

27 OCT 2014

Caroline Pidgeon MBE AM
Chair of the Transport Committee

Stephen Knight AM
Chair of the Environment Committee

London Assembly
City Hall
The Queen's Walk
London SE1 2AA

October 22 2014

Dear Ms Pidgeon, Dear Mr Knight,

Re: London Assembly concerns about London City Airport's consultation on the London Airspace Management Programme

Thank you for your letter in regard of our proposals to modernise (replicate) our flight paths to make them R-NAV (area navigation) compatible, and your comments on the consultation that we have undertaken in line with the CAA guidelines found in its publication "Guidance on PBN SID Replication for Conventional SID Replacement".

In brief, this requires us to consult with our Airport Consultative Committee (ACC) which includes representation from local authorities, ensure that detailed documents are available on our website, issue media releases in the area over which aircraft are at a height of less than four thousand feet and consult with the appropriate NATS ACCs. We have followed this guidance and have approached the relevant aviation groups through the CAA's NATMAC (National Air Traffic Management Advisory Committee).

Should you wish for further information on the CAA's consultation guidance, might I suggest that you contact James Walker, Airspace Business Co-ordinator at the CAA, airspace.policy@caa.co.uk.

We spent some considerable time debating whether we should hold public meetings, or carry out leaflet drops, however we reached the conclusion that – notwithstanding the fact that such activity is not required under the CAA guidelines – it would simply serve to create unnecessary concern amongst people who will be mostly unaffected, or who will actually benefit from reduced overflights.

In many cases, those people who are overflown today, will continue to be overflown. Taking, as an example, the concentration of flights on the southern departure route from runway 27 (westerly), the areas which currently are overflown by the majority of aircraft using this route (68-81 flights daily, 266 days per annum) will continue to be overflown much as today.¹

The centre of this route – the most overflown area where there are currently more than 20 flights per day is approximately the width of the ‘tolerance band’ associated with R-NAV compliant aircraft – around two kilometres either side of the centre line. This area will continue to see the most overflights. Other areas outside of this, however – those which currently see five or ten overflights a day – will no longer see any aircraft at all. These mandatory flight path replications bring benefits to a wide area.

Our proposed replications will have the effect of concentrating flights more than they are today. However this is, in itself, in line with the contents of the Department of Transport’s ‘Guidance to the Civil Aviation Authority on Environmental Objectives Relating to the Exercise of its Air Navigation Functions’.²

In regard of public meetings, however, we are aware that HACAN East (the eastern arm of the Heathrow Airport Campaign Against Noise) will be holding a meeting on November 3 in Wanstead Library at 1930. The airport has offered to give a presentation on its proposals, but the offer has been declined by HACAN. LCY still intends to be in attendance and available to answer questions.

If you have further questions, or need more information on our proposals, please do contact me, or the airport’s Director of Corporate Affairs, Jeremy Probert (Jeremy.probert@londoncityairport.com).

Yours sincerely



Declan Collier
Chief Executive Officer
London City Airport

CC Boris Johnson, Mayor of London
James Walker, Airspace Business Co-ordinator, SARG, CAA

¹ <http://londoncityairport.com/londonairspacemanagement> Stakeholder Consultation Document, page 22

² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/269527/air-navigation-guidance.pdf