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22nd September 1997

Anne Crane
Planning Department - City Airport
London Docklands Development Corporation
Thames Quay
191 Marsh Wall
London E14 9TJ

23 SEP 1997

Dear Madam,

Re: London City Airport, King George V Dock.

Yours sincerely,

I am writing to you with respect to the variation to condition 13(1)(a) of N/82/0104 to increase the number of air transport movements permitted at City Airport. I object to the plans as currently described. This objection is based upon information in the notification you sent me, the leaflet 'London City Airport - facing the future' and a letter from Jon Horne, the Airport Director, clarifying some points I raised with him.

My main objections are:

- The size of the increase.
- The lack of constraints on when the new permitted ATM's may take place.
- The likely change in weekend operating hours.

The size of the increase

The increase represents a doubling of the current actual number of ATM's in the weekday, and a two and half times the number at the weekend. This is a very large increase in traffic and hence noise. I would like to see a more moderate increase of less than half this amount so that we get the opportunity to review the effects of the increase at some point in the future. It is unlikely that the airlines will make immediate use of the new ATM's, hence we could monitor the effect of the increase before committing to even larger increases. I suggest maximums of 180 ATM per day on weekdays, 60 ATM per day on Saturday's and no change on Sundays.

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cc. LT/RG

The lack of constraints on when these new ATM's may take place.

From the leaflets and the letter from the City Airport Director I am given to understand that the present permitted and published hours of operation are:

Permitted Hours

| Permitted Hours | Start | End | Total Hours |
|------------------|-------|-------|-------------|
| Monday to Friday | 06:30 | 22:30 | 15:30 |
| Saturday | 06:30 | 22:30 | 15:30 |
| Sunday | 09:00 | 22:30 | 13:00 |

Note: the period from 22:00 to 22:30 is used to cater for delayed flights only

Published Hours

| Published Hours | Start | End | Total Hours |
|------------------|-------|-------|-------------|
| Monday to Friday | 07:30 | 21:25 | 13:55 |
| Saturday | 07:40 | 12:50 | 05:10 |
| Sunday | 12:30 | 21:30 | 09:00 |

The airport itself has a maximum capacity of 20 ATM/hour owing to the layout of the runway and taxiways.

If the permitted weekday level of 240 ATM per weekday is reached and the airport retains its current published hours, this will average 17.2 ATM/hour. If the permitted weekday level of 240 ATM per weekday is reached and the airport uses its full permitted hours of operation this will average 15.5 ATM/hour. These figures are close to the maximum capacity, and this concerns me. Whilst an increase in traffic, and hence noise, during the hours most people are at work will not present to greater concern, the possibility of anything approaching 20 ATM's between 06:30 and 07:30, and between 21:00 and 22:00 is very worrying.

I would like to see any increases in permitted ATM's coupled with constraints on the number of ATM's per hour below the level of constraint imposed by the airport itself. I would also like to see the permitted hours of operation reduced, to be more in-line with the current published hours of operation.

The requested level of ATM's would almost certainly increase the published hours of operation, Jon Horne stated quite clearly in his letter that, with respect to the present published hours, that: 'These hours represent the time during which schedule flights and this reflects market demand. Consequently we do not envisage any significant variation of these times and clearly nothing beyond our present permitted hours of operation'. If there is to be no significant variation in published hours, then I would like to see this reflected in the permitted hours of operation.

Therefore I would suggest permitted weekday hours of operation from 07:30 to 21:30. Between 08:30 and 10:30, and between 17:30 and 19:30 up to 20 ATM per hour, Between 10:30 and 17:30 up to 14 ATM per hour, and at all other hours up to 8 ATM per hour. This is just a suggestion based upon an overall permitted number of ATM's of 180 ATM per day.

The likely change in weekend operating hours.

My concerns with respect to the weekend traffic are similar to the one listed for weekday traffic. However, because there are more people around at weekends, and the proportional increase in traffic is greater at weekends, the disturbance from the increased noise will be much greater. However I would like to pick up on some particular points.

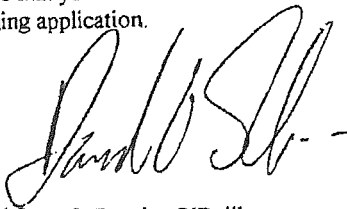
The published hours of operation at the weekend are a lot shorter than the permitted hours, indeed there are no flights from around lunch time Saturday until just before lunch time on Sunday. The requested increase in ATM's at the weekend will almost certainly increase these hours, thus introducing noise where there was none before. This will have a much greater apparent effect than the periods when there is simply more traffic.

I would like a drastic reduction of the weekend permitted hours of operation to hours close to those of the current published hours of operation. I would also like to see the number of ATM's per hour restricted as suggested for weekday traffic, though with a different profile.

General

In general am very concerned with this large requested increase at the same time that a major residential development is taking place, and with further residential development approaching planning stage. This will inevitably create friction between the airport and residents. A smaller increase appears to make more sense for all involved. A more sophisticated proposal laying down when the ATM's can be used would help everyone involved understand when the level of noise will increase. A coupling of the increased ATM's with tighter constraints on the permitted hours of operation would demonstrate the airport's commitment to not significantly increasing the published operational hours.

I hope that you will take into account all the points I have raised when the Corporation considers the planning application.



David Sturt & Bernise O'Reilly