

# MDA No.: 1859

## Title: Environment Committee - Response to London City Airport consultation on airspace change proposal

### 1. Executive Summary

1.1 At the Annual meeting on 1 May 2013 the Assembly resolved:

*That authority be delegated to Chairs of all ordinary committees and sub-committees to respond on the relevant committee or sub-committee's behalf, following consultation with the lead Members of the party Groups on the committee or sub-committee, where it is consulted on issues by organisations and there is insufficient time to consider the consultation at a committee meeting.*

1.2 Following consultation with party Group Lead Members, the Chair of the Environment Committee agreed the Committee's letter responding to London City Airport's consultation on its airspace change proposal, as attached at **Appendix 1**.

### 2. Decision

2.1 **That the Chair of the Environment Committee, in consultation with party Group Lead Members, agrees the Committee's letter responding to London City Airport's consultation on its airspace change proposal, as attached at Appendix 1.**

#### Assembly Member

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

**Signature:**



**Printed Name: Gareth Roberts AM, Chair of the Environment Committee**

**Date: 13 May 2026**

### 3. Decision by an Assembly Member under Delegated Authority

#### Background and proposed next steps:

- 3.1 The exercise of delegated authority approving the letter will be formally noted at the Environment Committee's next appropriate meeting.

#### Confirmation that appropriate delegated authority exists for this decision:

Signature (Committee Services): *Hannah Barlow*

Printed Name: Hannah Barlow, Principal Committee Manager

Date: 12 May 2026

#### Financial Implications: NOT REQUIRED

Note: Finance comments and signature are required only where there are financial implications arising or the potential for financial implications.


Signature (Finance): Not Required

Printed Name:

Date:

#### Legal Implications:

The Chair of the Environment Committee has the power to make the decision set out in this report.

Signature (Legal): 

Printed Name: Rory McKenna

Date: 14 May 2026

Email: [MonitoringOfficer@london.gov.uk](mailto:MonitoringOfficer@london.gov.uk)

#### Supporting Detail / List of Consultees:

- *Leonie Cooper AM (Deputy Chair)*
- *Thomas Turrell AM*
- *Zack Polanski AM*
- *Keith Prince AM*

#### 4. Public Access to Information

- 4.1 Information in this form (Part 1) is subject to the FoIA, or the EIR and will be made available on the GLA Website, usually within one working day of approval.
- 4.2 If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.
- 4.3 **Note:** this form (Part 1) will either be published within one working day after it has been approved or on the defer date.

##### **Part 1 - Deferral:**

Is the publication of Part 1 of this approval to be deferred? NO

If yes, until what date:

##### **Part 2 – Sensitive Information:**

Only the facts or advice that would be exempt from disclosure under FoIA or EIR should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form? NO

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#### **Lead Officer / Author**

Signature: *Richard Clarke*

Printed Name: Richard Clarke

Job Title: Senior Policy Advisor

Date: 12 May 2026

#### **Countersigned by Executive Director:**

Signature:



Printed Name: Helen Ewen, Executive Director – Assembly Secretariat

Date: 14 May 2026

# LONDON ASSEMBLY

## City Hall

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### Léonie Cooper AM Chair of the Environment Committee

Andy Cliffe,  
Chief Executive Officer, London City Airport,  
cc. Airspace Change Proposal Team, London City Airport

13 May 2026

Dear Andy,

#### London City Airport: Noise concerns about new landing proposals

I am writing to you to share the London Assembly Environment Committee's submission<sup>12</sup> to City Airport's current consultation on airspace change proposals.<sup>3</sup> These proposed changes are intended to allow larger planes, such as the Airbus A320neo to operate at the airport by 2027. Our response is centred on long-held concerns around the impact of aviation noise on Londoners.<sup>4</sup> Concerns which have not been addressed, despite invitations extended to City Airport to speak to the Committee in recent years not being accepted.

#### Larger aircraft and the risk of increased noise

The Committee is particularly concerned about the potential noise impacts of the proposed lower approach paths to landing to enable Airbus A320neo aircraft to use the airport.<sup>5</sup> The proposals state that the airspace changes could "encourage a quicker transition to new generation, efficient, larger capacity aircraft such as the Airbus A320neo" and "improved overall noise"<sup>6</sup>. However, an evidence

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<sup>1</sup> Thomas Turrell (City Hall Conservatives) has chosen not to support this letter as he believes City Airport's proposals are reasonable, and could result in a reduction of noise and disruption to residents. He is also conscious of the impact refusing this could have on the airport's long-term future.

<sup>2</sup> Keith Prince (Reform) does not support the contents of this letter.

<sup>3</sup> Citizen Space [The Civil Aviation Authority and Airspace Change Consultation](#) May 2026

<sup>4</sup> In October 2019, the [Committee responded to City Airport's consultation on its Draft Master Plan 2020-2035](#), making clear our opposition to any operational adjustments, unless noise and air pollution concerns were fully addressed. [In March 2023, we reiterated this position](#) highlighting how aircraft noise is already having a significant negative impact on the health and wellbeing of Londoners.

<sup>5</sup> Aviation Environment Federation [Noise Lessons for London City Airport](#) September 2025

<sup>6</sup> Citizen Space [The Civil Aviation Authority and Airspace Change Consultation](#) May 2026

review by Aviation Environment Federation (AEF) suggests that there are likely to be mixed impacts on different locations with some potentially experiencing higher levels of disturbance.<sup>7</sup>

The AEF evidence review also raises further questions about the modelling of noise impacts as a result of the proposed airspace changes. On the specific point about whether A320neo aircraft are quieter than existing noise levels from E190 aircraft, the AEF report found that, “real-world trial data, and a full comparison with the projected fleet, are necessary” to assess the overall impacts.<sup>8</sup> Given that the A320neo will be up to four decibels noisier than some of the current alternative planes which use the airport (such as the Airbus A220, Embraer 190 E2, and Embraer 195 E2)<sup>9</sup> – a noticeable difference – the AEF review also questions whether the E190 is the appropriate comparison aircraft for modelling purposes.<sup>10</sup>

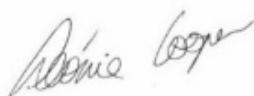
### **More flights, more noise**

We are also concerned that this change and the introduction of larger aircraft at City Airport would be used to open new leisure routes and therefore increase the overall number of flights – leading to an overall increase in emissions and noise disturbance.<sup>11</sup> The consultation itself partly acknowledges this, stating that this change would mean that the airport can “move faster towards... [its] planning limit of nine million passengers”.<sup>12</sup>

The location of City Hall near the flight path to City Airport means that, depending on approach paths, the London Assembly itself already experiences noticeable levels of disturbance from planes. Consultation documents suggest that planes will be flying 90 feet lower over City Hall on the 4.49 degrees approach than currently – at 547 feet compared to 640 feet currently.<sup>13</sup> We are concerned that the London Assembly could therefore be potentially directly affected if disturbance were to increase in ways that are not currently understood.

As highlighted in findings by AEF, projected data alone is not sufficient to fully understand the noise impact, and the health and quality of life of residents living and working nearby. **The Committee therefore opposes any changes until robust, independent real-world assessments have been undertaken to understand how these changes could affect local communities in practice. We oppose the use of any changes which would increase the number of flights and noise disturbance to local communities from current levels.**

Yours,



**Léonie Cooper AM**  
**Chair of the Environment Committee**

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<sup>7</sup> Aviation Environment Federation [Noise Lessons for London City Airport](#) September 2025p.9

<sup>8</sup> Aviation Environment Federation [Noise Lessons for London City Airport](#) September 2025, p.12

<sup>9</sup> HACAN East [Shallower Approach Consultation](#) March 2026

<sup>10</sup> Aviation Environment Federation [Noise Lessons for London City Airport](#) September 2025p.1

<sup>11</sup> Aviation Environment Federation [Noise Lessons for London City Airport](#) September 2025p.11

<sup>12</sup> Citizen Space [The Civil Aviation Authority and Airspace Change Consultation](#) May 2026

<sup>13</sup> London City Airport [Consultation Summary Document - London City Airport RNP-AR](#) slide 11, March 2026; 90 feet is around 28 metres.