



Meetings of the meeting of the London City Airport Consultative Committee held on Thursday 6 March on MS Teams

Members present: Duncan Alexander (Chair), George Masters (Secretary), Duncan Ayles (LB Newham), Cllr Ann Easter (LBN), Ian Gibson, John Shaw (Passenger Rep) John Stewart (HACAN East), Glynis Webb (Vice-Chair), Cllr John Whitworth (LBN)

In attendance from LCY: Alison FitzGerald (CEO), Stephen Allen (Head of Planning), Francesca Pacifico (Head of Sustainability and Environment)

Non-members present: Amer Sayed (local resident), John Doherty (local resident), Jackie Laidler (local resident), Christopher Snell (Sustainable Aviation Coalition)

Apologies: Aaron Uthman (LCY), Cllr Sarah Ruiz (LBN), Cllr Andy Dourmouh (LB Bexley), Bartosz Tchorzewski (MET police).

1. Minutes

The Chair opened the meeting by thanking members for their flexibility on attending noting the unavoidable change in meeting date.

The meeting agreed the minutes of the meeting which took place on 5 December are an accurate record of the meetings.

2. CEO update

The Chair invited Alison FitzGerald to update the Committee. AF outlined that passenger volumes in 2024 were at c.3.6m, a 5% increase, despite some market-wide supply issues regarding crew, pilot and engine issues. In addition, BA CityFlyer have “densified” their fleet meaning that aircraft were taken out of rotation for new interior layouts.

AF set out that the airport had launched the Guernsey flight with Aurigny, while Rome and Milan routes had also been added. These are being operated on new aircraft. Going forward, new generation aircraft would be used by Swiss. AF outlined that operational performance remains strong with an on-time performance of 73%. While feedback from passengers remains world-class and significantly higher than other London Airports. AF noted the beginning of the Airspace Change Process, with the proposal for a new flight procedure which will be discussed with the Committee at this meeting.

Members asked about the number of flights would take place using the new aircraft and what ways were the new aircraft be quieter and more environmentally friendly. AF stated that airport were waiting for figures from Swiss as part of their summer scheduling and we will share the forecast at a future meeting . AF further stated that statistics would be included in the minutes.

Members asked about pilot training. AF stated that is the responsibility of the airlines, however, the airport was working closely with the main carrier at the pipeline, working on STEM in aviation and other programmes relating to people in the local area to help support local people in getting into the aviation sector.

3. Sustainable aviation presentation

The Chair invited Christopher Snelling from Sustainable Aviation Coalition on their new Noise Roadmap. CS set out that the Roadmap sets out a future trajectory of aviation noise output in the UK, while setting recommendations for future action and the sharing of best practice. In particular CS focussed on the change on noise trajectory in the future. The trajectory showed that newer aircraft had substantially smaller noise contours, but to judge total noise output you need to account for aviation growth. CS noted that air traffic movements across the UK are expected to increase by circa 40% in 25 years, so if airlines did not upgrade their fleets, noise would increase in line with this. However, the expectation is that there will overall be a reduction in total noise of 30% compared to 2024 by 2035 given the transition to newer aircraft. the Road-Map looked out to 2050 however, the certainty of the Road-Map reduces the further into the future we get.

Members asked about the difference of noise between the take-off and landing and whether the roadmap took that into account. It was also noted that the slide on Sustainable Aviation stakeholders should include BA and BA CityFlyer. Members asked about the impact on City Airport, noting that members stated that for City Airport noticeable noise change between newer and older aircraft took place mostly at take-off. CS stated that the graph was UK-wide, not linked to specific airports. Members asked about steep flight paths and the SA's position on it being a requirement, CS stated this is considered in assessment of optimising noise, but that there was a trade-off with fuel use, and that it is not a one size fits all approach. Members asked whether the roadmap considered whether impact of flights in areas distanced from the airport where the plane took-off or landed, for example where a flight from Manchester goes over residential areas in London. CS stated that the full report covered issues approaches to maximising noise gain from operational efficiencies such as this¹.

Members asked about sustainable fuel, and whether the noise related to aircraft using SAF or jet fuel. CS stated that the type of fuel had no impact on the amount of noise.

4. Chair update

The Chair updated the Committee. The Chair outlined recent announcements by the government on Heathrow, Stansted and potentially the northern runway at Gatwick. The Chair noted the government's focus on growth balanced with noise and climate.

The Chair outlined that there would be a review of the Airports National Policy Statement and a review of the use of sustainable aviation fuel. The Chair stated that the UKACC had recommended to DfT and CAA that they increase engagement with UKACCs. The CAA therefore created the CAA Community Information and Feedback Forum. The Chair outlined that the DfT had also written to local councils about the requirement for Noise Plans and noise insulation should be considered when assessing planning application in their local areas.

The Chair further noted that CAA engagement on Noise Action Plans concerned reviews of Noise Action Plans of 8 Airport Consultative Committees. It was by the CAA reviews that airports didn't fully consider the health impact of noise (i.e. sleep disturbances), that there was no external audit function and a lack of clear targets. Members noted that there was a large increase in population across the South-East which would then be impacted by the developments across airports. Members noted that some local developments did stop noise,

¹ The full report can be found here: <https://www.sustainableaviation.co.uk/wp-content/uploads/2024/06/FullTechnicalRoadmap-Jun24.pdf>

but it was noted the impact during hot weather. The Chair stated that this will be feed into the next engagement with the CAA.

4) Airspace Change proposal

The Chair invited Stephen Allen to present on the London City Airport airspace change proposal. Specifically LCY have applied to the CAA for a new flight procedure known as RNP AR (Required Navigation Performance – Authorisation Required), to allow for a shallower approach for the A320neo aircraft. This will authorise a shallower approach than the current ILS approach of 5.5 degrees. SA noted new training and authorisation will be needed for airlines and crew. This will only impact the final few kilometres of the flight path. The reason that this is being requested is that initial indications from specific data points to the A320neo being quieter than the current E190, even with a shallower approach. It will also mean passenger growth with current limits given the A320neo is a larger aircraft. This aircraft is commonly used and will open the airport up to new range of airlines. This will also increase safety above what is already a high level of safety at LCY.

SA outlined the proposal process. SA noted that the CAA would ultimately be the decision maker for the Airspace Change. SA noted this was an early engagement session with the LCYCC, though that there would be further opportunities in the three stages. SA agreed that he would provide the presentation after the meeting.

John Doherty asked why the introduction of the new aircraft would allow the airport to meet 9 million passengers and whether the airport would reach that amount without this change. SA outlined that the passenger growth to 9mppa would happen over a much longer time period than was anticipated since Saturday pm flights had not been permitted, since this was the main incentive for airlines to re-fleet to large new generation aircraft sooner than the natural replacement cycle. JD asked about the lead time for the training for the new approach. SA stated he didn't have this specific information to hand, however, he noted that the consultation process would include airlines so they will be aware of anticipated entry dates. JD noted that there would be cost for the airline – in terms of training and the use of new aircraft. SA noted that a large number of airlines did already use this type of aircraft. JD asked about the range of the aircraft. SA stated that these aircraft had a range within Europe.

Members asked about the timescale – SA noted that the timelines needed to be agreed with the CAA. SA set out that the public consultation would likely be in 2026. Members asked which operators would use this aircraft at LCY. SA stated that he couldn't be specific due to commercial sensitivity. Members requested that noise information be provided as part of the public consultation. SA stated that this will be a key part of the consultation. Members asked about the height difference on approach into the airport – SA stated that the airport did not yet have this information as it is too early in the process.

4) Airport reports

The Chair advised that the Airport reports would not be read out in full during the meeting, rather they will be taken as read. The Chair would simply open the floor to questions.

- **Airspace and Environment**



The Chair noted that airspace issues had been covered in detail. Members noted the information on airspace and environment as presented in the report.

- **Community**

The Chair noted that the Community Fund Committee had met and dispersed another £35,000 to local causes. Chair noted that at the next Committee a more detailed breakdown on grants would be provided.

ACTION: Breakdown of grants to be provided by the Chair at the next meeting in June.

- **Planning**

The Chair invited Stephen Allen (SA) to update the Committee. SA stated that the airport had received permission to change a building's use and noted work on premium carparking. SA noted a £75,000 contribution to the LBN Council. In 2024, contributions were over £1million.

- **Airport Transport Forum**

The Chair invited Stephen Allen (SA) to update the Committee. SA noted that passengers using sustainable transport was over 70% while work was ongoing on reducing staff travel alone to the airport. Members asked what means were used to encourage staff to use sustainable means. SA stated this included various incentives. SA noted the issue on the lack of early DLR trains and noted that the airport was in conversation with DLR on this issue.

4) AOB

Members asked about Councillor attendance. The Chair noted ongoing work on this issue.

Next meetings:

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

- TBC – June
- Thursday 4 September
- Thursday 4 December