



Meetings of the meeting of the London City Airport Consultative Committee held on Thursday 12 June at City Aviation House

Members present: Duncan Alexander (Chair), Glynis Webb (Vice-Chair), George Masters (Secretary), Duncan Ayles (LBN), Cllr Ann Easter (LBN), Cllr John Whitworth (LBN), Cllr James Beckles (LBN), David Conroy, Joy-Caron Canter, Ian Gibson, Tim Walker

In attendance from LCY: Alison FitzGerald (CEO), Stephen Allen (Head of Planning), Aaron Uthman (Senior Corporate & Community Stakeholder Manager), Tim Smith (Planning Manager (Compliance and Transport)), Michael Kissman (Director of Corporate Affairs) and Harman Dillon

Apologies: Cllr Andy Dourmouh, John Stewart, Jackie Laidler, Bartosz Tchorzewski

1. Minutes

The Chair opened the meeting by offering condolences to those impacted by the Indian Air incident which took place earlier on that day.

A matter arising from the minutes was raised by members regarding data on the summer scheduling for Swiss Air use of new-generation aircraft. Alison FitzGerald (AF) outlined that the schedule of the use of new-generation aircraft was dynamic and would depend on load factors, therefore a definitive schedule could not be provided.

The meeting agreed that the minutes of the meeting which took place on 6 March are an accurate record of the meeting.

2. CEO update

The Chair invited AF to update the Committee. AF outlined that there had been a 6% growth in passenger numbers, meaning that the airport was operating at 70% of pre-covid numbers. AF outlined that a new summer route to Sardinia was being run by CityFlyer, while Helvetica was operating new-generation aircraft, 30% quieter than the E2-190. The new generation aircraft are also able to take more passengers, with 134 seats rather than 108.

AF outlined strong operational performance, with 73% on-time scores, and a net promoter score of over 70 (this is considered world class and is 30/40 points higher than other London airports).

AF outlined that work was ongoing to bring in security changes to allow passengers to take up to 2litres of liquids in hand luggage, without having to remove from their luggage, with this expected to be introduced in Q3/4. In addition, AF outlined that a new premium carpark had been introduced at the airport.

Turning to Community issues, AF outlined that the women in aviation event had been a huge success, and that the community fund had now distributed over £500,000 to local charities since its inception. Finally, AF stated that the annual meet the buyer event was being reviewed and restyled as the East London Business Summit. This would take place in October.

Members asked whether the milestone of reaching £500,000 donations to local charities had been publicised. Aaron Uthman said a press release had been published on the issue.

Members asked about the evidence behind the statements from the airport that new-generation aircraft were 30% quieter. More generally, members raised concerns from residents on the noise of the larger aircraft (such as the Airbus A320-NEO). AF outlined that the new-generation aircraft, such as the A320-NEO and the E2-195 were benchmarked against the fleet currently operating at the airport. This benchmark is where the statements that the new-generation aircraft are quieter is evidenced against.

3. Airport reports

The Chair advised that Committee that the Airport reports would not be read out in full and would be taken as read.

- **Airspace & Environment**

The Chair invited Harman Dillon (HD) to update the Committee. HD pointed members to the report. It was noted that the airspace change proposal would be covered in a later agenda item.

No questions were raised by members on the report.

- **Community**

The Chair invited Aaron Uthman (AU) to update the Committee. AU updated the Committee on the changes to the annual meet the buyer event, stating that the new East London Business Summit would be broader, and would focus more on business needs.

Members asked about whether charities would be invited to the Summit. AU said that the Airport were considering this.

AU informed the Committee about the continued support from the airport to the local community through support to food banks. Members noted that the Food Connect group included 59 members, and that the airport's support was greatly appreciated in the community.

- **Planning and Airport Transport Forum**

The Chair invited Tim Smith (TS) to update the Committee. TS outlined that the Airport's Annual Performance Report had been submitted to London Borough of Newham. TS outlined that the report would be distributed to members and placed on relevant websites by the end of June.

TS outlined that a noise contour update report will shortly be submitted to LBN.

TS outlined that the airport's Travel Plan and Surface Access Strategy were up for renewal at the end of the year. At present 51% of airport staff travel to work alone using vehicles, against a target of 48%. 77% of passengers are traveling to the airport using sustainable means, a 2% increase on the 75% target. Finally, TS outlined that the new 129 Bus Route had been a success.

Members asked about the new premium car park. TS outlined that the carpark was a temporary feature, and that it did not increase the airport's amount of parking space, it just moved it closer to the airport.

4. Airspace Change Proposal

The Chair invited Stephen Allen (SA) to update the Committee. SA pointed members to the paper which had been submitted to the committee regarding the proposed change. SA outlined the proposal and the timeline for consultations. SA outlined that communications had gone out to potentially interested parties on stage 2.

Members expressed concern about the timing of Stage 2 (develop and assess), which was over the summer period where many would be off on leave. Members also asked about the airport's noise assessments; how benchmarking would take place; whether there were virtual ways of getting involved in Stage 2 and whether live trials would take place to ensure that impact is measured fully.

SA outlined that a detailed noise assessment would be undertaken as part of the public consultation in Stage 3, and that the initial assessment would be qualitative in Stage 2. SA noted that the consultation was during the summer break, but that input would be accepted for a three-week period, a week longer than the mandated period within CAA rules. SA stated that information would be provided to those wishing to be involved in Stage 2 as soon as possible to ensure that engagement is meaningful. SA outlined that there were a number of ways to get involved in Stage 2, both in person and online. SA outlined that the airport was considering how live trials would work. On benchmarking SA stated that this would be covered in detail in the engagement exercises in Stage 2.

Members asked about the environmental impact of the changes and how it would be assessed in line with CAA 1616 rules. SA outlined that as with the noise assessment there was different levels of assessment of impact, firstly a qualitative assessment of the options before a more detailed assessment of the chosen option being consulted on in Stage 3.

Members asked about whether data on the increased level of efficiency of the Airbus A320 NEO could be provided.¹ Finally members outlined that the 5.5 degree approach was considered a noise mitigation factor in previous Noise Action plans. Duncan Ayles outlined that from a London Borough of Newham perspective this proposal was not a planning consideration, but that the Borough was a key stakeholder.

5. AOB

The Chair invited members to raise any matters of AOB

Amer Sayed gave an update on the work of the Aviation Education Pathway.

The Committee will next meet in 2025 on the following dates:

- Thursday 4 September
- Thursday 4 December

¹ Information on this can be provided here. [A320neo | Airbus](#)