

London City Airport's Airspace modernisation workshop, 22nd July 2019

The Good Hotel

Attendees

Director Technical Operations, London City Airport

Head of Environment and Technical Operations, London City Airport

Public Affairs and Policy Manager, London City Airport

NATS

London Borough of Newham

London Borough of Havering

London Borough of Bromley

Royal Borough of Greenwich

Kent County Council

Heathrow

Gatwick

HACAN East

ICCAN (observing)

Forest Hill Society

Workshop discussion

London City Airport (LCY) provided an overview of the airspace modernisation programme and the stage LCY is at. The airport explained the benefits associated with the wider programme and that these benefits are not specifically associated with LCY but may be realised once the entire programme is finalised. The indicative timeline of the different stages was discussed.

NATS provided an overview of CAP1616 and the different stakeholders involved including the CAA, airports, political and community stakeholders and NATS. This was followed by an overview of the design principles stage and what these principles mean.

London Borough of Newham asked why the design principles can be contradictory. HACAN East explained that there will be principles such as "new people being overflowed" versus "multiple routes" which clearly contradict each other.

LCY provided an overview of the key design principles proposed by LCY and walked the group through them, as well as the proposed draft principles with regards to noise mitigation.

The point that the principle of reducing the carbon footprint should be a "must" rather than a "should" was raised.

An attendee said that the right design principles have been included by LCY. A point was raised that there are areas of London with multiple flightpaths overflowed by LHR and LCY where residents can get 50 planes an hour and that for those residents it is important to get respite.

There was a discussion on whether there are other areas jointly overflowed similar to Forest Hill and Leytonstone.

An attendee asked whether there is a map where people can see areas jointly overflowed by LCY and LHR. It was explained that ACOG will be producing noise hotspot maps.

An attendee/ said that they are quite positive about the airspace modernisation programme – a win for residents if the result of it is aircraft with higher altitude, noise shared between communities.

A question was asked of how much of the increased capacity created through a more efficient airspace will be used to cater for the increased number of flights and how much of that increased capacity will be used to benefit residents rather than accommodate more flights.

There was a discussion on the fact that safety and compliance with laws and regulations is definitely a “must” design principle. An attendee said they would like to see respite and spread the impacts of noise and another attendee asked whether increased capacity will negatively impact carbon reduction.

Heathrow explained that if we remove capacity from “must”, that could result in flight delays which is not what the airspace modernisation programme is about. NATS feasibility study was quoted according to which LCY's noise footprint can be 40% lower simply by lifting aircraft slightly higher in altitude.

The airport finished the workshop by explaining the process of contributing to the design principles stage and said that LCY encourages stakeholders to send their views. All information will be made available on the CAA portal.