



**Minutes of the meeting of the London City Airport Consultative Committee
held on 8 September 2022, at the Britannia Village Surgery, London**

Present:

Stephen Allen, Duncan Alexander (Chair), Duncan Ayles (LBN), Joy-Caron Canter (RDLAC), Cllr Louise Krupski (Lewisham), Stuart Pick (LCC) 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), Anna Kasmir (LBN), Dr Elaine S. Foteu Madio (LBN).

Commented [MGC1]: Missing anyone?

Apologies:

1. Minutes of the meeting on 30 June 2022

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

2. CEO Update and update on airport's consultation on changes to its existing planning permission.

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

RS mentioned the current concerning media reporting about Her Majesty the Queen and stated that the airport would have an role should Op LONDON BRIDGE be called.

RS advised it had been a good summer, with passenger levels around expectations during June, July and August. This was circa 60-75% of pre-pandemic levels. RS noted that the airport's main carrier, BA CityFlyer, cancelled c.10% of their schedule during the summer to increase resilience and to minimise the likelihood of last-minute cancellations. RS advised that due to this, in addition to the fact that the airport directly employs staff in all facets of the airport's operations, LCY had managed the surge in passengers better than some other airports.

RS advised that a trial flight to the E195-E2 new aircraft had been completed in July. This was successful with many airlines viewing the demonstration.

RS advised that the community and employment side of the airport's work was continuing. With activities such as partnerships with BA CityFlyer and the sponsorship of the Community Fund.

Members asked about the E195-E2 aircraft. RS advised that it flew in from Farnborough with dignitaries on board and advised that the single landing and ground trials went well.

Members asked about the difference between the E195-E2 and the E190 in terms of noise, RS advised that this was a single flight showing the capabilities of the aircraft. However, the airport did have some noise monitoring, which showed similarities to the E190, though there were differences in arrival noise.

The Chair invited Tim Walker to brief on work done on the noise difference between different types of aircraft. The slide will be sent with the minutes. TW advised that it was viewed that



the benefits of newer aircraft may be being overstated. For example, though the media state a flight is 65% quieter this is not a true comparison in the opinion of the Forest Hill Society (FHS). TW advised that FHS conducted various measurements (265 readings) with a variety of aircraft. The survey conducted by FHS found that there was not a noticeable difference between noise produced by newer aircraft in comparison to older planes. This was concerning to the FHS given that increased aircraft numbers would equal greater disturbance to the local population.

RS stated that it was important to note that the airport's proposed changes did not include more flights. The increase in flight numbers in comparison to pandemic levels were within current planning permissions. The airport's changes were about pushing the airlines into refueling with quieter and more fuel-efficient new aircraft.

RS stated that the airport did not agree with the findings of the report and will provide its own findings. RS advised that the impact was stark for those most affected by noise, particularly those impacted by departures – during which planes are at their loudest. RS advised that the delta on noise between old and new aircrafts on departure is up to 60%. Moreover, the overflight noise is also significantly less. RS stated the data from manufacturers and airport's noise monitors showed that the aircraft were quieter. Moreover, the aircraft are more fuel efficient.

Members stated that for the local community the main concern on the proposed changes outlined by the airport's consultation was about timings given that respite was crucial for those living closest to the airport. The recent consultation, particularly given the heatwave (requiring windows to be open) was potentially not sent out at the right time.

RS noted the points made and stated that we are not seeing enough of the new aircraft. The airport cannot grow without reducing noise. Liam McKay (LM) states that there was an important point about consultation in different times of the year.

LM stated airspace modernisation was a key factor in where planes fly and would be crucial in creating respite for the local community. Unfortunately, the airport needs to wait for others to catch up. The Chair stated that the Civil Aviation Authority need to work quicker on relief. Tessa Simpson (TS) advised that these changes do take time, due to the importance of changing routes safely, and that the airport would be happy to speak to TW separately about the technical detail of the figures produced by FHS.

Members stated that the airport need to be aware that the leisure market is vibrant in the summer month, and that it should note the concentration of flights in Lewisham. Members stated that there was a perception that the airport could not fill its Saturday quota that was already permitted under planning conditions. RS stated that this not about fulfilling the quota, more the demand to use the airport. Saturday is significantly in demand for airlines, nevertheless the airport's proposals do however recognise the impact of changes to weekend flying – hence the reason for that no changes were being made to Sunday flights. The benefit of the Saturday changes would be new generation aircraft. This would benefit all boroughs overflowed, 7 days a week.

Members stated that not enough information was shared outside of the committee – while the E16 magazine seems too business-like. RS stated that there are difficulties getting information out there. There is also disinformation, for example the perception of increased aircraft movements as part of plans. LM stated that the consultation closes at midnight on 9



September and stated that everything in free boxes will be taken into consideration. LM stated that nothing is set in stone regarding next steps.

Action: The date of the next meeting will be brought forward to November to give the Committee a chance to understand consultation responses as it did with LCY's Master Plan.

Members asked about template responses. Stephen Allen (SA) stated that there are a huge number of responses being sent to the airport, and therefore that he cannot respond on individual responses. However, SA stated that the airport will come back in November.

Duncan Ayles advised that there would in addition be consultation should any planning applications be brought to the local authority.

3. Airspace Modernisation Update

The Chair invited Tessa Simpson (TS) to update the committee. The current stage (3) is paused due to the lack of progress by other London airports.

TS advised that NATS is increasing the use of enhanced navigation technology across its operations in the UK and (liaising closely with the CAA) is phasing out the general use of ground-based radio navigational aids (NAVAIDs) by the end of 2022.

TS advised that the airport had already introduced RNAV procedures, and at Summer 2019, 99% of all aircraft operating at LCY were using RNAV procedures, and therefore in line with the NATS requirement to remove NAVAIDs, the procedures will be removed by the end of 2022.

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

Tessa Simpson (TS) advised that the sub-committee had meet and discussed the E195-E2 trial and that the airport had purchased carbon offsets to ensure the airport continued to be carbon neutral in 2023. TS informed members about the sustainability roadmap. TS advised that the airport was on course to achieve 4+ rating which demonstrates good progress on de-carbonising. TS are considering where to spend £25,000 biodiversity funds.

Members asked about zero waste and suggested the airport work with local stakeholders on zero waste.

Community

Aaron Uthman (AU) advised that the airport had completed its volunteer fortnight, with various charities supported from cooking for homeless people, to foodbank challenges. AU advised that the airport was also continuing with its fruit deliveries to the community with over £55,000 worth of fruit donated to the community.

5. AOB

DA advised that Newham Council would not provide a response to the consultation on the airport's plans given its role in any potential future planning applications.



The Chair ended the meeting with condolences following the death of Her Majesty the Queen.

6. Next meetings

The Committee will next meet in November, at a date to be confirmed, at 4pm, at a location to be confirmed.

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.

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