided for the company. This includes aircraft movements on the ground, passenger and staff travel to the airport, airside activities, waste disposal, water and business travel.

A quantification of Scope 1 and 2 emissions at London City Airport is illustrated in the figure below.



A growing number of airports in Europe are choosing to address carbon management through entry into the Airports Council International (ACI) Europe Airport Carbon Accreditation (ACA) scheme. The scheme provides a four tier system, by which airports are able to monitor, manage and reduce their emissions.

The first tier 'mapping' level, requires that an inventory is produced of the airport's scope 1 and 2 emissions. These are emissions which the airport has direct control over. As illustrated above, LCY has already benchmarked its emissions for 2010 by applying the ACA scheme methodology. We are not currently in a position to accurately quantify all of our Scope 3 emissions; however we will endeavour to work towards calculating emissions in these areas in the future.

LCY will progress a management plan for carbon emissions which will be verified by entry into the ACA scheme. The airport intends to work progressively through the different stages of this scheme, with the long-term aspiration of delivering a 'carbon neutral' operation for those emissions over which we have direct control. This equates to Level 4 of the scheme. We will publish a timetable for achieving Level 4 of the scheme by December 2013.

- Over the course of implementing this Sustainability Strategy we will identify opportunities to reduce our emissions in a number of other areas. These will include:
- Reducing emissions from buildings at the airport;
- Reducing emissions from future construction projects;
- Promoting sustainable transport; and
- Reducing waste sent to landfill, and explore opportunities to generate energy from waste.

Water Resources

- 2.3** Through development of this Sustainability Strategy, we have identified two areas of focus for water resources; these relate to the water consumption, and water quality.

Water Consumption

- 2.3.1** Water consumption is a priority sustainability issue, particularly in the South East of England which receives less rainfall than any other part of the country. Coupled with population pressure in the Capital, this means that reducing water wastage and consumption are key challenges.

The airport is supplied water via two metered mains, managed by Thames Water. The airport currently monitors total water usage via metered information on an annual basis. In 2010 the airport used approximately 59 m³ a day, which is equivalent to 8 litres per passenger. This compares favourably to other UK passenger airports¹⁵.

We have developed a single objective for water consumption, which is: **promote water efficiency to reduce water consumption per passenger.** In order to achieve our objective we will continue to monitor water use at the airport, and will implement more widespread and regular meter readings against which we can track progress. At present there is insufficient sub-metering to properly determine water consumed by different operations. Therefore, LCY has undertaken a qualitative assessment of high water use areas and will implement a programme of sub-metering in these areas to ensure that efficiency measures can be monitored appropriately.

The airport already employs a number of water efficiency features within the building stock. We have installed low water fittings throughout the terminal building and City Aviation House. These are periodically tested and updated as the fittings reach the end of their operational lives. Our low water consumption relative to passenger throughput is testament to the headway we have already made in this area. It is unlikely that we will be able to significantly reduce water consumption further through efficiency measures applied to water appliances alone.

¹⁵Source: Independent study commissioned by London City Airport, comparing airport's published water consumption.

We will explore opportunities for substituting potable water with non-potable alternatives where appropriate. We believe that rainwater harvesting may present an opportunity for this in the future. We will also explore through feasibility studies, how high water use areas, particularly fire training, could reduce potable water demand, for example through greywater capture or potentially through abstracting dock water. We will review these opportunities over the course of the Strategy, as and when new infrastructure or building refurbishments are required.

Water Quality

2.3.2 The airport is located within the Royal Docks, between the King George V Dock and the Royal Albert Dock. The Royal Docks Management Authority (RoDMA), ensures that water is pumped into and out of the Thames so as to maintain water levels in the Docks at a reasonably consistent level. The quality of the dock water is directly influenced by the quality of the water in the tidal Thames.

A number of activities at the airport have the potential to affect water quality. During colder periods, the airport uses antifreeze and de-icer. The discharge of these substances into waterbodies is known to reduce the level of dissolved oxygen in water available to plants and fish. In addition, the airport periodically uses pesticides and herbicides for habitat management.

Given the airport's proximity to the docks, we have been exploring opportunities to manage the potential impacts from de-icer, pesticide and herbicide use more carefully. We have already trialed more environmentally friendly de-icers, which affect water quality less than traditional glycol based alternatives. The fire teams have also trialed

'Fluorine Free Foam', which is proven to be a less damaging alternative than traditional Film-Forming Fluoro Protein (FFFP) foam, which is commonly used for fire fighting at other UK airports.

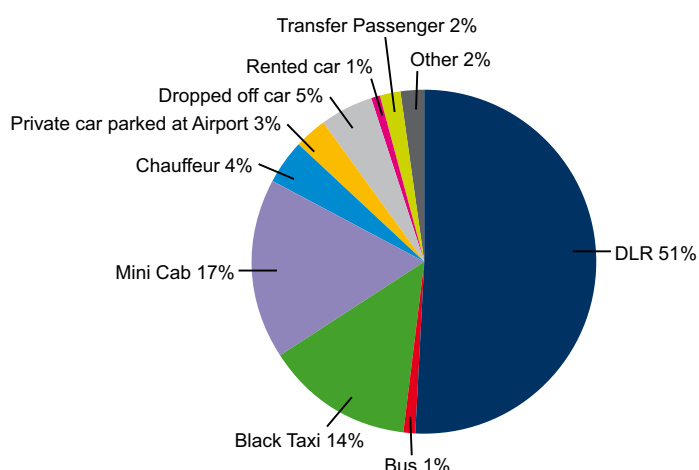
LCY has in place a drainage system which reduces the risk of potential contamination. With the extension of the apron in 2007, a new set of slot drains and pipes was constructed including a new fuel/oil interceptor. This has an automatic closure device, so that any pollution from the apron is detected and contained. This is supported by a comprehensive system of operational procedures to ensure that risks of accidental spills and other contamination are minimised.

We will report on water quality as part of the sustainability reporting made annually within the APR. This will include the number of days antifreeze is used at the airport, the quantities used and monitoring the biological oxygen content of dock water.



Sustainable Transport

2.4 Being located just six miles east of the City of London, and two miles east of Canary Wharf, London City Airport is positioned in a sustainable location relative to its main markets. The airport is accessible by a range of public transport options, making sustainable travel the most common way of accessing the airport. The primary method of surface access is by the Docklands Light Railway (DLR), which provides frequent services to and from central London. In 2010 the DLR carried 51% of our passengers. We believe that this is the highest proportion carried by any airport rail link in the UK. The mode share of different surface access options is illustrated in the pie chart below.



Surface Access by Mode 2010

To promote sustainable transport further, and in line with Department for Transport Guidance, we host an Airport Transport Forum, comprising various representatives from the airport, local authorities, regional planning bodies, transport operators, infrastructure providers, local businesses and other interested bodies. The primary objective of the Forum is to make access to the airport more sustainable and encourage passengers and staff to use public transport. In order to achieve this, the Forum undertakes the following:

- Draws up short term and long term targets for increasing the use of public transport by passengers and staff;
- Devises an Airport Surface Access Strategy for meeting targets; and
- Monitors the implementation of the Strategy.

Since 2005, LCY has monitored staff travel through periodic travel surveys. We have also developed a Travel Plan through which we will strive to deliver year on year improvements towards a number defined objectives. The objectives of this Travel Plan are as follows:

- To increase employee and passenger awareness of, and access to, sustainable modes of travel.
- To facilitate access to appropriate travel information for employees and passengers.
- To reduce the impact of the site on the local highway network.
- To reduce unnecessary or unsustainable use of the car for the journey to and from the site.

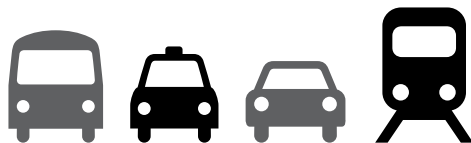
The Travel Plan focuses on both staff and passengers. The proportion of passengers that park at the airport is very low, approximately 3%. We believe that this is the lowest proportion for any airport in the UK offering scheduled flights. We will continue to monitor car park charges on-site at the airport and endeavour to encourage airport passengers to use public transport wherever possible.

We will encourage sustainable transport in a range of areas, such as:

- Ensuring our own staff get involved with regular travel surveys, and encouraging participation from other on-site employees to engage with the Travel Plan process;
- Promoting walking and cycling through initiatives such as the '10,000 steps a day' campaign and investigating the potential for cycle clubs;

- Promoting public transport through, for example, extending the uptake of season ticket loans which was successfully launched in 2007; and
- Providing financial contributions to the DLR and other transport networks.

The Travel Plan will be the primary way of delivering sustainability improvements to surface access journeys at the airport. Progress against the Travel Plan objectives and targets is reported annually in the APR.



Biodiversity

2.5 Conserving a site's biodiversity and promoting ecological enhancements is an important element of any Sustainability Strategy. In the context of London City Airport however, the airport's constrained footprint and operational use mean that the site itself has limited ecological value. Furthermore, there are various restrictions to promoting biodiversity through ecological enhancements for an operational airport. This is because of requirements imposed by the Civil Aviation Authority (CAA) which reduce the potential to enhance biodiversity on the site, for example reducing the potential of bird strike.

We have developed an Airport Biodiversity Strategy which has been approved by LBN. In preparing the Biodiversity Strategy, we took account of the objectives listed within the Newham Local Biodiversity Action Plan and promoted by the Newham Biodiversity Partnership (NBP). However, in view of the operational, safety and space constraints at London City Airport, at this stage it is considered that the Airport Biodiversity Strategy is best focused on raising the general awareness and appreciation of biodiversity by LCY staff, school children and the local community, rather than creating new habitats or attracting wildlife to the airport itself. This objective is consistent with LCY's long standing commitment to support local educational initiatives across a broad spectrum of age groups and learning abilities and will help meet the corresponding objective of LBN and the Newham Biodiversity Partnership.



A summary of the objectives and commitments in the Biodiversity Strategy is given below:

- LCY will participate as a “Delivery Partner” in the Newham Biodiversity Partnership (NBP).
- LCY will promote awareness-raising activities on the benefits of wildlife habitats, including making an offer to support the delivery of outdoor events in conjunction with local centres.
- In partnership with an expert organisation such as the Field Studies Council, to fund to the total value of up to £2000, the development and delivery of specific biodiversity projects in schools within the 57dB noise contour for that year.
- LCY will advertise opportunities and consider sponsorship requests from local schools and community-led organisations for the establishment of small educational wildlife gardens (or similar) at appropriate locations in the airport’s catchment.
- LCY will also inform LCY staff of the importance of biodiversity as part of a “sustainability awareness” briefing in their initial induction.
- LCY will fund and assist the organisation of the placement of, interpretation boards at local Sites of Interest for Nature Conservation (SINC) within the Borough, including North side of the Royal Albert Dock (adjacent to Building 1000), Newham City Farm SINC, King George V Park and Beckton District Park.

In addition to these commitments, we will explore opportunities for localised enhancements to the biodiversity of the airport site, where practical. For example, we propose to undertake a feasibility study on the costs and benefits of installing sedum mats (or alternative substrate) on the roof of City Aviation House or another suitable building at the airport, with the objective of providing a micro-habitat for BAP priority species such as invertebrates. We will also undertake an aquatic ecological survey of the King George V Dock, in conjunction with RoDMA, to determine whether any enhancements can be made to the bio-chemical quality and ecology of this water body. Performance against the Airport Biodiversity Strategy will be reported in the APR.

Noise

2.6 Noise associated with LCY is managed under the terms of the planning agreement between the airport and the London Borough of Newham (LBN). The airport is bound by various requirements to monitor, mitigate and compensate for adverse effects of aircraft noise. As part of this obligation, we have implemented a number of specific initiatives which allow us to continue to manage noise carefully.

During the 2010 calendar year, LCY continued to operate its existing Noise Management Scheme (NMS), which amongst other things provides a system of incentives and penalties in order to minimise noise disturbance from aircraft using the airport. The NMS also controls the maximum noise levels of the type of aircraft authorised to use the airport. Furthermore, there are a number of long standing characteristics of the operation of the airport which help reduce its noise impact:

- The airport is closed at night and for 24 hours at the weekend;
- Because of specific obstacle clearance requirements, aircraft landing and departing at London City Airport are required to approach at a steeper angle than other airports. This reduces the area affected by noise; and
- There is a sound insulation scheme where homes and public buildings may qualify for sound insulation, set at thresholds which represent some of the lowest noise levels of any UK airport.

The airport has prepared a Noise Monitoring and Mitigation Strategy (NOMMS) as part of the 2009 Section 106 Agreement. This Strategy builds on the existing Noise Management Scheme, but also introduces new initiatives, including:

- The measurement and monitoring of ground noise;
- Formalising measures for limiting the use of Auxiliary Power Units (APUs) before departure and after landing;
- Encouraging, consistent with safe operations, the minimum use of reverse thrust on landing.

The airport has also prepared a draft Noise Insulation Payments Scheme (NIPS) which will compensate eligible landowners and developers for construction costs arising from the need for increased insulation against aircraft noise.

Consistent with other major UK airports, LCY has produced a Noise Action Plan (NAP) in accordance with the Environmental Noise (England) Regulations 2006. This document was subject to formal consultation between September 2009 and January 2010 and was adopted by DEFRA in May 2012.

The NAP includes a series of minimum requirements, which includes, amongst other things, details of noise management measures which are adopted at the airport, the long term strategy for managing noise and methods for the evaluation of the application and results of the airport's NAP.

We will continually review progress against all aspects of the airport's noise management measures, and report annually on these within the APR. Our overarching objective is: **To continue to monitor and manage noise carefully at the airport.**



Local Air Quality

2.7 Aircraft, vehicles and traffic at and around airports produce a number of pollutants, particularly nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀). LCY and LBN monitor air quality from a number of fixed sites around the airport. Monitoring is carried out at two automatic monitoring stations; one situated on the roof of City Aviation House, the other to the north of Royal Albert Dock, adjacent to the Newham Dockside building. These automatic sites are supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) located at a further 16 locations in and around the airport boundary.

The airport continuously monitors air quality and provides quarterly reports stating performance against national Air Quality Objectives. We are continually looking for ways to reduce air emissions and have implemented a number of operational management initiatives to help reduce air emissions attributable to ground operations at the airport. Examples include:

- The extended use of electric vehicles for airside operations;
- Restrictions on the use of aircraft Auxiliary Power Units (APUs) and Mobile Ground Power Units (MGPU) for all aircraft types;
- Making ongoing improvements to aircraft taxi procedures;
- New fire training procedures which utilise LPG rather than aviation fuel; and
- The continued development of the Travel Plan.

Following the 2009 Planning Approval, we have also produced an Air Quality Action Plan (AQAP). This Action Plan sets out how we intend to manage our operations over a three year period between 2010 and 2013, so as to mitigate air quality impacts.

The scope of the AQAP includes the management and mitigation of air quality impacts affecting the local community within the vicinity of the airport. This takes account of impacts arising from the operation of the airport, including vehicles going to



or from LCY. The AQAP establishes a mechanism for meeting national air quality objectives, which are in place to protect human health. Nineteen specific measures have been identified in the current Action Plan, many of which will contribute to other objectives in the Sustainability Strategy, particularly energy and emissions and sustainable transport.

The measures cover the following:

- Minimising use of aircraft Auxiliary Power Units (APU) and Mobile Ground Power Units (MGPU), and extending the facilities for Fixed Electrical Ground Power (FEGP) during any future apron improvements;
- Minimising aircraft taxi and hold times prior to takeoff;
- Introduction of cleaner airside vehicles and plant, through investigating the potential for low emission or electric vehicle replacements. We will also require third parties to implement a fleet management strategy, setting out their intention for vehicle replacement;
- Adopting new maintenance and operational procedures, including routine and random vehicle emissions testing; and
- Raising awareness through publicity and promotion.

The measures identified within the AQAP will be implemented over a three year period, and progress against these will be reported annually within the APR.

Community Benefits

- 2.8** Since opening in 1987, London City Airport has developed a trusted relationship with local communities and contributed significantly to the regeneration of the Docklands area. We have a strong commitment to the local communities around the airport, especially those which are most local to us. We wish to be a force for good in the local community to ensure that the social and economic benefits of the operation of the airport are shared with those living in close proximity to the site.

Through regular and voluntary interaction with residents, schools, colleges, charities, local businesses, landowners, developers and other stakeholders, as well as local boroughs, we will continue to work towards accomplishing our objective: **To continue to reach out and support local projects and initiatives, whilst at the same time developing our own business.**

We employ the largest team of community relations staff compared to any other UK airport relative to the number of passengers we serve. The main role of this team is to implement the LCY Community Strategy, which provides our comprehensive approach to managing community benefits. The Strategy is focused on five main priority areas, which are:

- Consultation and Communication;
- Employment;
- Education;
- Health and Wellbeing; and
- Charity.



Consultation and Communication

2.8.1 Communicating with our neighbours and operating as part of the community is important to us. To maintain our two-way dialogue with stakeholders, London City Airport:

- Ensures an open and transparent relationship with local people, businesses, organisations, elected politicians and representatives and other local groups through provision of information about the operation and policies of the airport.
- Provides information through verbal, electronic and paper-based formats, accessible to all individuals as far as reasonably practicable.
- Proactively seeks opinions and views on matters affecting local people living, working or engaging with the area around LCY.
- Provides forums for discussion and dissemination of information about the airport.

To ensure that we deliver clear and effective consultation and communication, we use a number of different means. Some examples include:

- The London City Airport Consultative Committee (LCACC) meetings, email distribution and its website (www.lcacc.org) as well as the airport website (www.londoncityairport.com) which includes general information, links and news releases detailing our programmes;
- We have developed Runway News Community Newsletter, which is delivered to 33,000 local homes quarterly. This is also available on the airport website with a link from the Consultative Committee website.
- We publish telephone numbers and email addresses of key airport personnel on a regular basis; and
- Regularly attend community meetings and events.

Employment

2.8.2 Being a large employer within the London Docklands, we are keen for the benefits of the airport to be passed to those who live nearest. We have agreed targets with the LBN to endeavour to employ from within the Borough of Newham and immediately surrounding Boroughs:

- 70% of its employees from the "local area" defined as the 10 East London Boroughs;
- 35% from the London Borough of Newham.

We are showing progress against this target. In 2010, 27% of people employed at the airport who provided address information, resided in Newham. In total, 63% lived in the "local area".

We will continue to work towards these targets and, to facilitate this, we will continue to engage with our own community at the airport, which is made up of approximately 2000 staff from over 50 businesses, through the airport's Employers' Forum. The Forum enables us to work closely with our on-site partners on a range of issues; our recruitment targets form one aspect of this. The Employers' Forum is also used to raise awareness of other sustainability targets at the airport.

In 2010 London City Airport was awarded a Lord Mayor of London Dragon Award for Economic Development in recognition of the 'Take Off to Work' Scheme. The scheme, which was launched in 2009, has been developed with Newham Workplace. It recruits candidates with an interest in working at LCY and provides airport specific employability workshops, followed by a two to nine week work placement and an interview. Whilst employment is not guaranteed through the programme, it does provide candidates with an opportunity to gain the skills and knowledge required to work at LCY and with other local employers. During 2010, seventy-one unemployed Newham residents gained employment through the programme, of which 59% were previously unemployed for a year or longer. We will continue to identify new ways of benefitting local employment; as the airport expands so too will these local benefits.



Education

2.8.3 Our education initiatives are aimed at both our own staff as well as the wider community. We are committed to investing in our staff through a wide range of learning and development activities. In 2010, LCY provided staff training in a series of core areas, ranging from performance management through to coaching skills. As part of our Sustainability Strategy, we will extend staff training to include environmental awareness issues. This will help us deliver other targets set out within this Strategy.

In 2010 we contributed to a number of local education initiatives. This ranged from supporting the Newham Education Business Partnership Organisation (NEBPO) which benefits primary and secondary education programmes, through to supporting higher education with a University Prize Scheme (UPS). The UPS provides three students per year with a financial contribution and other support to help them obtain a degree.

We also provide work experience for residents of Newham and surrounding boroughs. We have a target to offer 40, one-week work experience places per year for residents in Newham, and a minimum of eight spaces for residents of four neighbouring boroughs. In 2010, 44 placements were taken up and in 2011 we engaged with the NEBPO to administer the programme to reach out to more educational establishments. We will continue to monitor the success of this scheme and evaluate further opportunities to enhance this programme in the future.

We will continue to review new opportunities as they arise, as well as to provide updates on our education initiatives annually, through the Annual Performance Report which is available on both the London City Airport and LCACC websites.

Health And Wellbeing

2.8.4 Positive health and wellbeing choices are actively promoted to airport staff and local communities. We achieve this in many ways, for example, through sponsorship of local football leagues and cheerleading squads, local people have the opportunity to participate in sports teams.

We also promote health and wellbeing through our Travel Plan initiatives such as the cycle to work scheme. We will continually explore new opportunities to promote health and wellbeing of staff, residents and passengers at the airport.

Charity

2.8.5 We will continue to provide charitable donations to Richard House Children's Hospice and various other trusts and charities.

Richard House Children's Hospice has been London City Airport's chosen charity since 1996. Richard House provides care and facilities for life-limited children as well as other children with complex health conditions. London City Airport, its employees and onsite partners have together raised over £500,000 for this worthy cause.

We will continue to support Richard House Children's Hospice and celebrated a 15 year partnership in 2011.

Sustainable Construction

2.9 The 2009 planning permission provides consent for an increase in aircraft movements without physical infrastructure enhancements. In the future however, we may look to upgrade our operations with the addition of new airport facilities, in accordance with our published Master Plan. We propose that any new development that is planned at the airport will be delivered to the highest practical standards of sustainable design and construction.

It is important to recognise that any significant new development at the airport would be subject to a new planning application, which would have to address principles of sustainable design and construction in accordance with relevant planning policy and regulations that are appropriate at that

time. The London Plan, which constitutes part of the Development Plan for the Capital, includes a number of policies for sustainable design and construction. Amongst other things, the Plan includes targets for energy efficiency and the utilisation of renewable energy, as well as the adoption of sustainable design criteria set out within Supplementary Planning Guidance. Whilst not forming part of the Plan, there are also recognised targets for sustainability set out within BREEAM (Building Research Establishments Environmental Assessment Method), which new development at the airport could be expected to meet.

A number of smaller projects may also be taken forward at the airport, some of which may not be subject to separate planning applications. As part of our Sustainability Strategy, we intend for all new construction projects at the airport to conform to our sustainability standards.

- We will develop a Sustainable Construction Strategy which will set out a series of simple steps that we will take each time we plan new development. This will ensure that new development at the airport is planned to take account of sustainable design criteria;
- We will review the implications of new construction projects on the ability to meet our long term targets set out in this Strategy, and plan these accordingly;
- For major building projects, we will design and construct buildings and other facilities to recognised standards, including BREEAM and, where appropriate, CEEQUAL, which is a sustainability standard appropriate for infrastructure projects.

We will report against the achievement of sustainable construction annually within the Annual Performance Report.

Environmental Management

2.10 We have developed a Sustainability Leadership Panel, which consists of key stakeholders at the airport. This Panel is responsible for ensuring that the necessary environmental management systems, procedures, responsibilities and resources are in place, and maintained, to deliver the objectives of the Sustainability Strategy. It meets once a quarter to review and monitor the progress against the initiatives and targets contained within the Airport Sustainability Action Plan. This progress is reported at board level and communicated to stakeholders at the airport through the Employers' Forum and the LCACC.

An initial objective of the Leadership Panel is to further raise awareness of environmental issues by the publication of an Environmental Policy, which we intend to publish on the LCY website by December 2012. The Leadership Panel will regularly review opportunities for improving environmental management at the airport, which may include adopting a more formal Environmental Management System in the future, potentially accredited by a third party to BS:EN:ISO 14001.



Annex 1

THE 2012 AIRPORT SUSTAINABILITY ACTION PLAN

Objectives	2012 – 2014 Targets and Actions		Timescales
Waste <i>"Promote the waste hierarchy and reduce waste to landfill"</i>	Wst 1	75% of waste collections to be on weigh scale vehicles	December 2013.
	Wst 2	Introduce a new waste storage hub to promote waste segregation.	December 2012
	Wst 3	Increase waste recycling rate to 20% by summer 2011.	December 2012
	Wst 4	Implement a training programme to ensure that 100% of LCY staff have been trained in waste management.	Ongoing
	Wst 5	Conduct a feasibility study to explore opportunities for Energy from Waste and/or Anaerobic Digestion.	December 2012
Energy and Emissions <i>"To reduce energy consumption through targeted efficiency measures"</i>	Ene 1	Implement a training programme to ensure that 100% of LCY staff have been trained in energy efficiency.	2012 - Ongoing
	Ene2	Implement a programme to install sub-metering on high energy use areas.	2012 - Ongoing
	Ene 3	Implement a programme of energy efficiency measures to be agreed in 2013 cost plan.	December 2013
	Ene 4	Energy use per passenger reduced by 5% relative to 2010 baseline.	December 2013
<i>"to stabilise the emissions associated with the ground operations at the Airport, with the goal to reduce the total amount of these emissions over the longer term"</i>	Ene 5	Publish a carbon management policy at the airport.	December 2012
	Ene 6	Entry into the ACI Europe Airport Carbon Accreditation Level 1.	December 2012
	Ene 7	Implement a programme of studies to identify how our five largest procurement contracts are managing their emissions.	Ongoing
	Ene 8	Establish a timetable to achieving Level 4 of the ACI Scheme 'Neutrality'.	December 2013
Water <i>"Promote water efficiency at the Airport, with the objective to reduce water consumption per passenger"</i>	Wat 1	Develop procedure for tracking and recording water use at LCY monthly.	December 2012
	Wat 2	Implement a programme to install sub metering for high use areas	December 2012
	Wat 3	Conduct feasibility study for utilising rainwater harvesting	December 2013
	Wat 4	Conduct feasibility study for alternative non potable water sources for fire training.	December 2013
Community <i>"We will continue to reach out and support local projects and initiatives, whilst at the same time developing our business"</i>	Com 1	Evaluate additional opportunities for recording community benefits.	Ongoing
	Com 2	Evaluate opportunities to enhance the community work experience programme in the future.	Ongoing

Objectives	2012 – 2014 Targets and Actions		Timescales
Biodiversity “Promote awareness of biodiversity issues by LCY staff, local residents and school children “	Bio 1	Commence implementation of the agreed Biodiversity Strategy.	May 2012
	Bio 2	Undertake feasibility study on the costs and benefits of installing sedum mats (or alternative substrate) on the roof of City Aviation House.	December 2012
	Bio 3	Undertake an aquatic ecological survey of the King George V dock, in conjunction with RoDMA.	December 2012
Noise <i>“Continue to monitor and manage noise carefully at the Airport”</i>	Ns 1	Implement NOMMS in agreement with LBN.	Ongoing
Air Quality <i>“To implement measures that will minimise the impact of Airport operations on local air quality”</i>	AQ 1	Deliver all 19 measures identified in AQAP within a three year period.	June 2015
	AQ 2	Produce an annual statement on progress and performance against the measures set out in the AQAP with the APR.	July annually
	AQ 3	Review the AQAP every three years.	June 2015
Transport <i>“To promote the use of sustainable forms of surface access by passengers and staff travelling to and from the Airport, in accordance with the Airport Travel Plan”</i>	Tra 1	Undertake a basic review of 2011 Travel Plan commitments, including progress against targets.	2011 APR
	Tra 2	Undertake a comprehensive review of the Travel Plan and amend targets as necessary to reflect changes at the Airport.	February 2013
	Tra 3	Extend season ticket loans to an additional 5% of LCY staff.	December 2013
Sustainable Construction <i>“To ensure all new construction will be designed with consideration to sustainability”</i>	SC1	Develop a Sustainable Construction Strategy for future development at the airport.	December 2012
	SC 2	Ensure all new construction projects at the airport take account of relevant sustainable construction opportunities.	Ongoing
	SC 3	Deliver building projects, which are subject to planning permission, in accordance with recognised BREEAM Standards.	Ongoing
Environmental Management <i>“Ensure that everyone at the airport is able to participate in environmental management”</i>	EM1	Develop a Sustainability Leadership Panel and publish an Environmental Policy on LCY and LCACC website.	December 2012
	EM2	Hold quarterly meetings to review monitoring data which will be reported in the APR for waste, energy and emissions and water consumption.	Ongoing
	EM 3	Undertake a full review of the Airport Sustainability Action Plan and identify new set of targets.	December 2014

Annex 2

THE SECTION 106 AGREEMENT REQUIREMENTS

This Sustainability Strategy has been prepared and is submitted to LBN for approval in accordance with the 3rd Schedule (Part 6/1- Page 34) of the Section 106 (S106) agreement.

In accordance with the S106 agreement, the definition of the Airport Sustainability Strategy is:

“A Strategy to improve the sustainability of the airport which shall consider the impact of operations at the airport on matters such as environmental management systems in operation at the airport, supply chains, noise, energy, socio-economics, health, waste (including recycling), surface access, water and greenhouse gas emissions (Including Carbon Dioxide and including options for managing and mitigating impacts without placing at risk the safety of operations at the airport and an Airport Sustainability Action Plan all of which shall substantially in accordance with the mitigation measures described in the Environmental Statement”.

The Sustainability Strategy addresses the above scope under the following areas under management.

- .Waste Production
- .Energy and Emissions
- .Water Resources
- .Sustainable Transport
- .Biodiversity
- .Noise
- .Local Air Quality
- .Community Benefits
- .Sustainable Construction and
- .Environmental management

In accordance with the 3rd Schedule (Part 6/2- Page 34) of the S106 agreement, the Council shall either approve or refuse to approve the Airport Sustainability Strategy within three months of the date of its submissions provided that if the Council refuses such approval the Airport Companies shall use reasonable endeavours to obtain such approval as soon as reasonably practicable, including resubmitting for approval modified drafts of the Airport Sustainability Strategy.

In accordance with the 3rd Schedule (Part 6/3-- Page 34) of the S106 agreement, within six months of receipt of written approval from the Council of the Airport Sustainability Strategy the Airport Companies shall implement the Approved Airport Sustainability Action Plan 2011.

In accordance with the 3rd Schedule (Part 6/4-- Page 34) of the S106 agreement, during the operation of the approved Airport Sustainability Action Plan, the Airport Companies shall report to the Council annually on 1st July as part of the Annual Performance Report on the Performance of the Airport Companies during the Previous calendar year against the targets in the Airport Sustainability Action Plan. The first reporting year for sustainability is expected to be 2012, following approval and implementation of the Airport Sustainability Action Plan.







City Aviation House
Royal Docks
London
E16 2PB

environment@londoncityairport.com
www.londoncityairport.com/environment

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