

## **Minutes of the meeting of the London City Airport Consultative Committee**

**held on 30 June 2022, at the Sunborn Yacht Hotel, London**

**Present:** Cllr Caroline Adaja (LBN), Duncan Alexander (Chair), Duncan Ayles (LBN), Joy-Caron Canter (RDLAC), Lindsey Clavel, Ian Gibson (local resident), Stephen Jones (London Chamber), Amanda Nicholls (LBN), Stuart Pick, John Shaw (Passenger Rep), John Stewart, Glynis Webb (Vice-Chair), Tim Walker (Forest Hill Society).

**In attendance from LCY:** Robert Sinclair, Tim Halley, Liam McKay, Tess Simpson, Aaron Uthman.

**Also in attendance:** Andrew Christy (local resident), Colin Wyatt (General Manager, NATS)

**Apologies:** Cllr Brenda Dacres (LB Lewisham)

### **1. Minutes of the meeting on 10 March 2022**

The minutes were agreed as an accurate record of the meeting.

### **2. CEO Update**

The Chair invited Robert Sinclair (RS) to update the Committee.

RS advised that travel restrictions due to COVID 19 have now been mostly relaxed. RS stated that June and July are usually busy months for the airport, and this year is beginning to feel back to normal, with a significant bounce back following two years of COVID restrictions. The airport is currently handling circa 70% of passengers in comparison to 2019 levels. RS advised that the LCY core market to destinations such as Edinburgh were performing well.

RS noted that the speed of the recovery was also causing issues in the industry, particularly at larger airports such as Heathrow and Manchester. However, LCY was largely unaffected due to plans made by the airport during the COVID pandemic to prepare for the surge in passengers. Recently, LCY was named the best airport in Britain by the Telegraph. The airport also won an award for digital transformation following the introduction of the digital air traffic control tower.

RS advised that the airport's sustainability roadmap had been published (the roadmap can be found [here](#)), which sets out steps that the airport will take to become the first net zero airport in London by the end of the decade. This includes: phasing out gas, increased use of electric vehicles, and plans to become a zero waste airport.

RS advised that the airport was working to be a London living wage employer and advised that the airport had recently passed the second phase of the ongoing UK-wide airspace modernisation programme, while the airport was continuing its work in the local community.

Members thanked the airport for its support through community funds.

### **3. LCY Consultation on changes to existing planning permission**

The Chair invited Tim Halley (TH) to update the committee on an upcoming consultation on changes to the airport's planning permission. TH advised that a consultation would begin on 1 July for 10 weeks. The consultation would include events in various boroughs as well as at

the airport. The consultation covers changes to the conditions on the airport's existing planning permission. TH recapped the consultation which took place in summer 2019 ahead of the publication of the London City Airport Master Plan 2020. This included increases to the number of passengers and opening hours. TH advised that there were 2,000 responses to the consultation. This included balanced feedback on future plans.

TH advised that passenger demand is rebounding strongly following the COVID pandemic, and that the airport will reach the existing passenger cap of 6.5million passengers by 2026. TH also advised that the airport was currently closed on Saturday afternoon, and was restricted in the first hour of operations.

Given the increase in demand, TH advised that the airport was looking to change the following planning conditions:

- 1) The current limit on number of passengers to increase from 6.5million to 9million;
- 2) Flights to be permitted on a Saturday afternoon and potentially into the evening;
- 3) Greater flexibility for delayed departures and arrivals in the last half hour each day; and
- 4) increased flights (from 6 flights to 12) in the first hour.

TH advised that there would be no change to existing 8-hour ban on night flights, no change to operating hours on Sunday (with no flights before 12:30pm) and no increase to the current limit of flights each year. TH advised that there would be no additional infrastructure, and no additional car parking.

TH advised that only new aircraft would be allowed to operate in any permitted extended operating hours. TH advised that this would bring forward airlines' re-fleeting plans, with the new planes having a 60% smaller noise footprint. TH also stated that the plans would create 2,100 local jobs, support an additional £750million a year to east London's economy, help the airport meet emissions targets, more choice for passengers, and a substantially increased local community fund.

TH advised that a thorough Environmental Impact Assessment would be undertaken and submitted to the London Borough of Newham alongside any future planning application.

TH advised that the consultation was non-statutory and would take place from 1 July to 9 September. Subject to feedback, the airport would then prepare and submit a planning application by the end of 2022.

Members asked whether the newer aircraft would concentrate noise in the local area, while noting that noise reduction would be likely difficult to notice for those on the flight path. Members asked whether the changes would take into account airspace changes as part of the airspace modernisation programme.

TH advised that given that the planning permission and airspace change are two different processes, the airport would potentially look to bring in the planning permission even if the airspace change process was not yet completed (given the two processes are on different timelines). TH advised that there would be a substantial benefit on noise, particularly for those most affected.

RS noted that it was extremely unusual for airports to demand that only new aircraft fly in newly extended opening hours, and noted that airlines had made it clear for re-fleeting to happen, increased numbers of passengers and more flexibility on when flights take place was required.

Members asked about parking. TH advised that the airport would focus on ensuring as many passengers as possible do not travel to the airport by car, rather that passengers should use public transport and were therefore not looking to increase parking at the airport.

Members asked about the difference between capacity of new and old planes. RS advised that older aircraft have circa 90 seats while newer aircraft have circa 140 seats. Therefore, these proposals were more about driving forward fleet changes and the use of the greater capacity of newer generation aircraft rather than increasing aircraft movements, which would remain unchanged.

Members asked about Project Napkin and Urban Air Mobility Aircraft. Liam McKay advised that Project Napkin was a research exercise which will report in September on feasibility of zero emission flying. This project will give stakeholders a direction of travel for zero emission aircraft.

Action: LM advised that the airport would update the committee on the project at the next meeting.

Members asked about whether the proposals impacted the Public Safety Zone. TH advised that the proposals would not impact the Zone.

The Chair stated that an extraordinary meeting of the committee would be set up to discuss the proposals should members wish it to take place. Members should contact the secretary should they wish for a dedicated meeting on the proposals.

#### **4. Airspace Modernisation Update**

The Chair invited Colin Wyatt (CW), General Manager, NATs, to update members on LCY's Airspace Change Programme. CW advised that this was a separate process from the proposals discussed above and was driven for a need for modernisation on airspace. CW advised that the airport had completed the ACP Stage 2 (out of 7), with approval from Civil Aviation Authority (CAA). LCY had engaged with the committee on various proposals for change.

CW advised that respite was a key theme throughout consultation. At this stage, the airports were not yet working together, this was in stage 3. CW described various proposals following feedback from stakeholders.

CW advised that the airport was now moving to stage 3 of the airspace modernisation process, however, given Heathrow were behind LCY in the process LCY will pause work on modernisation until Heathrow progress further.

Members asked about the documents deposited to CAA and specifically about Heathrow needing to fly higher to enable LCY to fly higher. Members stated that given the minimal changes Heathrow are looking to implement on approach, there is potential for crossed flight paths with Heathrow. CW advised that given Heathrow are early in the process it was too early to comment given LCY had seen no proposals from Heathrow. CW advised that though the changes on approach may be small, as aircraft move away from the approach the increase in flight height would likely be more significant.

Members also asked about continuous descent approaches. CW advised that until proposals were seen from other airports, LCY would not be able to answer. CW advised that LCY would be in a better position to comment in stage 3.

The Chair thanked CW but stated that he and other consultative committees across the country had noted that the process was far too lengthy.

## **5. 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**

Tessa Simpson (TS) advised that the Airspace and Environment Sub-Committee had discussed airspace change at length, as well as noise complaints. TS advised that the number of complaints had not increased following the increase in flights following COVID restrictions.

Chair asked about the difference in noise on take-off between old and new planes. RS advised that the difference was huge and that the airport would be happy to host members of the committee to show the difference.

- **Community**

Aaron Uthman (AU) advised that the Community sub-committee had discussed the distribution of the E16 Magazine. AU advised that the Sustainability Roadmap had been published, with work ongoing on Pillar 3. AU advised that the airport was working with businesses on implementing London living wage.

AU advised that the airport was beginning its volunteering fortnight with a range of activities taking place. AU advised that the deadline of applications for the Community Fund was to close on 8 July.

Action: LM advised that the airport would update the committee on the deliverables on the Sustainability Programme, including the requirement for staff to conduct 2 volunteering days per year.

- **Airport Transport Forum**

The Chair asked about the impact of the opening of the Elizabeth Line. RS advised that though it had an impact on the local area it was not connected to the airport. RS advised that the closest Elizabeth Line was Custom House, with a frequent bus to the airport.

- **Planning**

Jane Stewart (JS) advised that the Airport Performance Report was now published, and had been submitted to LBN on 1 June 2022 (the report can be found [here](#)). JS advised that the Council found no issues of non-compliance with the City Airport Development Programme planning permission have been identified.

Duncan Ayles mentioned that the Council's report on the airport's report would go to the Council's strategic planning committee. Members would be welcome to provide comment to this report.

## **6. Next meetings**

The Committee will next meet on Thursday 8 September 2022 at 4pm, at a location to be confirmed.



The scheduled meetings for 2022 are:

- Thursday 8 December

The Secretary will send out placeholders for the meetings in the coming weeks. Reminders will be sent closer to the meetings.

Please note all papers can be found electronically on the LCACC website which can be found at [www.lcacc.org](http://www.lcacc.org).

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