



DAP1916 - Statement of Need

Tracking Code: LFPVRR9

BEFORE YOU BEGIN

- ☐ Please ensure the contents of CAP 1616f, Guidance on airspace change process for permanent airspace change proposals are referred to prior to completing this form. *

TYPE OF CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? *

- ☒ Changes to Notified Airspace Design ☐ Planned and Permanent Redistribution of Air Traffic

Which of the following categories is the proposal being progressed under? *

- ☒ Permanent ☐ Temporary ☐ Trial

2. Title of proposal

Please enter a title for this intended change, (max 80 characters - the title should be succinct and include a location (where appropriate)): *

Introduction of RNP AR procedures at EGLC

- ☒ Have you previously submitted a Statement of Need?

If known, please provide the ACP/PPR reference number (###-YYYY-NNN)

ACP-2025-003 Introduction of RNP AR procedures at EGLC

Please provide your rationale for submitting a revised Statement of Need below: *

Minor revision to the wording of the objective of the proposal to provide clarification following the assessment meeting.

SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. *

- ☒ A Company
☐ An Unincorporated Association or other body
☐ Individual (including sole traders and partnerships)

3a. A Company

Registered Company name (in full) *

London City Airport Limited

Registered Company Number

1963361

Trading Address (primary site)

Trading name (if applicable)

E-mail

Postcode

E16 2PB

Registered Office Address

City Aviation House, London City Airport, Royal Docks

Country of Company Registration

United Kingdom

Country

Postcode

Email *

Confirm Email *

☐

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Primary Point of Contact Name *

Website address

Additional Contacts

You can add up to 4 additional contacts (this is useful to ensure that periods of absence are covered)

Contact 1

Contact Name *


☐ Do you require access to the CAA's Airspace Change Portal?

Telephone *

Email *

Confirm Email *

 DELETE CONTACT

 Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

☒ Is an Independent Aviation/Airspace Consultancy involved in this proposal?

Aviation Consultancy

Registered Company name (in full) *

Registered Company Number

Country of Company Registration

Registered Office Address

Postcode

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

Primary Contact

☐ Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

☐ Do you require access to the CAA's Airspace Change Portal?

Telephone *

E-mail *

Additional Contacts

You can add up to 4 additional contacts

+ Add Contact

Statement of Need

Please complete the following four sections. For administrative changes to the Aeronautical Information Publication, please complete relevant questions accordingly and mark the rest as "Not Applicable".

What is the objective of the proposed change? *

The introduction of RNP AR (GNSS) based procedures to London City Airport (EGLC) Runway 27 and Runway 09, using existing tracks over the ground and non-standard approach angles to facilitate the operation of cleaner, quieter, new generation aircraft at the airport. This will be achieved while preserving the existing ground-based instrument approach procedures and approach angles used by the current fleet.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors. *

The proposal seeks to address the opportunity of introducing cleaner, quieter, new generation aircraft at London City Airport (EGLC) by implementing RNP AR procedures with non-standard approach angles rather than through aircraft steep-approach certification. This would deliver complimentary benefits, in advance of changes under the wider FASI airspace change programme, by modernising approach procedures to address airspace demand and secure the most efficient use of airspace, whilst maintaining existing movement limits and complying with noise and operational restrictions in the surrounding urban area. New RNP AR procedures will improve access to a wider range of modern aircraft ensuring the expeditious flow of traffic in a safe and sustainable way, in line with the strategic objectives of the Airspace Modernisation Strategy. Similarly, the additional navigational accuracy, integrity, and functional capabilities offered by RNP AR are likely to offer significant operational advantages in the constrained obstacle environment at EGLC whilst preserving or improving safety of operation. Environmentally, the proposal aims to limit and, where possible, reduce the number of people significantly affected by adverse impacts from aircraft noise by introducing quieter aircraft on existing tracks over the ground. The proposal also seeks to balance economic benefits with the need to maximise use of the airport's existing and future infrastructure while preserving ground-based approach procedures for the current fleet.

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal. *

The current airspace design at London City Airport (EGLC) is characterised by steep approach and departure procedures due to its urban location and proximity to restricted airspace. Aircraft currently operate under a 5.5-degree glideslope, significantly steeper than the standard 3-degree approaches at most airports, due to the rich obstacle environment and tall buildings particularly to the west of the airport. Ground-based navigation aids, such as the Instrument Landing System (ILS), guide aircraft along predefined routes for arrivals and departures. The airport operates within Class D controlled airspace, with close coordination required between London City and surrounding airports to manage traffic flows and ensure separation. These procedures are tailored to accommodate the current fleet mix, the ground-based navigation aids and the specific operational constraints of EGLC.

Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable). *

The current air traffic at London City Airport (EGLC) consists of both commercial and private operators handling predominantly domestic and short-haul European flights. Our current baseline assumptions would see 49,000 ATMs in 2026 growing to 79,000 ATMs by 2035. The split between arrival and departure traffic is broadly 50/50%. Introducing RNP AR procedures would enable EGLC to make the best use of its existing runway, enhancing the airport's throughput and operational efficiency by accommodating a new generation of quieter, more efficient aircraft, all while staying within the existing movement and passenger limits and complying with noise and operational restrictions in the surrounding urban area.

As your request may include a change to and/or new instrument flight procedures, you are also required to submit a DAP1917 - Application for Approval of a PANS-OPS Designed Instrument Flight Procedure.

☐ Are you submitting this Statement of Need to complete an Applicability and Policy Alignment Check (please refer to CAP 1616 version 5, paragraphs 2.8 to 2.11 for further details)?

Instrument Flight Procedures

☒ Does your proposal have the potential to include a change to and/or new IFPs?

Five-Letter Name Codes (5LNC)

☐ Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

CAP 1616h Pre-Scaled Airspace Change Proposals

☐ Does your proposed change to airspace design fall within scope of one of the Pre-Scaled Airspace Change Proposals detailed in the appendices within CAP 1616h?

DVOR / DME / NDB Rationalisation - RNAV Substitution

- ☐ Is the proposal being progressed against the requirements set out in CAP1781: VOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution?

Secretary of State for Transport's priorities

- ☐ Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety or national security?

Airspace Modernisation Strategy *

- ☒ Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy

Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals, proposed operating date(s) and/or funding deadlines)

SUBMISSION INSTRUCTIONS

Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

19 Mar 2025 2:22:53 PM

Application Submission Number:

DAP1916V2-1468

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the **CAA's Airspace Change Portal** (<https://airspacechange.caa.co.uk/>). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

Given the high number of new airspace change proposals (ACP), together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed ACP. For Permanent changes (Level 1 and Level 2 only), to enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- DECIDE Gateway
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the **CAA's airspace change portal** (<https://airspacechange.caa.co.uk/about-airspace-change/>).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and **CAP 1054: Aeronautical Information Management** (<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) guidance material for further information. These requirements will be discussed in greater details during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.