

London City Airport's Airspace Modernisation workshop, 24th July 2019 London City Airport, City Aviation House

Attendees

Director Technical Operations, London City Airport
Head of Environment and Technical Operations, London City Airport
Public Affairs and Policy Manager, London City Airport
CityJet
Ministry of Defence
NERL (NATS)
ACOG
NATS
London Borough of Tower Hamlets (air quality team)
London Borough of Tower Hamlets (pollution control team)
ICCAN (observing)

Workshop discussion

London City Airport (LCY) provided an overview of the airspace modernisation programme, the rationale behind the programme and what it covers, as well as what stage LCY is currently at. The airport further explained the benefits of the wider airspace modernisation programme.

NATS provided an overview of the different players involved and the CAP1616 process, and LCY's proposed timeline for going through the stages of the process. NATS explained that below 7,000ft the key priority is noise, above 7,000ft it is about carbon emissions and fuel savings.

ACOG explained what ACOG's role is – business division of NERL which is part of NATS, their role is to ensure that airspace modernisation progresses, and if airports have conflicting routes (help steer conversations to help de-conflict any conflicts on future structures). They also explained the structure of ACOG and its sub-groups – communications, technical and planning groups.

London Borough of Newham asked the question of how airports going through the different stages of the process ensure that are coordinated. It was explained that this is ACOG's role. Newham also raised the point that any comments they make in their response will be on the cumulative impacts of both LHR and LCY traffic.

NATS discussed performance navigation and what that means for the future of airspace.

The airport provided an overview of the design principles – what they stand for and what the engagement at this stage aims to achieve. It was explained that the

design principles have been split into two groups: those that we must achieve and those that we should achieve as part of the airspace modernisation programme. The draft design principles and the rationale behind having them was provided.

London Borough of Newham said that some of the wording of the design principles sounds a bit vague and requires some clarification.

NATS explained that a lot of the design principles can be conflicting.

An attendee asked whether any considerations have been made that capture other airspace users, or other airports.

The airport explained 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.