

LCY Consultation Response Document

Stage 3 Consultation Response Document
ACP-2025-003

Issue 1.0



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Change History

Issue	Month/Year	Changes this issue (most recent first)
Issue 1.0	07/26	Document published

Referenced Documents across all Stage 3 material

Ref No	Name and description	Links
1.	CAP1616 Edition 5.1	Link
2.	Statement of Need	Link
3.	Introduction of RNP AR Procedures at EGLC Airspace Change Portal Page	Link
4.	CAP1616i: Environmental Assessment Requirements and Guidance for Airspace Change Proposals, 2023	Link
5.	Assessment Meeting Minutes	Link
6.	Stage 1 Define	Link
7.	UK Aeronautical Information Publication, July 2025	Link
8.	CAA Publication: Steep Approach Approval Compliance Statement and Checklist	Link
9.	London Airspace Management Programme (LAMP) Deployment 2 airspace change portal page	Link
10.	LCY Stage 2 Engagement Workshops Slides	Link
11.	London City Airport Annual Performance Report 2024	Link
12.	London City Airport Annual Performance Report 2024, Annexes	Link
13.	CADP1 S73 Application Environmental Statement	Link
14.	UK Government Air Quality Statistics	Link
15.	CADP1 Air Quality Management Strategy	Link
16.	Above and Beyond: Our roadmap to a sustainable future	Link
17.	CAP1616f: Guidance on Airspace Change Process for Permanent Airspace Change Proposals, 2025 (v1.1)	Link
18.	Stage 1 Timeline Agreement	Link
19.	CAP1498 Definition of Overflight, Edition 2	Link
20.	CAA Policy on Minimum Standards for Noise Modelling (CAP2091)	Link
21.	ICAO Aircraft Engine Emissions Databank	Link
22.	Datasheets (06/2025)	Link
23.	Airspace Modernisation Strategy 2030-2040 Part 1: Strategic objectives and enablers, CAP1711, 2024	Link
24.	Airport Surface Access Strategy 2017-2025	Link
25.	Air Navigation Guidance 2017	Link

1. Introduction

1.1 Background

1.1.1 This document forms part of the document set submitted to the Civil Aviation Authority (CAA) in accordance with the requirements of the CAP1616 Airspace Change Process [Ref 1].

1.1.2 This document's purpose is to satisfy the final part of the process's Stage 3 requirement for a consultation response document, following the closure of the consultation and the analysis of responses.

1.1.3 We are London City Airport (LCY), the sponsor of this airspace change proposal (ACP). The CAA's reference for this change is [ACP-2025-003](#).

1.2 How to read this document

1.2.1 This consultation response document has six main elements:

- How this consultation was conducted (Section 2 from p.6)
We explain how we conducted the consultation, and relate it to our published Consultation Strategy ([link](#)) – we commissioned a separately-produced report detailing how we did this, and embedded it in this document.
- Analysis results (Section 3 from p.39).
We present the output of the consultation. This illustrates the proportions of answers to each question, plus the theming of the statements each respondent provided. It also includes the themes which may impact this proposal, and those which would not.
- Response analysis and categorisation method (Section 4 from p.49)
We explain how the responses were analysed and categorised, in particular the text written by respondents explaining their feedback.
- A categorisation list of all responses which may impact this proposal (Section 5 on p.54).
- A categorisation list of all responses which would not impact this proposal (Section 6 from p.55).
- An appendix of maps showing the postcodes of respondents (Section 8 from p.70).

1.2.2 While this document states what was said and in what proportions ("we asked, you said"), it does **not** address and respond to all the themes raised in the consultation – that is the next stage of the process (Stage 4, "you said, we did") as part of the airspace change formal application. Responses that have been deemed "would not impact this proposal" will not be reviewed further in Stage 4 because they have already been considered here, and there would be no airspace design changes as a result.

1.3 Where we are in the airspace change process

1.3.1 The ACP is following the CAA's Airspace Change Process, described in their document CAP1616 [Ref 1]. We completed Stage 1 Define in May 2025, and Stage 2 Develop and Assess in September 2025.

1.3.2 We are now at the end of Stage 3 Consult/Engage:

- We completed our preparations for consultation
- We submitted our documentation to the CAA for their assessment (known as a Gateway)
- In February 2026 the CAA approved the material and permitted us to proceed with the consultation

- We launched the consultation on Monday 2nd March 2026 and it closed on Sunday 17th May 2026, a period of eleven weeks
- We confirm that no changes were made to our stakeholder list, between the conclusion of the Stage 3 Assessment gateway and the consultation launch

- 1.3.3 As described in paragraph 1.2.1 above, this consultation response document summarises how we conducted the consultation, how we collated and analysed the responses, and the results of that analysis.
- 1.3.4 This document concludes Stage 3 of the airspace change process CAP1616 (Refs 1 and 17). In the flowchart Figure 1 below, this document is the final part of Stage 3.
- 1.3.5 For a complete history of all airspace change process-related documentation to date, see this ACP's CAA portal page [Ref 3].

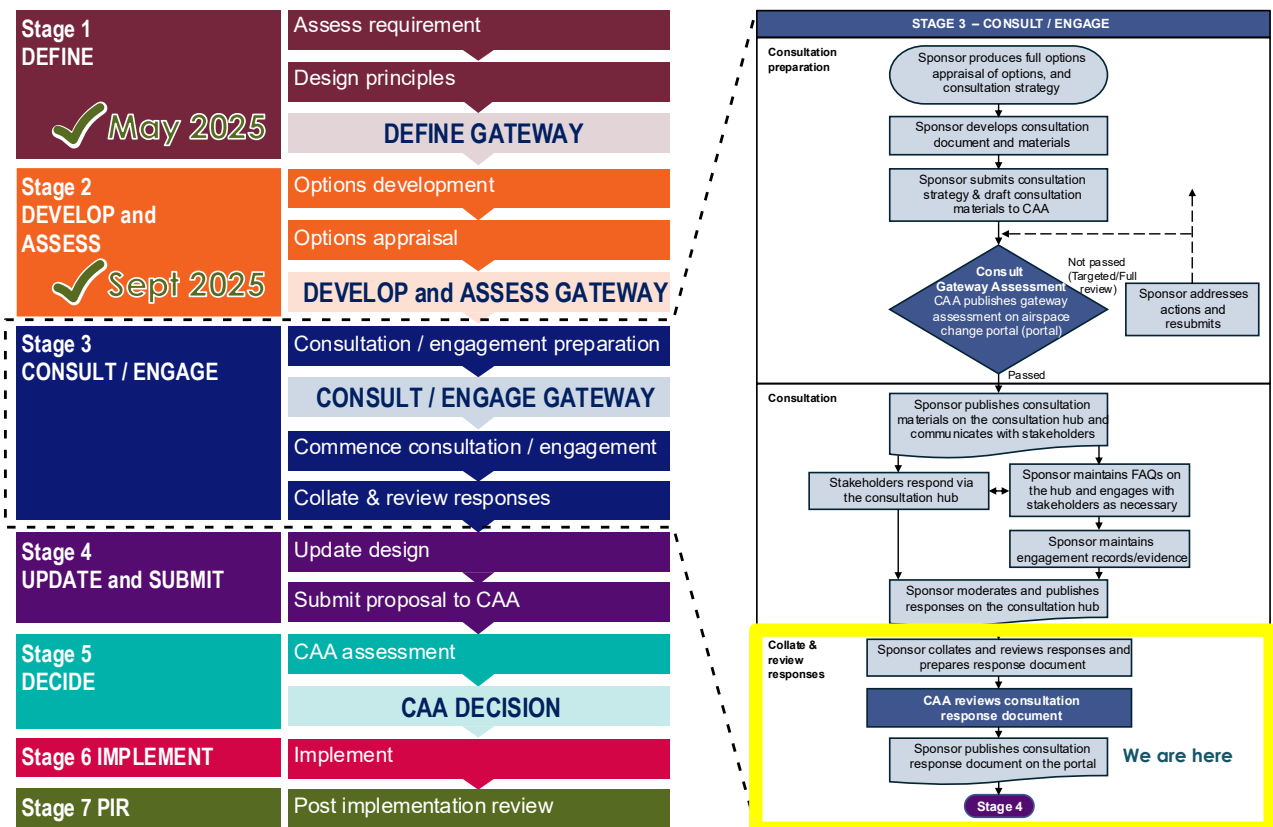


Figure 1 Airspace change process – overview (left), Stage 3 (right) with the final part highlighted

- 1.3.6 This document is designed to be read in conjunction with the published consultation material and the responses themselves, all of which remain available at this link:

<https://consultations.airspacechange.co.uk/london-city-airport/rnp-ar-approaches/>

2. The conduct of this consultation

2.1 Introduction

2.1.1

The foundation of a good consultation is adherence to the four Gunning Principles, which set out the legal expectations for what constitutes an appropriate consultation. The Gunning Principles state that:

- The consultation should occur when proposals are at a formative stage
- The proposer must give sufficient reasons for any proposal to permit intelligent consideration and response
- Adequate time is given for consideration and response
- The product of consultation must be conscientiously taken into account when finalising the design

2.1.2

We developed our consultation strategy to ensure that these principles would be met, and they were fundamental to how we undertook the consultation. The first three Gunning Principles have been adhered to, the fourth (taking the product of consultation into account) is underway through this document and the Stage 4 submission.

2.1.3

We launched the consultation on 2nd March 2026, followed our consultation strategy, and the consultation closed on 17th May 2026 as planned.

2.1.4

We kept records, photos and screenshots of what happened throughout, including where we updated information and responded to requests for additional events.

2.1.5

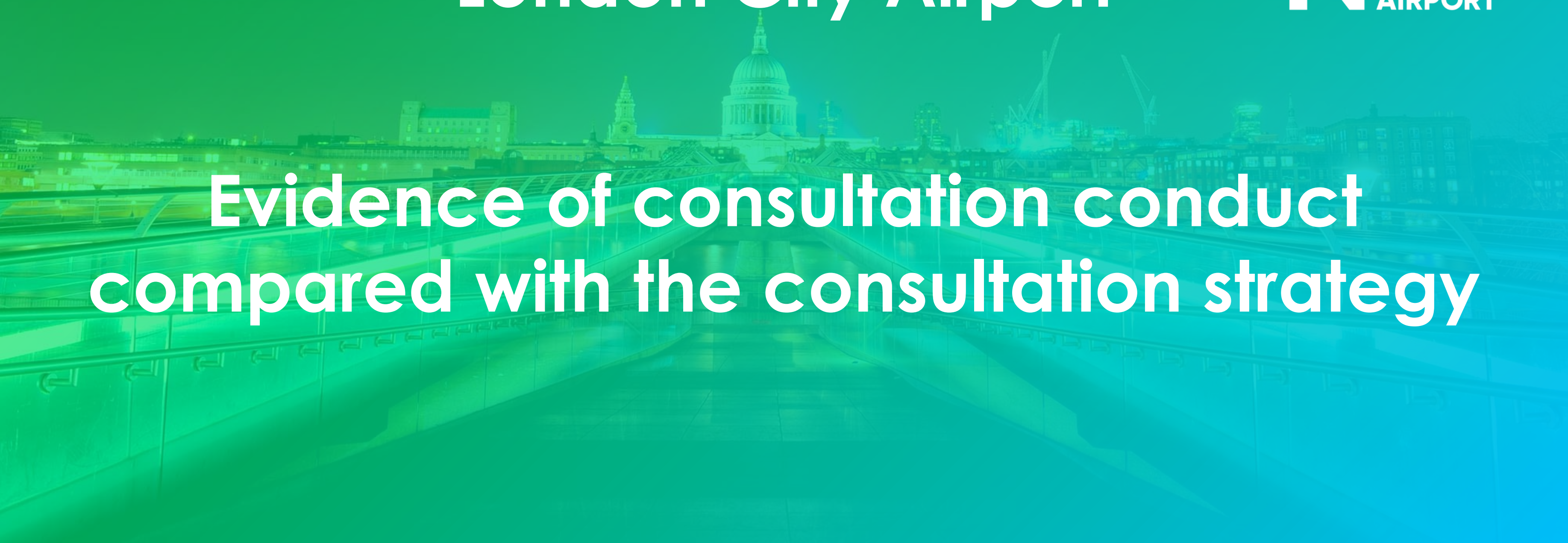
We commissioned a report on how the consultation was conducted, this is embedded over the next 32 pages.

2.2 The consultation conduct report follows:



London City Airport

Evidence of consultation conduct compared with the consultation strategy



Consultation Strategy – key planned deliverables



Consultation ran from 2nd March to 17th May 2026

Stakeholder Engagement & Outreach

- Use email to contact stakeholders classed as “Box 1” (below 4,000ft overflight) and “Box 2” (4,000ft–7,000ft overflight)
- Publicise the consultation through press releases, print/online adverts, social media, and the LCY website.
- Notify organisations representing seldom-heard audiences and ask them to share information.
- Provide briefing material tailored to different audiences.

Publicity & Communications

- Publicity launch as above
- Use Facebook, Instagram, X, and LinkedIn, including paid targeting toward affected areas.
- Distribute leaflets or posters in public information spaces such as town halls, libraries, shops, leisure centres, post offices, and the airport terminal.

Digital Consultation

- Provide a consultation website at LondonCityAirport.com/ACP.
- Use Citizen Space for the formal survey and consultation documents.
- Provide a digital 3D exhibition room.
- Hold public webinar briefings.
- Provide QR codes linking to online material and response forms.
- Provide tablets/iPads at attended exhibitions so people can submit responses online.

In Person Consultation Events

- Provide an unattended public consultation display in the airport.
- Provide a bookable consultation room at City Aviation House for face-to-face meetings.
- Hold three public consultation events in local communities.

Consultation Materials

- Provide leaflets, posters, paper consultation documents, and paper survey forms.
- Provide paper copies of the three main documents and a paper survey form on request.

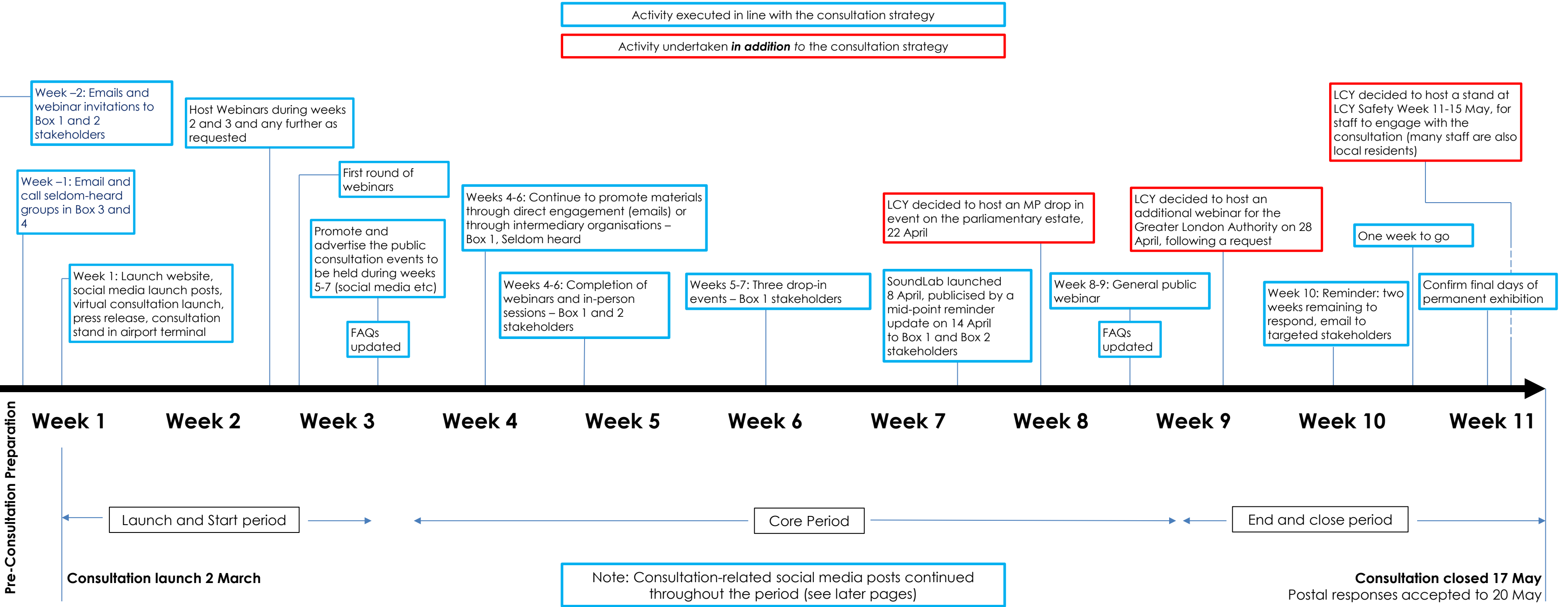
Accessibility & Inclusion

- Make online material compatible with screen readers and translation tools where possible.
- Use accessible venues for drop-ins, with lifts or ground-floor access.

Responsiveness

- Consider extra webinars, extra/rescheduled public events, extending the consultation, or other remedial action if needed.

Consultation Strategy Timeline



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Stage 3 LCY Consultation Response Document

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Website and Consultation Portal (Citizen Space)



Airspace Change Process – RNP AR

The ACP is London City Airport's proposal to change the arrival process for specific aircraft.

Why are we doing this?

The current airspace design at LCY is characterised by steep Instrument Landing System (ILS) approach and departure procedures due to its urban location, its proximity to restricted airspace and to London Heathrow Airport.

Aircraft currently operate using a 5.5 degree approach angle, or glide slope. This is significantly steeper than the standard 3 degree approaches at most airports, due to the obstacle-rich environment and tall buildings particularity to the west of the airport. Aircraft operators are therefore required to have special steep-approach certifications , constraining access to a wider range of modern aircraft.

The objective of this ACP is to introduce RNP-AR approach procedures. These use an even higher standard of satellite-based navigational accuracy than the current procedures. This means less stringent obstacle clearance requirements, so that a shallower approach can be introduced for authorised aircraft while still maintaining safe distances above obstacles.

These approach paths will closely match the current tracks over the ground flown by our arrivals. They would allow for standard approach angles below 5.5 degrees to be used, which do not require steep-approach certifications. This will enable the introduction of cleaner, quieter, new-generation aircraft at the airport, with a shallower descent profile on final approach.

We expect the Airbus A320neo to be the main user of these additional instrument flight procedures (IFPs). It is of similar length and wingspan as the Embraer E195-E2s which use LCY daily, however it has a wider fuselage and can carry more passengers.

LCY Website ([link](#))

The Airspace Change Process

The ACP process is managed and overseen by the CAA. Any permanent change to UK airspace needs to go through the same basic process, regardless of the extent of the scale.

We are currently at Stage 3 of the Airspace Change Process, which focuses on consultation and engagement.

A key element of Stage 3 is stakeholder engagement. London City Airport believes the success of this airspace change process depends on early and ongoing engagement with stakeholders, maintaining transparency, and keeping stakeholders informed throughout the consultation process.

During Stage 3, we consult on our proposed airspace design, including a complete quantitative our airspace environmental assessment of the proposal. These materials are available as part of the consultation from **2nd March – 17th May 2026** (see consultation portal [link](#)), providing stakeholders with members of the public with the opportunity to review the proposal and provide feedback.

Following the consultation, and subject to the feedback received, we will submit our formal Airspace Change Proposal (ACP) to the CAA for consideration. Further details on previous stages of the Airspace Change Process (CAP1616) are available on our website, where progress on this proposal and all current and previous documentation can also be found here.

Follow our progress at www.LondonCityAirport.com/ACP

For more information, contact: LCY-ACP@londoncityairport.com

We have two permanent exhibition spaces at the airport during the consultation period.

- Located in the main terminal entrance lobby area, easily accessible from the DLR station and taxi drop off area, there is a summary display of our key proposals and QR codes for further information.
- We also have a dedicated consultation room in City Aviation House, E16 2BY, which is located opposite the taxi/uber pick up area.

This is accessible on a pre-book basis only. Please email LCY-ACP@LondonCityAirport.com if you would like to book a face to face session in our consultation space with a member of the London City ACP team.

If you would like to register to attend one of our upcoming webinars, please email:

LCY-ACP@londoncityairport.com.

Airspace Change Proposal Stage 3 Engagement Slides

Airspace Consultation Portal

Consultation Portal (Citizen Space [link](#))

RNP-AR-approaches

Overview

Closes 17 May 2026

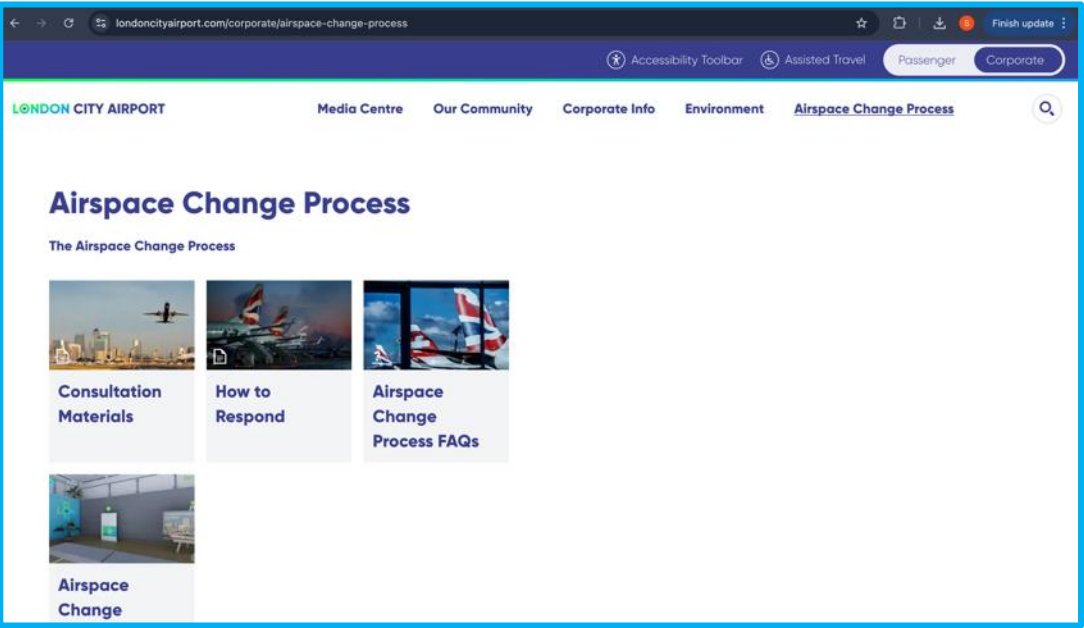
Opened 2 Mar 2026

Welcome to the London City Airport consultation website - have your say on our airspace change proposal (FINAL TWO WEEKS)

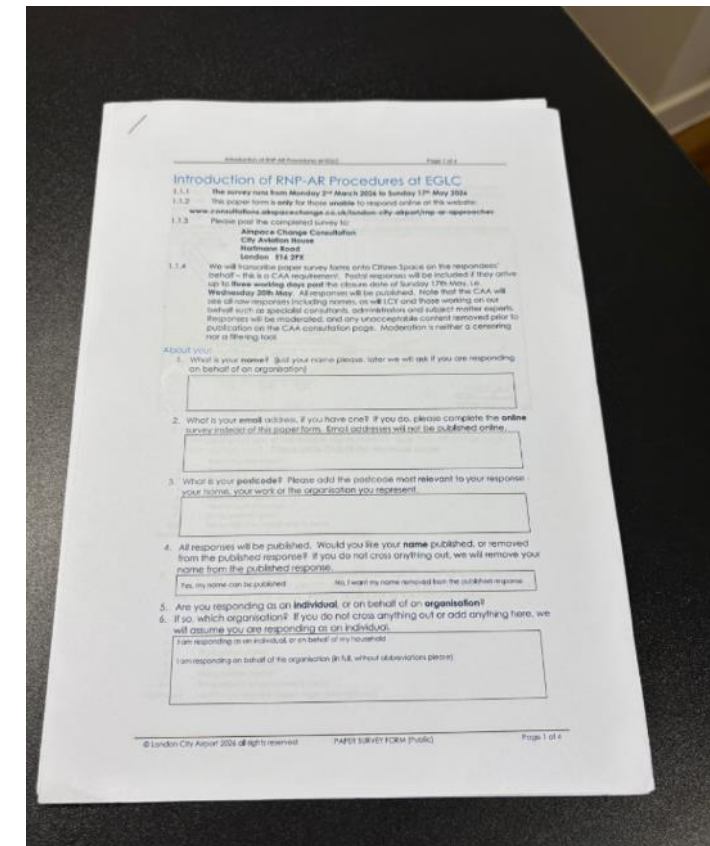
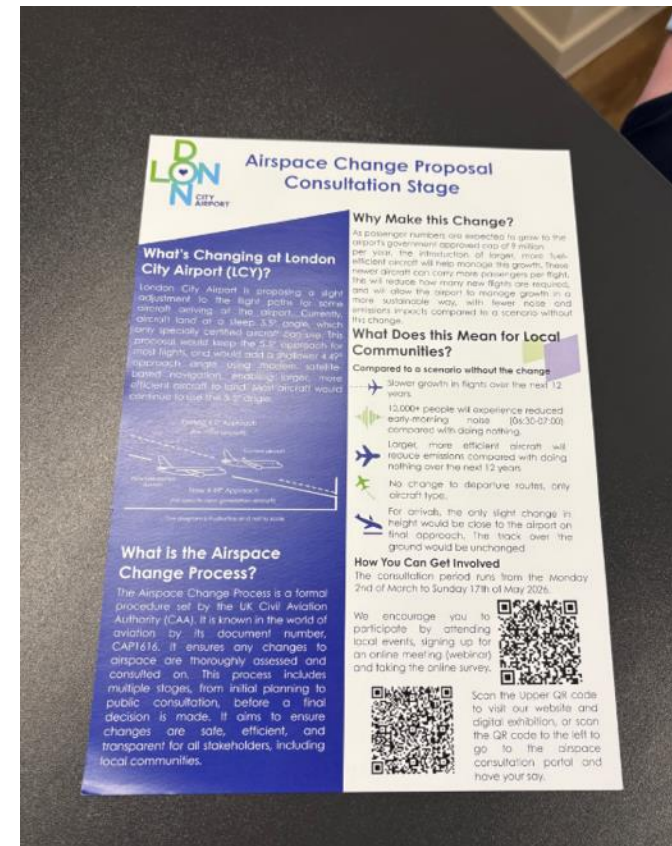
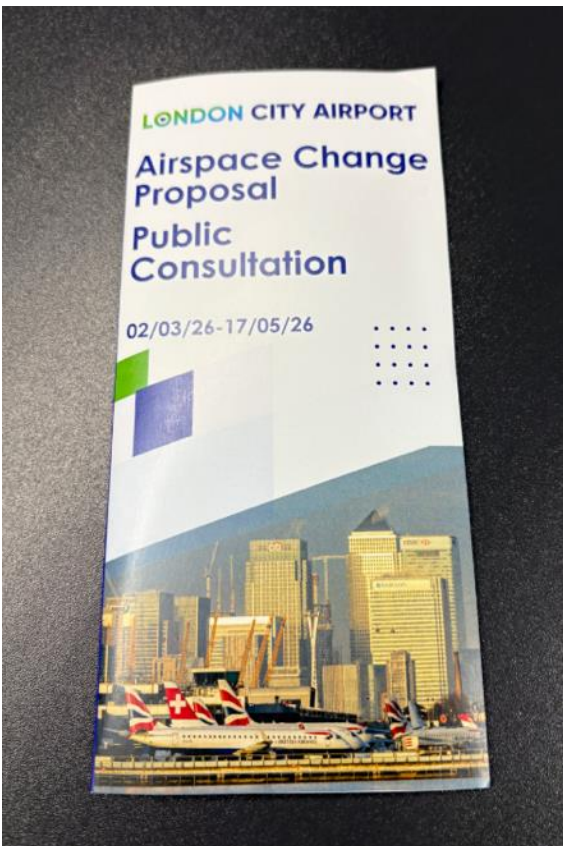
Contact
Airspace Change Proposal Team
LCY-ACP@LondonCityAirport.com

From this page please explore our proposed airspace change for additional final approach procedures. You can:

- Read a summary of the consultation (next section below)
- Download the core documents (see bottom of page for links)
- Download supporting technical material for more detailed study (see bottom of page for links)
- Download KMZ files suitable for use in mapping applications, such as Google Earth (see bottom of page for links)
- Find out how to join an online meeting (webinar), where you can watch a presentation and ask us questions - [sign up via email here](#)
- Find out how to attend one of the in-person drop-in events where you can talk with us and ask questions - see below



Printed materials



More than 250 leaflets were printed and distributed across the areas specified in the consultation strategy

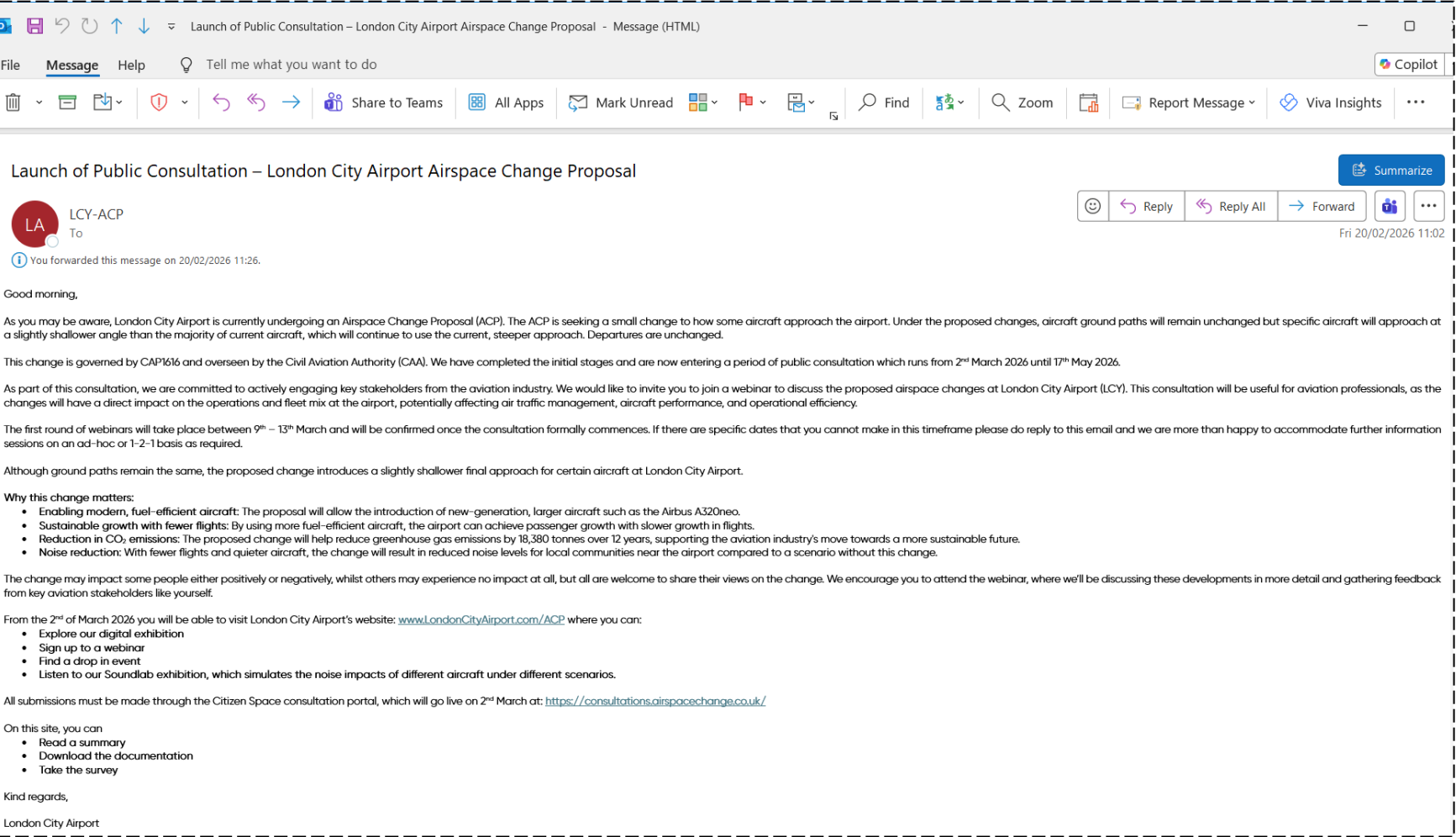
Copies of the one-page summary document were available at every in-person event, whilst also being available online at the virtual exhibition

Printed survey forms were available at all in-person events, and were available upon request. Many were taken, but no paper responses were received through the post.



Email outreach- tailored to audience

Consultation launch emails were sent to Box 1 stakeholders, Local MPs and councillors, property developers, seldom heard audiences and noise sensitive buildings. The emails advised them of the consultation with several ways to access, engage, and respond online.



Aviation Stakeholders

Subject: Invitation to Webinar on LCY Airspace Change Proposal

Dear (insert stakeholder),

As you may be aware, London City Airport is currently undergoing an Airspace Change Process (ACP). This change is governed by CAP1616 and overseen by the Civil Aviation Authority (CAA). We have completed stages one and two (insert if they were engaged on this prior).

We are now going through stage three, which is the consultation period.

Local Government and MPs

Subject: Webinar Invitation: LCY Airspace Change Proposal and Community Impact

Dear (insert stakeholder),

As you may be aware, London City Airport is currently undergoing an Airspace Change Process (ACP). This change is governed by CAP1616 and overseen by the Civil Aviation Authority (CAA). We have completed stages one and two (insert if they were engaged on this prior).

3. General Public Stakeholders

Subject: Invitation to Share Your Views: LCY Airspace Change Proposal Webinar

Dear (name),

As part of our ongoing efforts to engage with the public, London City Airport is hosting a webinar on (Insert dates) to discuss the proposed changes to our airspace. These changes may have an impact on residents living near the airport and we want to ensure that we understand their views.

4. Local Property Developers

Subject: Webinar on LCY Airspace Change Proposal: Impact on Property Development

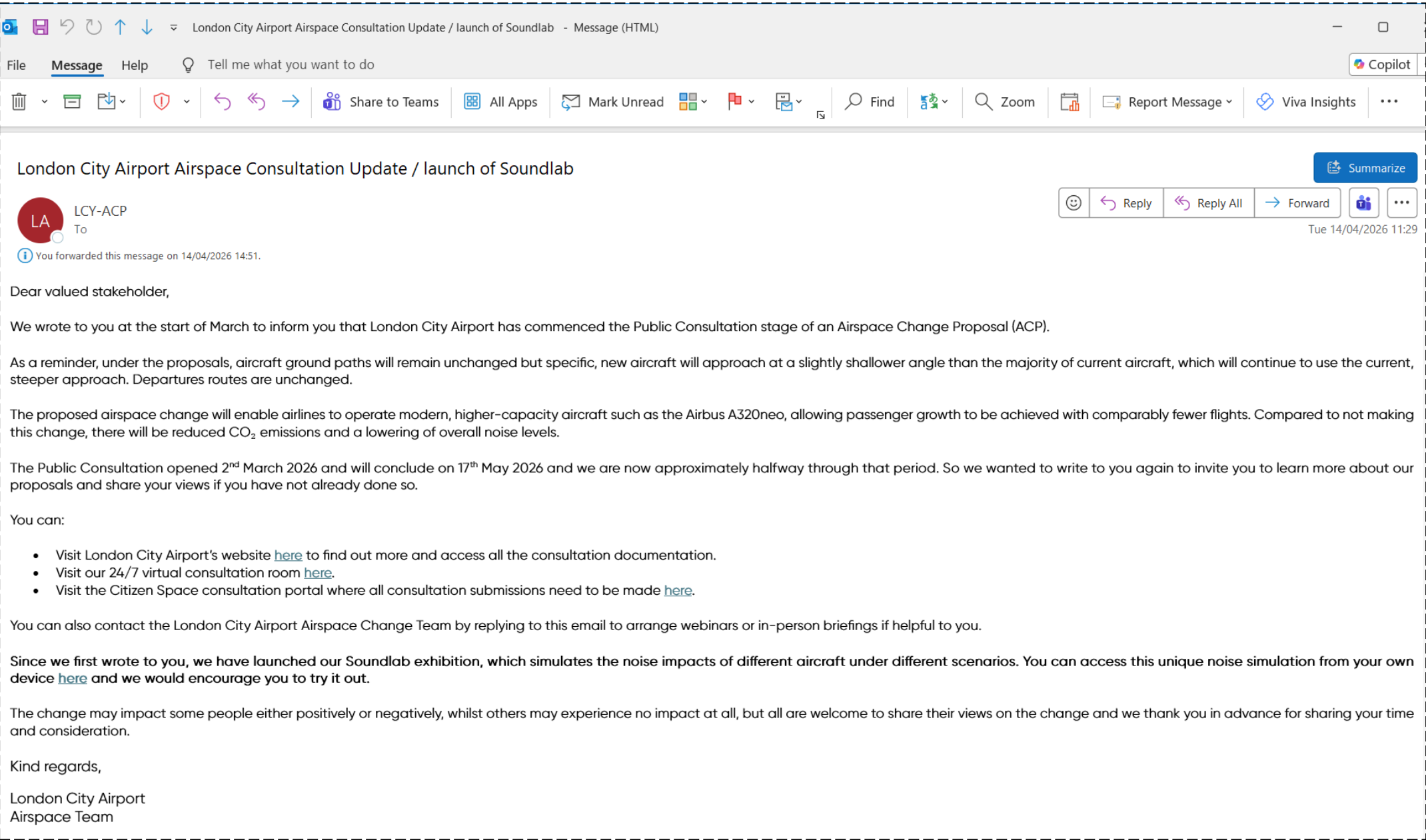
Dear [Property Developer],

As you may be aware, London City Airport is currently undergoing an Airspace Change Process (ACP). This change is governed by CAP1616 and overseen by the Civil Aviation

Email outreach: Reminder emails and SoundLab launch



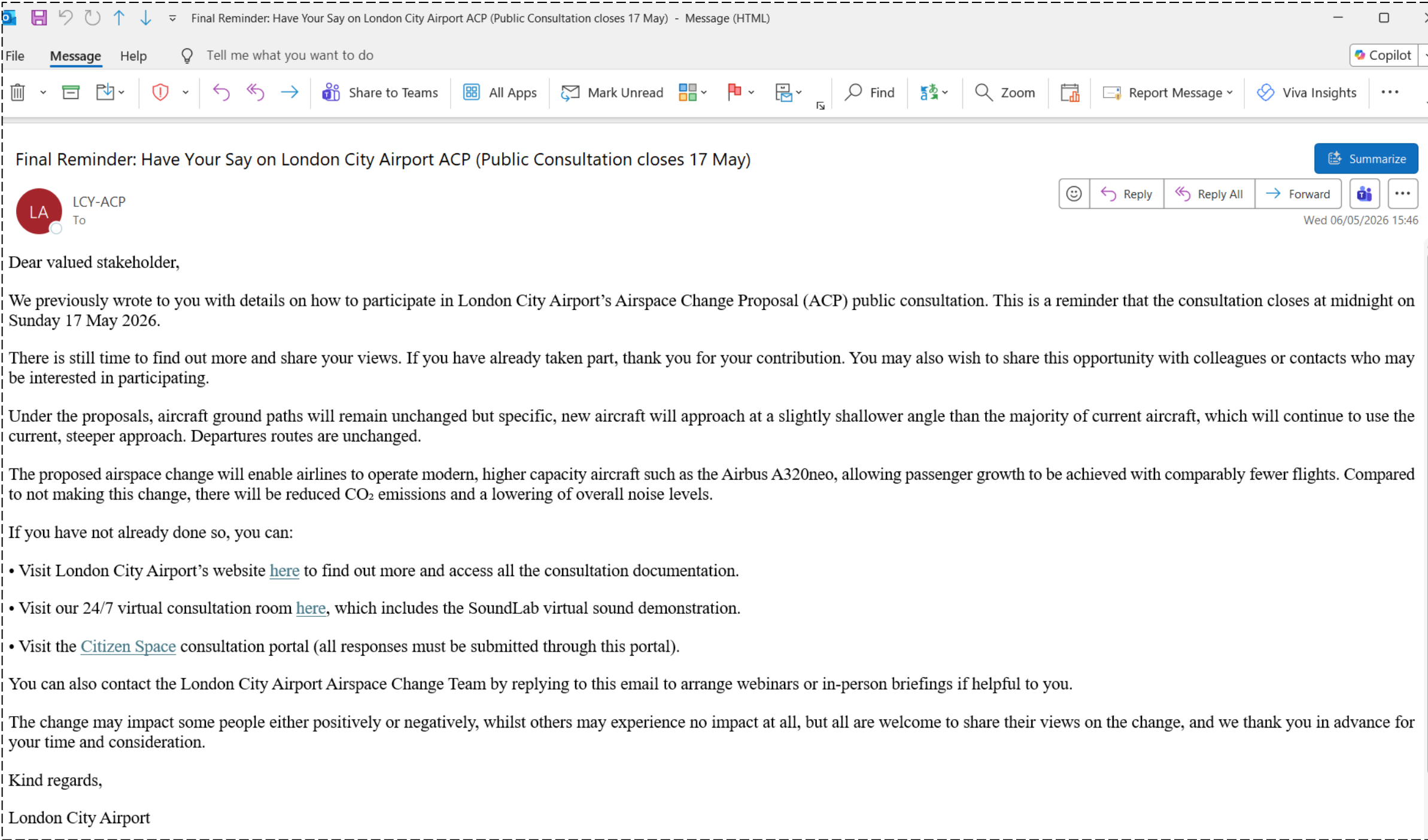
Following the initial launch communications in February pre-launch and March launch, we then directly emailed all Box 1 and Box 2 stakeholders on 14 April as a mid-point reminder that the consultation was live, specifically sharing information on how to access the recently-launched SoundLab audio demonstration.





Email outreach: Reminder emails ahead of close

Then in May an email was sent to all stakeholders reminding them that the consultation was due to close on 17 May.





Under-represented groups outreach

Seldom heard audience groups received a direct email on 4 March at the start of the consultation period.

The email was personalised for each group, as named in the consultation strategy.

The email specifically asked each group to promote the consultation to their audiences and LCY offered any support required to enable their audiences to access the information in a format that works best for them.

Dear **xxx**,

London City Airport is currently undergoing an Airspace Change Process Public Consultation. As part of this process, we are notifying organisations, such as **[insert name of org]** that represent and work alongside seldom heard and harder to reach audiences.

The Airspace Change Process is aiming to enable larger, modern, more fuel-efficient aircraft to operate at London City Airport, a small change in the approach angle for arrivals will facilitate this. Should the change be implemented, fewer additional flights will be needed to reach our government-approved limit of 9 million passengers per year, and the airport will be able to manage expansion in more sustainable manner with fewer consequences on noise and greenhouse gas emissions.

The consultation launched this week and is live from the 2nd March until the 17th May 2026 and is being conducted in accordance with CAP1616 and overseen by the Civil Aviation Authority (CAA). Full information can be found on our website [here](#), and if you would like to learn more about to proposal or speak to a member of our team at LCY, then please email LCY-ACP@londoncityairport.com. Any submission to the consultation should be made through our Citizen’s Space portal which can be found [here](#).

We are committed to hearing feedback from all stakeholders including businesses, passengers, community groups, residents and any other individual with an interest in these proposals.

To enable this, please do share this information through your relevant communication channels, especially those focused on the east London area. Do contact us if you have any questions or concerns regarding access to the consultation or if we can help your audiences access the information in a format that works better for them.

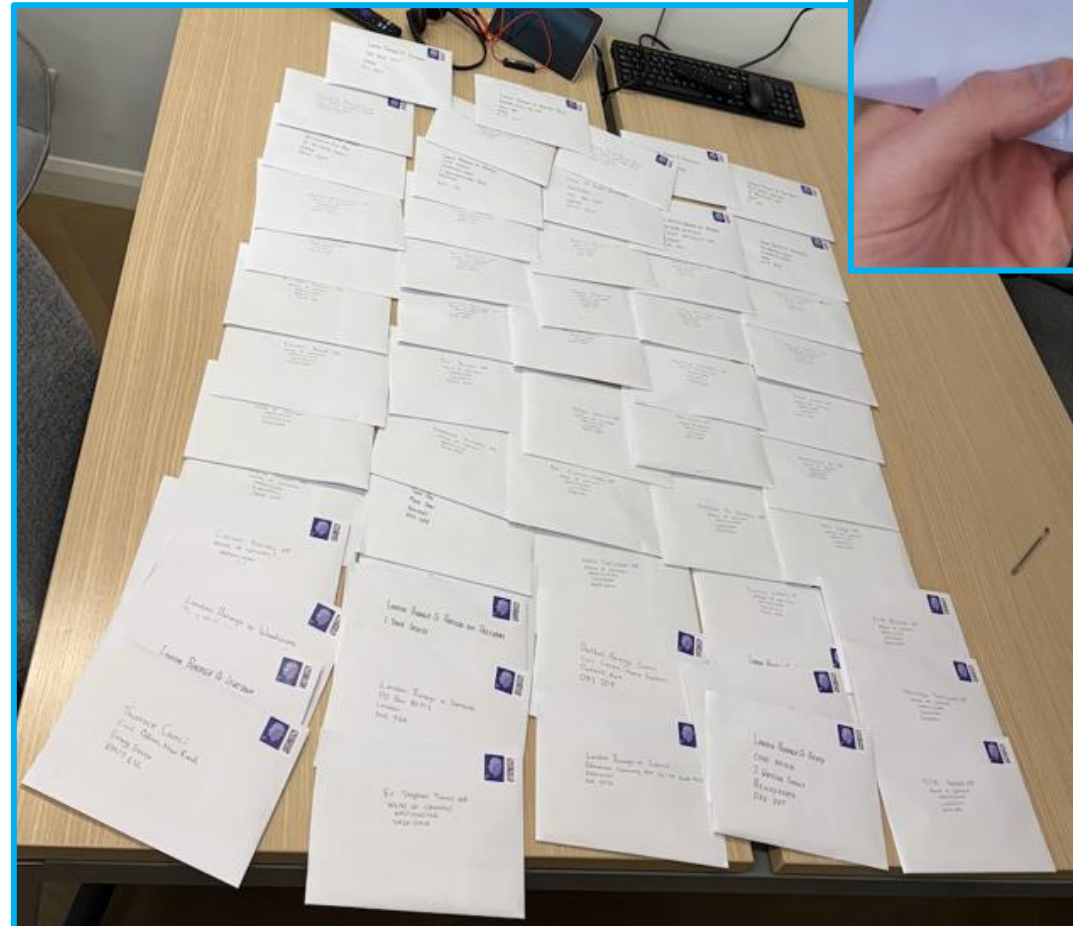
Kind regards,

London City Airport
Airspace Team

Leaflet mailout and delivery

Leaflets were also posted to key councils.

The following slides show evidence of leaflet drops across east London.



Leaflet drops to local boroughs (1)



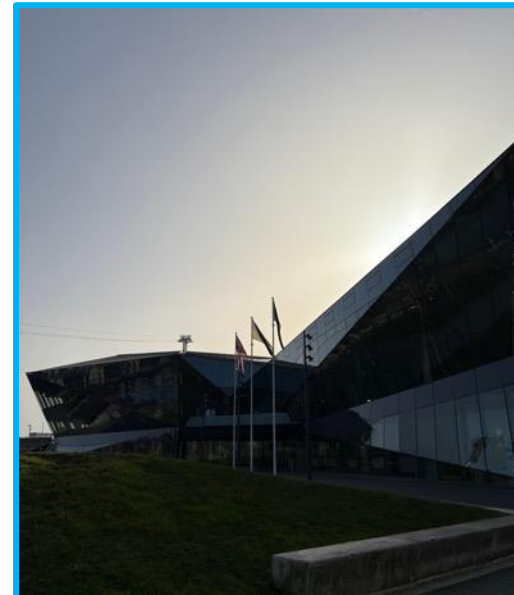
NISA Local convenience store

Next to Custom House (DLR and Elizabeth Line Station)

Newham Borough.

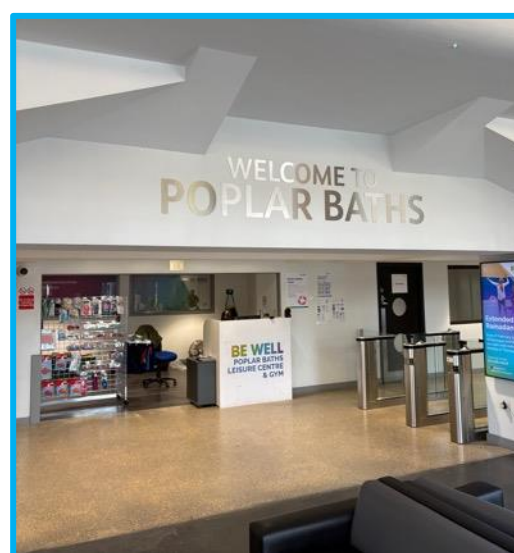


London's City Hall in Newham.



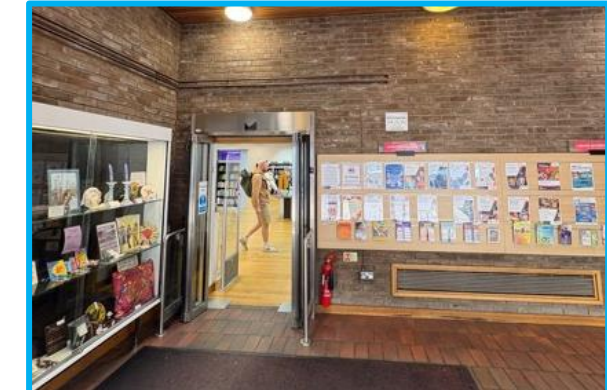
Poplar Baths

Public space with high through traffic.



Wanstead Library

Public building with high traffic, Redbridge Borough.



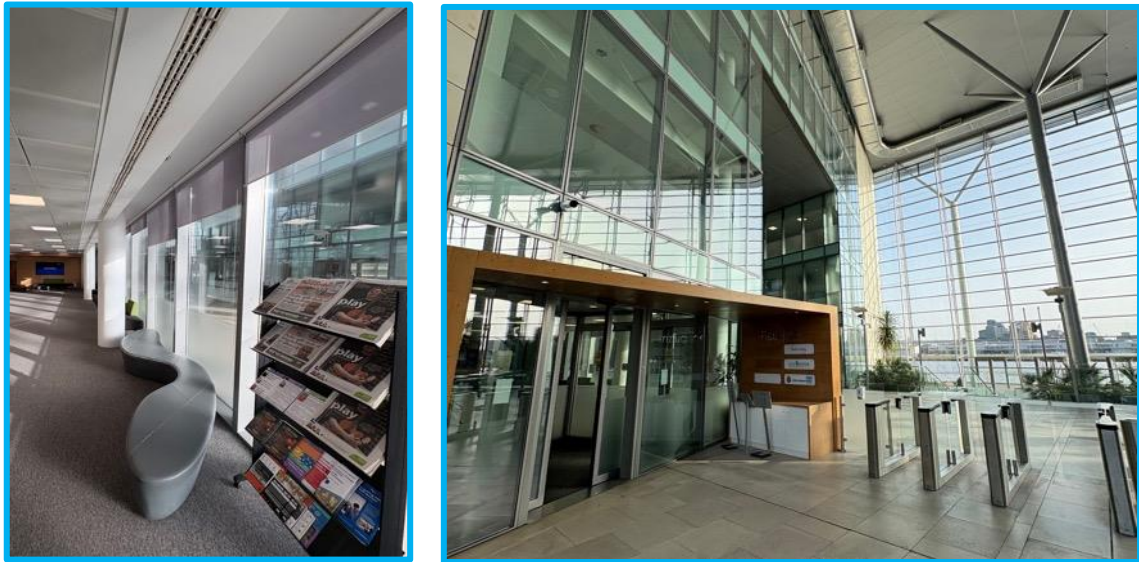
Leaflet drops to local boroughs (2)



Wanstead Leisure Centre, Redbridge.



Newham Council Buildings.



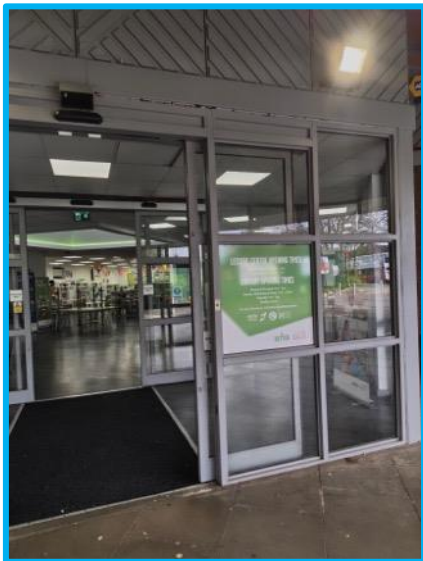
Chrisp Street Ideas Store, Tower Hamlets.



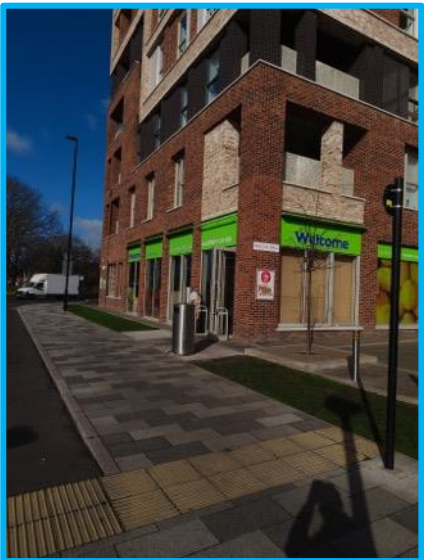
Leaflet drops to local boroughs (3)



Thamesmere Leisure Centre, Thamesmead, Greenwich.



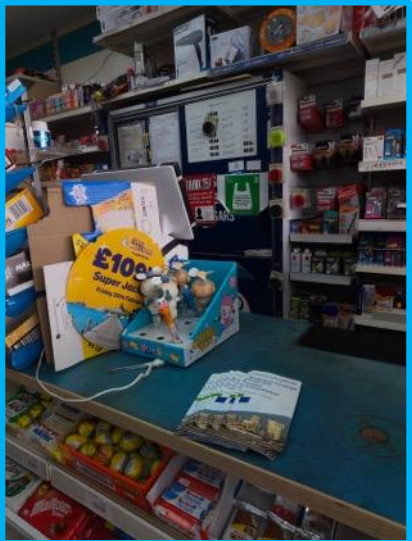
Welcome Convenience Store, Thamesmead, Greenwich.



Thamesmead Library, Greenwich.



Thamesmead Post Office, Greenwich.



Press release



Press Releases

**London City Airport launches
public consultation on new landing
approach for quieter, more efficient
aircraft**



<https://www.londoncityairport.com/media-centre/press-releases/london-city-airport-launches-public-consultation-on-new-landing-approach>

Paid newspaper advertisements (1)



News updates

London City Airport Airspace Change Proposal

2nd of March to the 17th of May 2026

To find all the technical documents related to this public consultation, as well as how to share your views, please visit our website to find out more at:

www.LondonCityAirport.com/ACP

The airport is proposing a small addition to arrival procedures that would allow the introduction of larger, more efficient aircraft.

We believe this will lead to a slower growth in flights in the future and enhanced sustainability compared to a scenario without this change.

The airport is inviting feedback from the community. Responses can be submitted online or see below for our drop in events:

- **Online Webinar**- Sign up through our website.
- **Poplar**- Thursday 9th Apr 2026, 15:00-19:00, Chrisp Street Idea Store, E14 6BT
- **Wanstead**- Thursday 16 April 2026, 15:00 - 19:00, Wanstead Library, E11 2RQ
- **Thamesmead**- Tuesday 21st April 2026, 15:00-19:00, Thamesmead Leisure Centre, SE28 8RE

London City Airport is undergoing a minor change to its approach angle, in an Airspace Change Process.

Find out more

CityAM Newsletter, 4th March
Circulation: 37,000 recipients.



CityAM Newspaper, 4th March
Circulation: Over 68,000.



Paid newspaper advertisements (2)



Newham Recorder Circulation: Over 8,000

SECRET LONDON

Our citiesEnglish

Secret Club

Subscribe

Facebook

X

Instagram

WhatsApp

YouTube

TikTok

Search

Profile

THINGS TO DO

TOP NEWS

FOOD & DRINK

CULTURE

ESCAPES

WELLNESS & NATURE

SECRET GUIDES

VISIT LONDON

SPORTS

MUSIC

London City Airport could soon be getting bigger, quieter, and more efficient aircrafts – and they would help save over 18,000 tonnes of carbon dioxide

Some rather significant changes could soon be landing at London's best airport - here's everything you need to know.





Timeout London 6th March
Monthly reach of more than 1m

TO LONDON

EXPLORE CITIES

TIME OUT MARKETS

News

London’s best airport is set to get bigger, quieter planes

A public consultation has opened into a proposed new landing approach that could affect 110,000 people

Written by India Lawrence
Staff Writer, UK
Friday 6 March 2026

Share



Photograph: Stuart Bailey

There's nothing quite like strolling into London City Airport (LCY) an hour before your flight, breezing through security and hopping on your plane without any delays. This seamless flying experience is why LCY has been named the best airport in the capital, and the UK, multiple times. Now, City is about to get even better, because it could be introducing larger, quieter planes.

LCY has launched a public consultation into the introduction of a new landing approach for quieter, more efficient aircraft. The airport wants to establish a slightly shallower landing approach for certain new-generation planes.

Newham Recorder 4th March
Monthly reach of more than 300,000

Newham Recorder

E-editions

News

Sport

Things to do

Lifestyle

Education

Property

Offers

Notices

News

Crime

Traffic & Travel

Local Council

Business

Weather

Health

Housing

Education

Obituaries

UK News

Housing 21

Extra Care Living

Affordable shared ownership apartments for the age of 55.

Find out more



London City Airport calls for views on new landing approach

4TH MARCHLONDON CITY AIRPORTBUSINESSLEISURETRAVELTRANSPORTNEWHAM



pepperstone

Join the traders who choose the best

Switch to Pepperstone

Earned media (2)

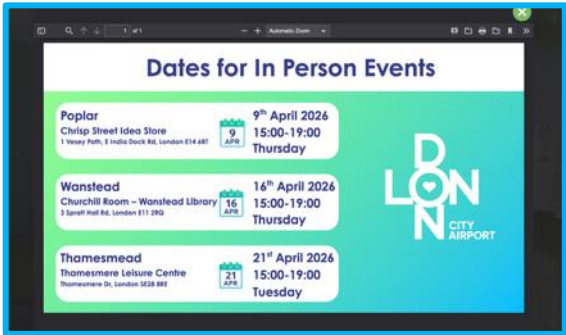


Media Outlet	Date of Publication	Link
International Airport Review	02/03/2026	https://www.internationalairportreview.com/news/303129/london-city-airport-sets-out-plan-to-reach-9-million-passengers/
Aerospace Global News	03/03/2026	https://aerospaceglobalnews.com/news/london-city-airport-airbus-a320neo-flights/
Aviation Week	03/03/2026	https://aviationweek.com/air-transport/airports-networks/london-city-proposes-shallower-approach-eyes-larger-narrowbodies
CityAM	04/03/2026	https://news.uk.cityam.com/story/full_page_image/page-8_229203b3-2/content.html
The Greenwich Wire	17/03/2026	https://greenwichwire.co.uk/2026/03/17/bigger-planes-could-come-to-london-city-airport/

Social media posts to promote webinars and in-person consultation events



Facebook post
2/3/2026



Taken from Virtual
consultation room



X post
7/4/2026



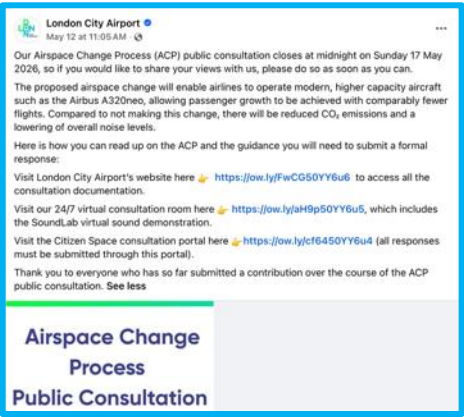
LinkedIn post
13/4/2026



Facebook post
20/4/2026



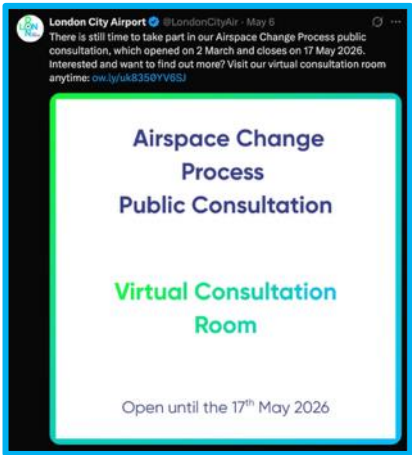
Facebook post
6/5/2026



Facebook post
12/5/2026



X post
13/4/2026



X post
6/5/2026



X post
12/5/2026

Facebook and LinkedIn boosted in May to promote close of consultation

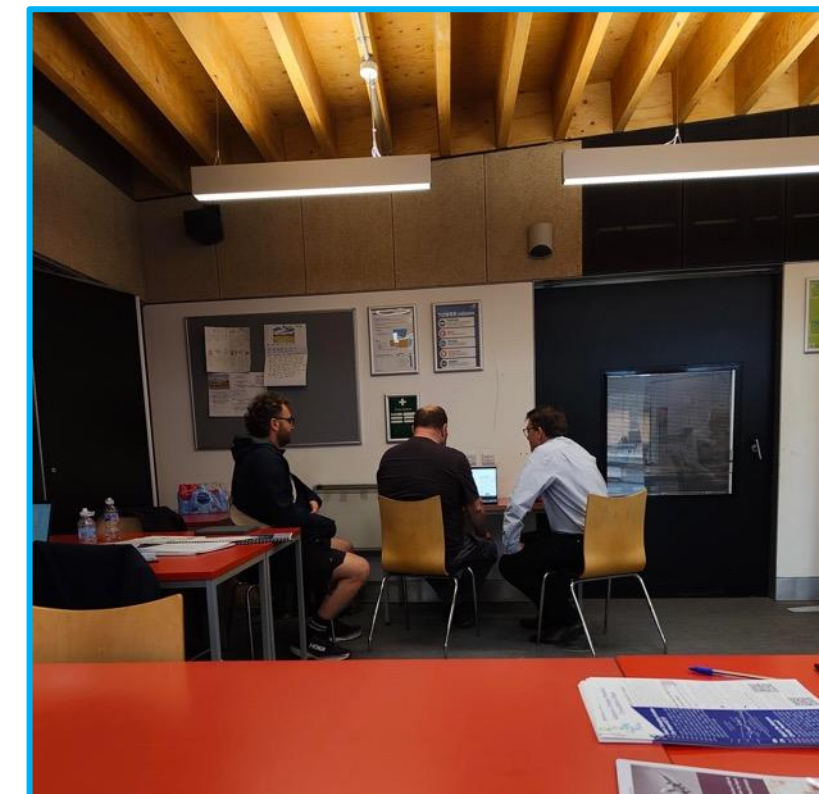
In-person consultation event (1)

Chrisp Street Idea Store, Poplar, Tower Hamlets – 9 April 2026, 1500-1900

- Attended by 12 individuals including representatives from HACAN East and HACAN
- Saw visits from interested members of the public.

Staff from NATS provide technical information using Google Earth to discuss the change with individuals and campaigners.

The 'SoundLab' technology being used, which allows interested parties to simulate how the change may sound in their area.



In-person consultation event (2)



Wanstead Library, Redbridge – 16 April 2026, 1500-1900.

- Attended by 14 individuals including representatives from HACAN East.
- Saw visits from interested members of the public.



In-person consultation event (3)



Thamesmere Leisure Centre, Thamesmead, Greenwich – 21 April 2026, 1500-1900.

- Attended by 32 individuals including by representatives and individuals from HACAN East, and HACAN.
- Visits from three councillors representing local wards.



Wayfinder signs inside and outside the centre. These were staffed outside the room where the event was taking place, to invite passers-by to discuss the change. All visitors to the leisure centre and library during the time passed this point, with several asking questions.



Additional drop-in-event for Members of Parliament

(1)



Room O, Portcullis House, Westminster, 22 April 2026, 1600-1800.

- LCY conducted an additional in person drop-in event to give MPs and their teams the best possible opportunity to learn about the ACP and share information with constituents.
- Conducted an email and phone call campaign to 42 MPs representing local constituencies, identified as Box 1 and Box 2. As part of the outreach, we provided details on how to find out further information and respond to the consultation and offered one-to-one briefings with interested MPs outside of the event.
- The office of James Asser MP (local MP of London City Airport) also publicised the event to colleagues.
- Staffers and MPs representing 4 constituencies attended the event, as well as a representative from Airports UK
- We had follow-up emails from several MPs who were unable to attend on the day. They were provided further information and the offer of a one-to-one briefing.

Additional drop-in-event for Members of Parliament

(2)



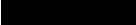
Example email invitation for MP drop-in session

INVITATION: London City Airport ACP Drop-in Session, Weds 22nd April 4-6pm



To: 

Tuesday, 21 April 2026 at 12:34

Dear  MP,

On behalf of James Asser MP and London City Airport, I am pleased to invite you to attend a drop-in session taking place tomorrow, **4-6pm, Wednesday 22nd April** to discuss London City Airport's ongoing public consultation for their Airspace Change Proposal (ACP).

The ACP seeks to change how certain aircraft approach the airport. London City Airport is proposing a slight adjustment for some aircraft arriving at the airport by adding a shallower approach angle using modern satellite-based navigation, enabling larger capacity, more efficient aircraft to land. The introduction of these aircraft will help manage the airport's growth to 9 million passengers per year. These newer aircraft can carry more passengers per flight, reducing how many flights are required and allowing the airport to manage growth in a more sustainable way, with fewer noise and emissions impacts compared to a scenario without this change.

The consultation period runs from 2nd March to 17th May 2026, and the process is governed by the Civil Aviation Authority under CAP1616.

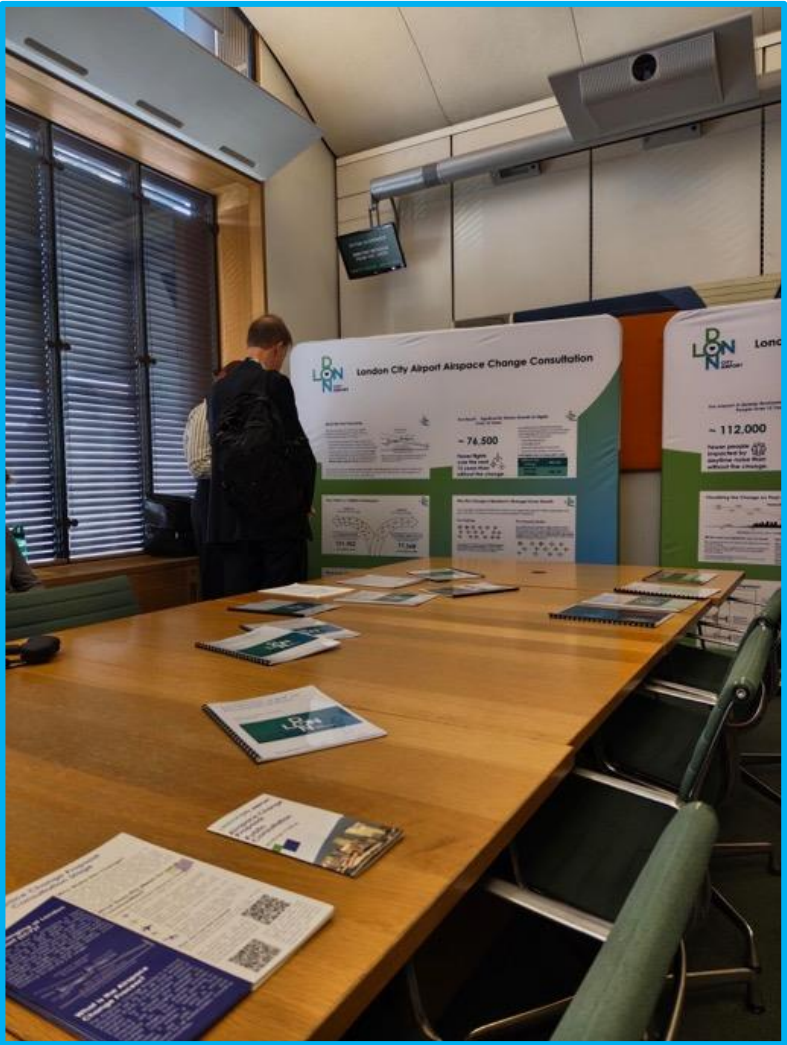
Attending the drop-in session will allow you to:

- Receive an overview of the proposed airspace changes and what they mean for local communities, sharing your views with senior leaders from the airport and its consultant team at NATS.
- Collect, share, and disseminate information to constituents including access to the Citizen Space portal, virtual exhibition, leaflets, and other technical and summary documents.
- Understand the environmental and noise benefits and impacts, including an estimated reduction of 18,380 tonnes of CO2 over 12 years and noise improvements benefiting over 110,000 residents compared to a scenario without the change.
- Respond to the consultation and share details with constituents on how to respond themselves.

Airspace changes can be positive, negative, or neutral for communities and you have been invited to this drop-in session as your constituency has been identified as being under a London City Airport flight path. The airspace change process will see no change in the actual aircraft tracks and the changes should be neutral to positive for your constituents. But this is your chance to find out more and therefore I do encourage you to attend.

London City Airport would be delighted for you or members of your office team to attend the drop-in session occurring **4-6pm on Wednesday 22nd April Room O, Portcullis House**.

Kind regards,



Staff from LCY discuss the consultation with Sir Stephen Timms, MP for East Ham and minister in the Department for Work and Pensions.



Discussing the consultation with a local MP and their staff.

Webinars



Re: London City Airport Airspace Change Proposal

Thank you for your invitation to present our airspace change proposals to your team.

Attached you'll find the slides [redacted] presented. You can find further information, including the technical information, SoundLab and the response survey via the consultation webpage here:
<https://consultations.airspacechange.co.uk/london-city-airport/rnp-ar-approaches/>

If you have any questions regarding the proposals, please feel free to get in touch with me directly.

The consultation closes on 17 May.

Regards,

[redacted]

[redacted]

  [redacted]
 www.londoncityairport.com

- Initially-planned webinars held as scheduled:**
- 12 March 1000-1100 – Property investors and developers
 - 17 March 1100-1200 – Aviation stakeholders
 - 19 March 1000-1100 – Public and general interest
 - 20 March 1000-1100 – Local authorities and councillors
 - 20 March 1100-1200 – Members of Parliament and their staff*
**Supplemented by the MP drop-in session at Westminster*
- Demand-driven supplementary webinars:**
- 31 March 1100-1200 – Request from Member of the public
 - 20 April 1030-1130 – Request from Member of the public
 - 28 April 1100-1200 – Request from Greater London Authority
 - 15 May 1200-1245 – Request from Member of the public

Example email following up webinar sessions, providing copies of slides to attendees

Always-on bookable exhibition



Leaflets were available at reception in our head office at City Aviation House – where the permanent exhibition was housed. Interested individuals were able to book the permanent exhibition at any time.



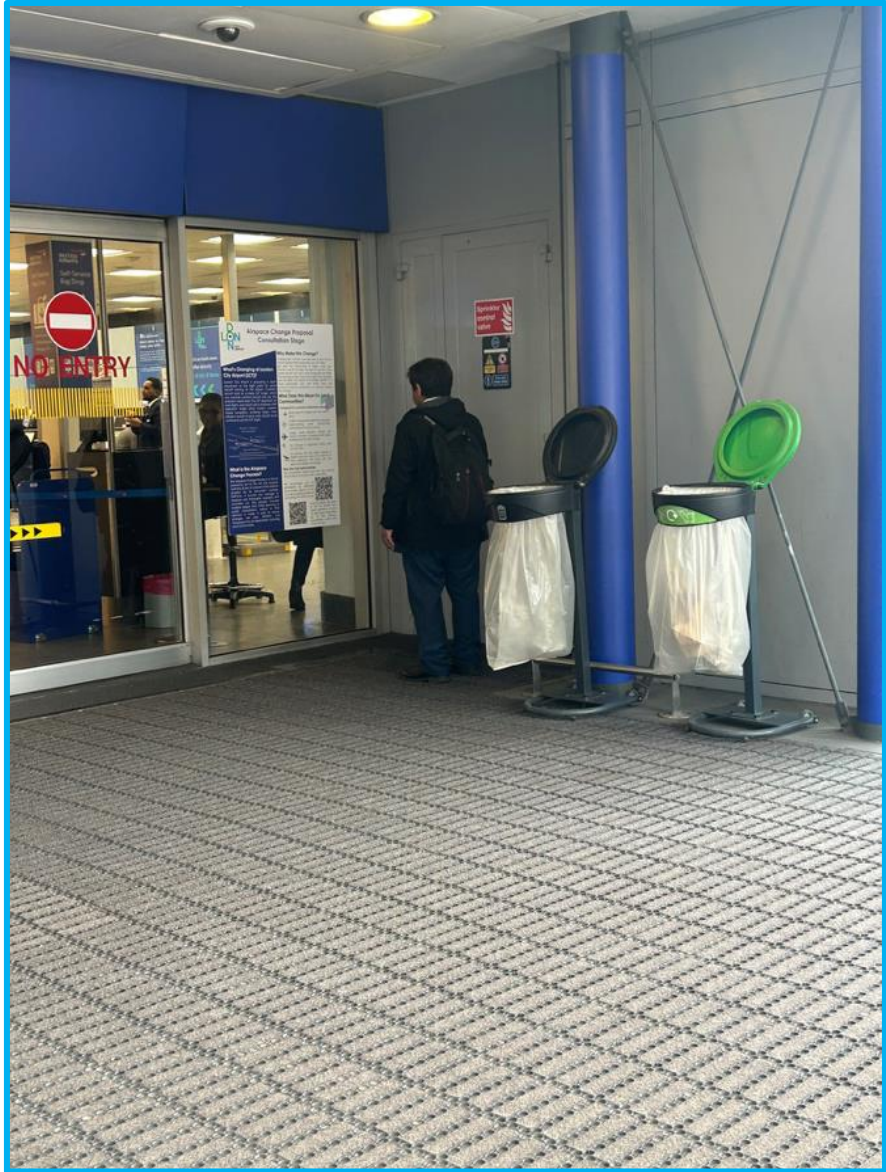
The room was signposted and for the duration of the consultation served exclusively as a consultation room, to ensure people were able to attend at any time.

Meetings held here:	
14 April, 1300-1400	HACAN East
7 May, 1400-1500	Forest Hill Society
7 May, 1800-1900	Local residents



The room contained summary information about the consultation, as well as technical documents, single page summaries, and the 'SoundLab' technology – with staff on hand to discuss the change.

Terminal – summary exhibition



A large poster at the public entrance to the airport outlining the change and inviting people to find out more



Leaflets were available at the information desk in the terminal, past the terminal entrance display.

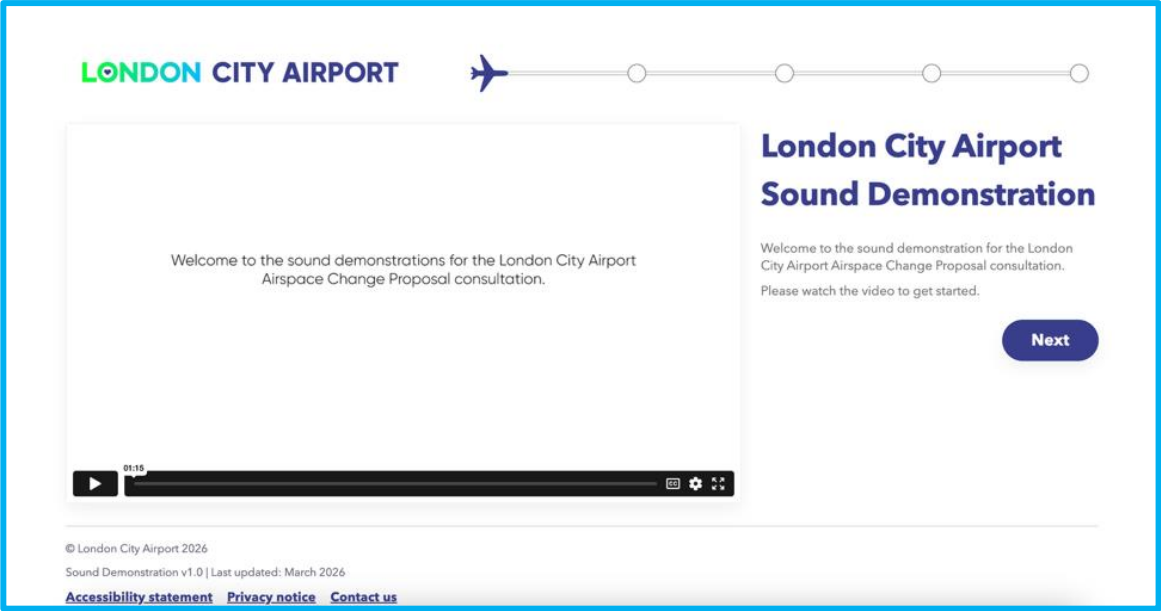
Virtual exhibition



Screenshots of the LCY virtual exhibition room with SoundLab demonstration. The exhibition was accessible through both the consultation portal (known as Citizen Space) and the LCY website, and was publicised on our social media. ([Link](#))



The room contained technical documents, consultation summary documents, dates and locations of in-person public drop-ins, links to further information and details on how to respond to the consultation.



The SoundLab audio and animation demonstration ([Link by Arup](#))



Proactive and responsive actions: (1)

FAQ updates

During the consultation we added five FAQs to the initially-published four.

In **Week 3** we added an FAQ making relative aircraft sizes clearer (length/width), reassurance that Air Ambulance helicopter operations would not be impacted, reiterating that the planning permission for 9mppa was granted and associated impacts already considered via the planning process, and reassurance that LCY can handle that many passengers.

In **Week 8** following feedback from a resident, the consultation document was updated due to a typographical error transposing two table headings (the data remained unchanged). This improved its clarity and we added a final FAQ, see right:

[Link](#) to Week 8 FAQ document which included Week 3’s FAQs.

A reminder, for the Consultation Conduct document, that we received notice of a condoc minor typo error 21st April and published the corrected version 29th April. All were highlighted in the replacement document, and a new FAQ was added at the same time. The three websites containing these documents (CitizenSpace, LCY and Virtual Exhibition) were all updated.

Change History

Issue	Month/Year	Changes this issue (most recent first)
Issue 1.1	04/26	Corrigendum: Captions corrected for Figure 20 on p.31 and Figure 21 on p.32. Highlighted in light blue like this, with a note in the margin.
Issue 1.0	03/26	Published for consultation launch

5.4.13

Figure 19 Aircraft type noise comparison assessment: Departure locations

The tables below assess the different aircraft types departing from LCY and the noise-event differences from the A320neo, at each of the assessment locations (A-T). Noticeable differences of 3dB or more are highlighted in **bold**.

Figure 20 Runway 27 westerly departure noise data – climbing through c.2,000ft at 5km

Assessment Location	Distance from Rwy 27 Threshold, km	Noise Level, dB(A) SEL	Noise Level Difference, dB(A) SEL
			+ means this type is louder than A320neo - means this type is quieter

Figure 21 Runway 09 easterly departure noise data – climbing through c.2,000ft at 5km

Assessment Location	Distance from Rwy 09 Threshold, km	Noise Level, dB(A) SEL	Noise Level Difference, dB(A) SEL
			+ means this type is louder than A320neo - means this type is quieter
		Airbus A320neo	A220-100
		E190	E190-E2
			E195-E2

FAQ:

2.9 The consultation document has typos for two of the tables

2.9.1 It was brought to our attention that the main consultation document has two related data tables with their captions inadvertently transposed.

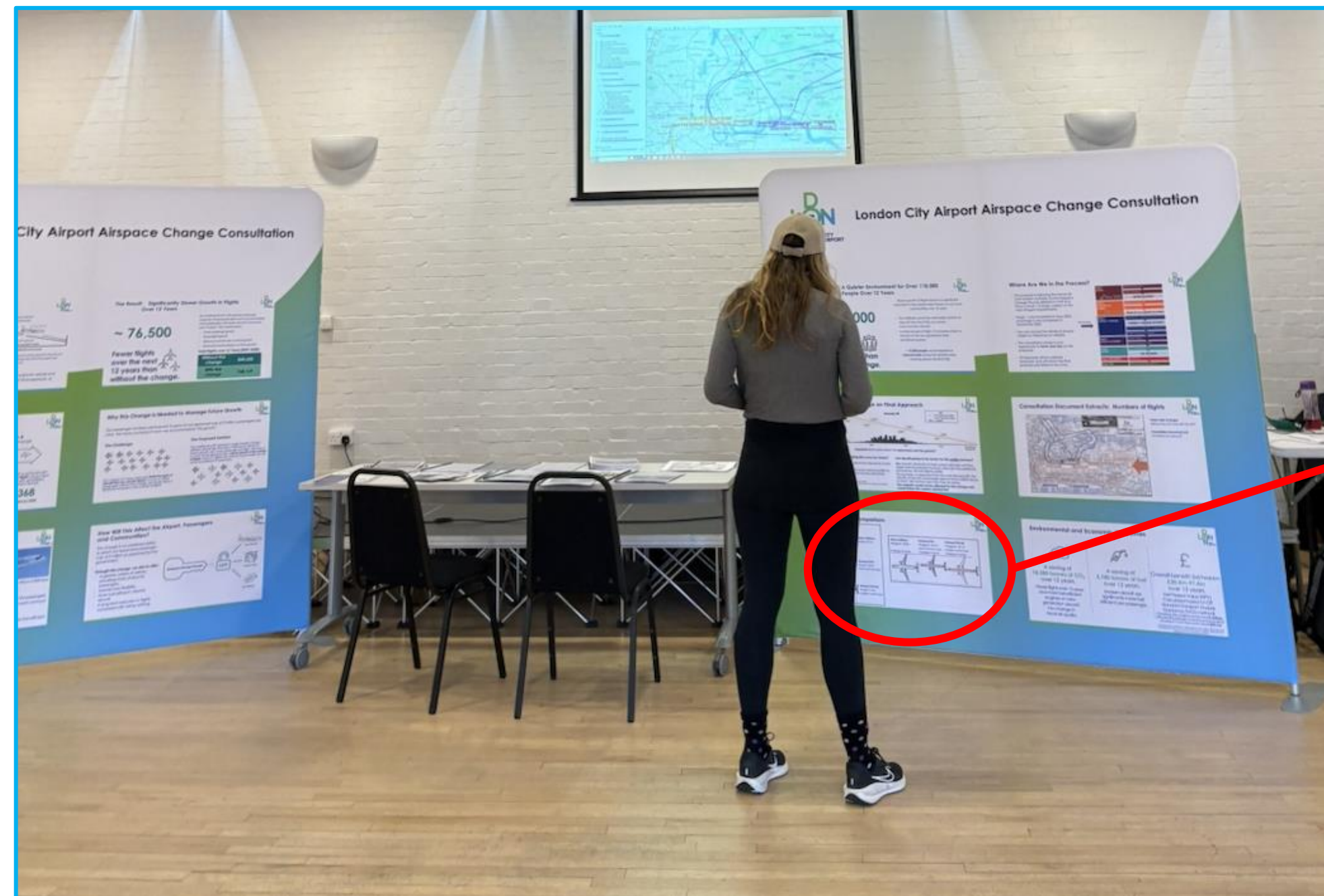
2.9.2 Figure 20 on p.31 of the consultation document refers to Runway 27 westerly departures, but the data in the table is actually for Runway 09 easterly departures. Likewise, Figure 21 on p.32 refers to Runway 09 easterly departures, but the data in the table is actually for Runway 27 westerly departures.

2.9.3 **We apologise for the error, and thank the individual who brought it to our attention.** The data is accurate in both tables.

2.9.4 We have updated the consultation document to v1.1, and have replaced it in the downloads area of each website, with highlights and a note describing the correction.

Proactive and responsive actions: (2)

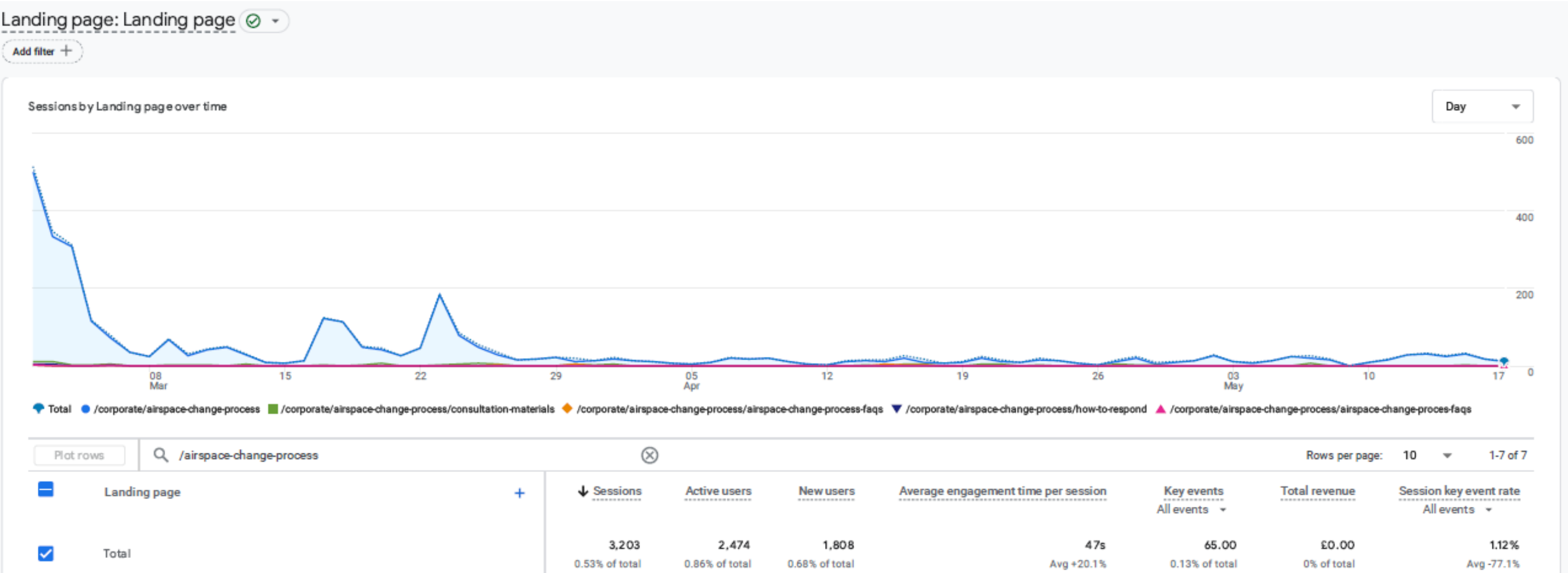
FAQ update in action at public events



In response to feedback from webinar sessions and on the existing slide summary pack, LCY added a webinar slide on the relative sizes of different aircraft that are discussed as part of the proposal – allowing stakeholders to better visualise the changing fleet mix. This was then printed onto our display screens and used for all out in-person events (including the MP drop-in session).

The dedicated ACP webpage on London City Airport's website receive 3,203 visits from 2,474 users during the consultation window.

Of these users, 73% (1,808) were new visitors to the London City Airport website, suggesting the traffic was driven by the consultation. There was an initial spike in activity at the beginning of the consultation when most of the paid and earned media was published. There were then three more spikes in traffic that coincided with the three advertised public drop-in events. The final week saw a slight uptick in traffic linked to the paid-for boosted social media posts advertising the close of consultation. As a result of this activity and the others, we received 386 responses to this consultation.



London City Airport – Internal communications



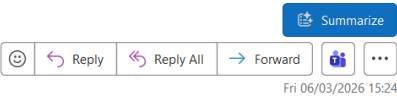
The consultation was promoted to individuals and companies working at the airport so that they were aware of the proposals and able to share their views. Emails (such as the weekly company newsletter, below left) were sent to all LCY employees plus over 150 partners and on-site companies.

The consultation was also promoted by internal media such as the London City Airport intranet and all-staff briefing meetings.

eBulletin - Friday 6 March 2026



This is the most recent version, but you made changes to another copy. Click here to see the other versions.
You forwarded this message on 13/03/2026 14:15.



Fri 06/03/2026 15:24

Shaping Our Future: Public Consultation on New Landing Approach Now Live

This week marks an important milestone for London City Airport as we officially launched the public consultation for our Airspace Change Proposal (ACP). The consultation, running from 2 March to 17 May 2026, invites local communities, stakeholders and the wider public to share their views on our proposal to introduce an additional 4.49° landing approach for certain new-generation aircraft, alongside our existing 5.5° approach.

This change, made possible through high-precision satellite-based navigation, supports our long-term ambition to grow sustainably. By enabling quieter, more efficient aircraft like the A320neo to operate at LCY, we can reduce the number of flights needed to meet future demand while delivering environmental and noise benefits for local residents.

Colleagues and on-site partners are warmly encouraged to learn more about the proposal and take part in the consultation.

All the documentation and ways to get involved are available on our website, and your feedback is hugely valued as we move through this important stage. Check out:
<https://www.londoncityairport.com/corporate/airspace-change-process>



Last chance for Airspace Change P X

LONDON CITY AIRPORT

SharePoint

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Last chance for Airspace Change Process public consultation

The LCY Airspace Change Process (ACP) public consultation closes at midnight on Sunday 17 May 2026, so time is running out to submit your views.

We want to encourage everyone who works at or lives near to LCY to feel informed and share views on our proposal, so please do read on if you would like to find out more. Please also share this information with your family and friends.

The proposed airspace change will enable airlines to operate modern, higher capacity aircraft such as the Airbus A320neo at LCY.

This would allow passenger growth to be achieved with comparably fewer flights. Compared to not making this change, there will be reduced CO₂ emissions and a lowering of overall noise levels.

Here is how you can read up on the ACP and the guidance you will need to submit a formal response:

- Visit London City Airport's website [here](#) to access all the consultation documentation.
- Visit our 24/7 virtual consultation room [here](#), which includes the SoundLab virtual sound demonstration.
- Visit the Citizen Space consultation portal [here](#) (all responses must be submitted through this portal).

Thank you to everyone who has so far submitted a contribution over the course of the ACP public consultation and to the team at LCY who have been working on this project.

3. Response analysis

3.1 About this section

3.1.1 This part of the document summarises the results of the consultation. It shows how many responses we received, from whom, and what those responses say.

3.1.2 See Section 4 from p.49 which details the methodology behind these results.

3.2 Number and types of responses

3.2.1 The survey's Q1-Q6 told us about the respondents themselves. They asked for (Q1) their name, (Q2) email address, (Q3) postcode, (Q4) whether their name could be published or not, (Q5) whether they were responding as an individual/household or on behalf of an organisation, and (Q6) if the latter, which organisation that was.

3.2.2 There were 386 responses to the consultation, about half of which arrived in the final two weeks.

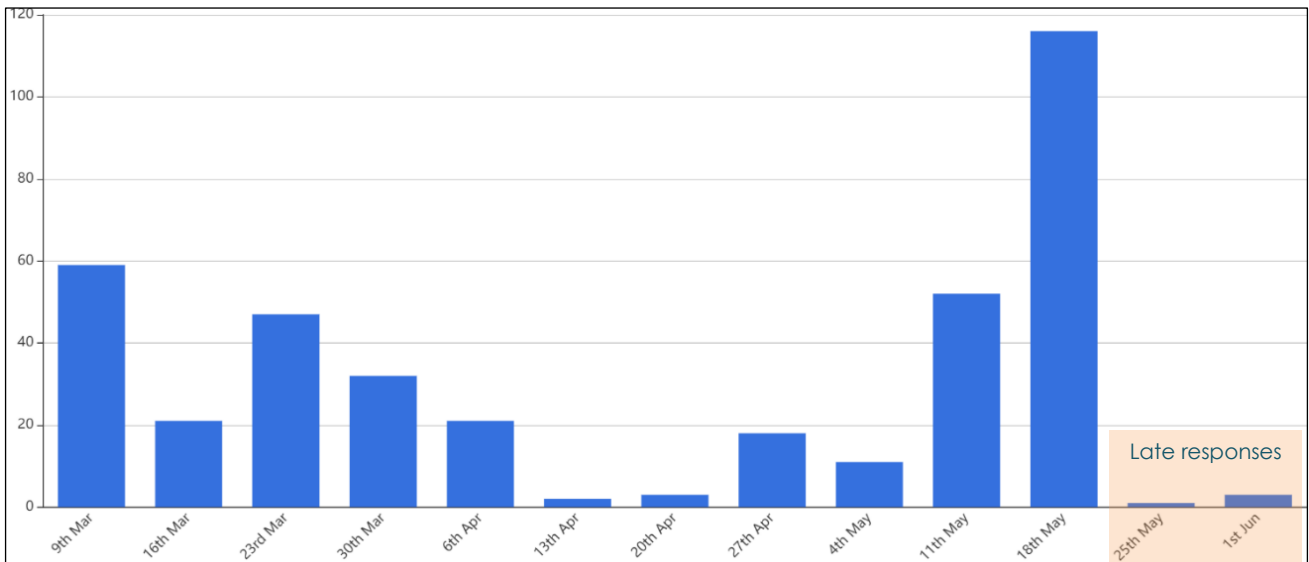


Figure 2 Response submission over time, including late responses received after 17th May

3.2.3 The vast majority of responses (381) were submitted directly to the online survey.

3.2.4 We received five responses by email, with advance agreement that they would be manually added to the survey.

3.2.5 Four arrived after the consultation closed on 17th May, however we agreed to include them in the analysis (in accordance with our Consultation Strategy paragraph 6.8.7, highlighted in Figure 2 above). No paper responses were received via the postal option.

3.2.6 There were 31 responses from organisations:

- Nine were from aviation-related organisations (seven of which were from our consultation strategy target list)
- Eight were from London administrations (seven of which were from our consultation strategy target list: five London boroughs plus one each from the London Assembly and Transport for London. The additional untargeted response was from City Hall Conservatives, a political sub-organisation within the London Assembly)
- Five were from either local residents' groups or campaign groups (two of which were from our consultation strategy target list)

- Seven were from organisations representing the interests of property development in the vicinity of the airport (four of which were from our consultation strategy target list, with other responses received due to specialist planning consultants aware of the consultation who passed information on to their clients)
- Two were from other businesses (none of which were targeted)

3.2.7 The remaining 355 were responses from individual residents, or those representing a household.

Multiple-choice results, informed by written feedback

3.2.8 The following subsections summarise the multiple-choice results of the six survey questions (Q7-Q12) on impacts by area.

3.2.9 Individual questions show only the results in numbers and proportions. In section 3.10 from p.44 we provide analysis of the responders' written reasons for their choices (acquired in survey Q14). This also includes narrative discussions of emerging themes, and how responses are categorised, as per methodology Section 4 from p.49.

3.2.10 First we summarise the overall extent of support for the proposal, with Q13's responses providing an overview. This is deliberately out of order of the original survey, so that the summary is shown next in this document. The rest of the questions are presented in survey order, Q7-Q12 regarding impacts in specific areas.

3.3 Overview of support for this proposal

3.3.1 We asked Q13: Overall, to what extent do you support introducing this proposed change? You said:

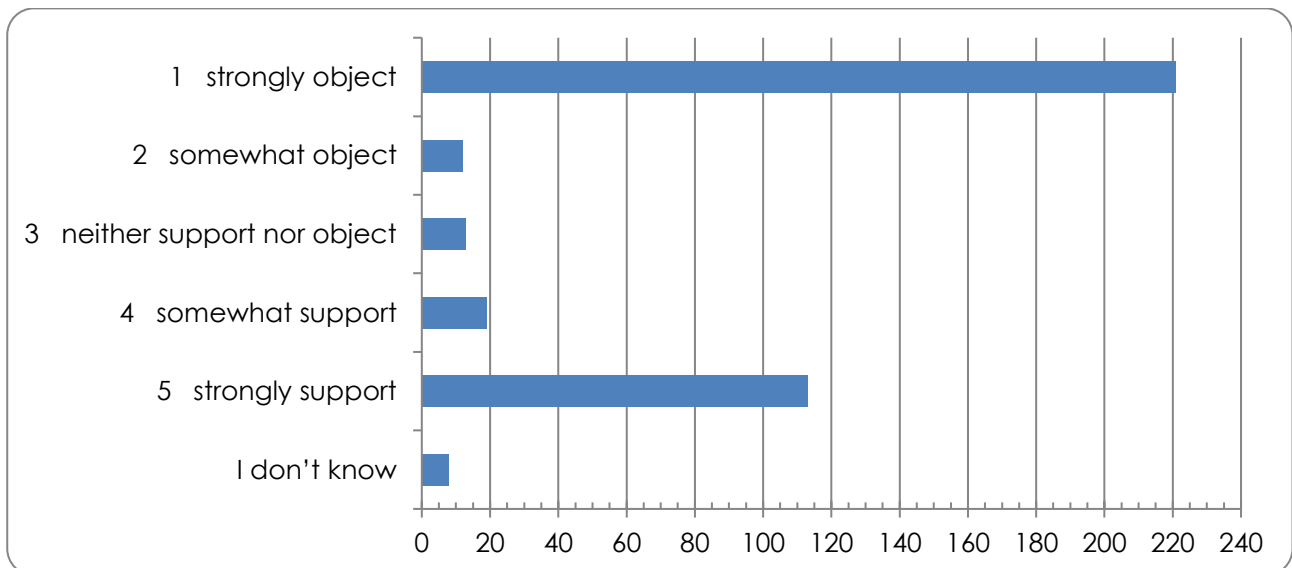


Figure 3 Overview of support for this proposal

3.3.2 Approximately¹ 60% objected, with most objecting strongly. 34% supported the proposal, with most supporting strongly, with c.5% either neutral or didn't know.

Full breakdown of responses to questions

3.3.3 This section will conclude with Q14, the analysis of text feedback and emerging themes from the free-text box and uploaded documents.

¹ For the narrative of this analysis, percentages are always rounded to the nearest integer.

3.4 For Runway 09 Arrivals Near The Airport Below 4,000ft

3.4.1 We asked Q7: To what extent would the change impact you or the people you represent? You said:

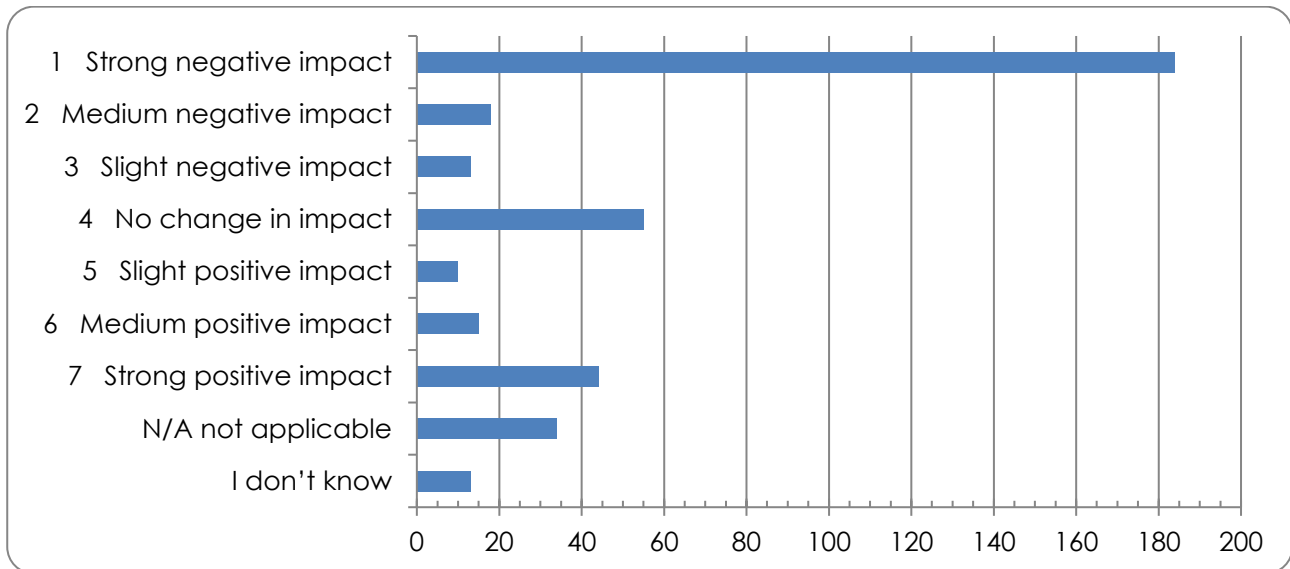


Figure 4 Responses to Q7 on changing impacts caused by this proposal, regarding Runway 09 arrivals near the airport below 4,000ft

3.4.2 Approximately 56% said they believed they would be impacted negatively, with most stating it would be a strong negative impact. 18% stated it would be a positive impact, with most stating it would be a strong positive impact, with c.14% stating there would be no change. 3% said they didn't know, and c.9% said this area was not applicable to their interests.

3.5 For Runway 09 Departures Near The Airport Below 4,000ft

3.5.1 We asked Q8: To what extent would the change impact you or the people you represent? You said:

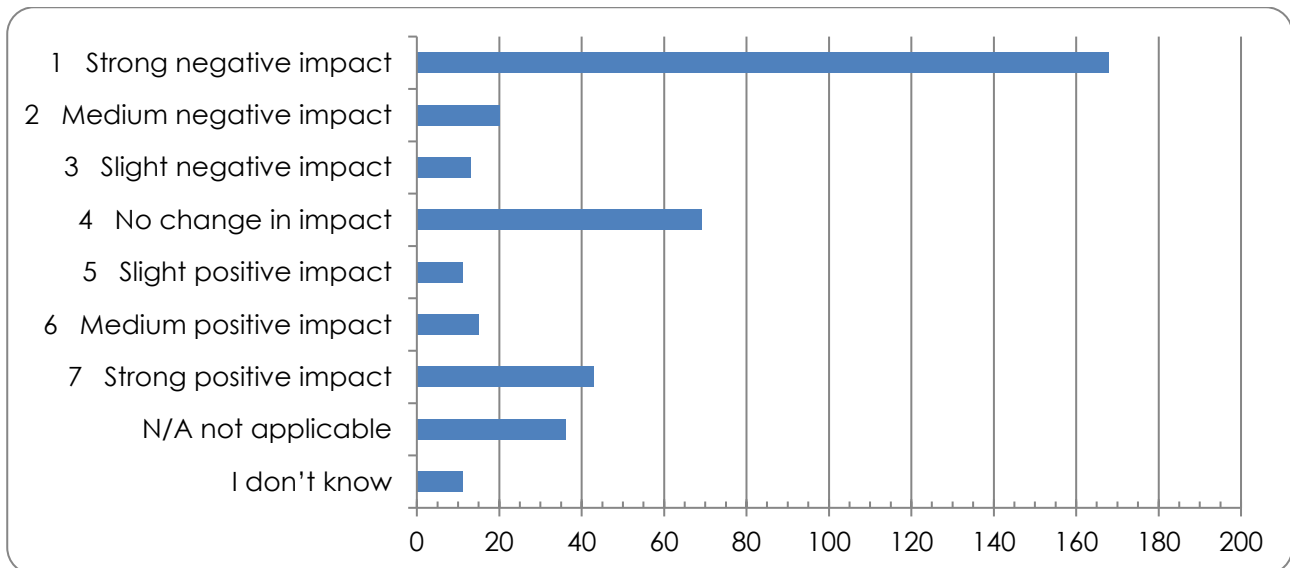


Figure 5 Responses to Q8 on changing impacts caused by this proposal, regarding Runway 09 departures near the airport below 4,000ft

3.5.2 Approximately 52% said they believed they would be impacted negatively, with most stating it would be a strong negative impact. 18% stated it would be a positive impact, with most stating it would be a strong positive impact, with c.18% stating there would be no change. 3% said they didn't know, and c.9% said this area was not applicable to their interests.

3.6 For Runway 27 Arrivals Near The Airport Below 4,000ft

3.6.1 We asked Q9: To what extent would the change impact you or the people you represent? You said:

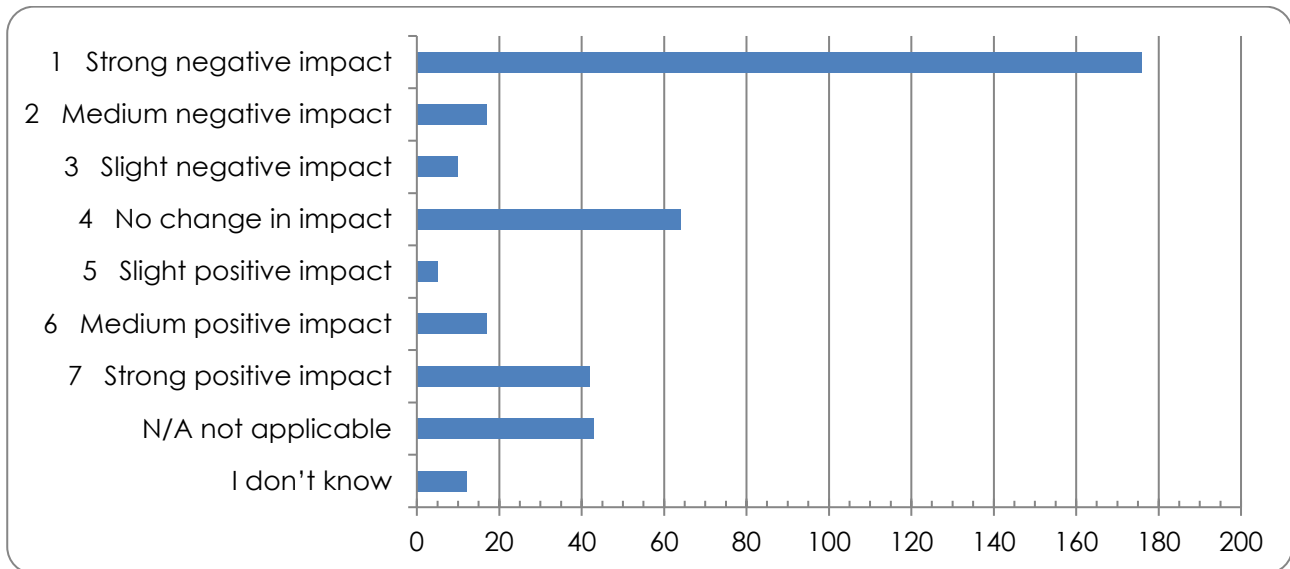


Figure 6 Responses to Q9 on changing impacts caused by this proposal, regarding Runway 27 arrivals near the airport below 4,000ft

3.6.2 Approximately 53% said they believed they would be impacted negatively, with most stating it would be a strong negative impact. 17% stated it would be a positive impact, with most stating it would be a strong positive impact, with c.17% stating there would be no change. 3% said they didn't know, and c.11% said this area was not applicable to their interests.

3.7 For Runway 27 Departures Near The Airport Below 4,000ft

3.7.1 We asked Q10: To what extent would the change impact you or the people you represent? You said:

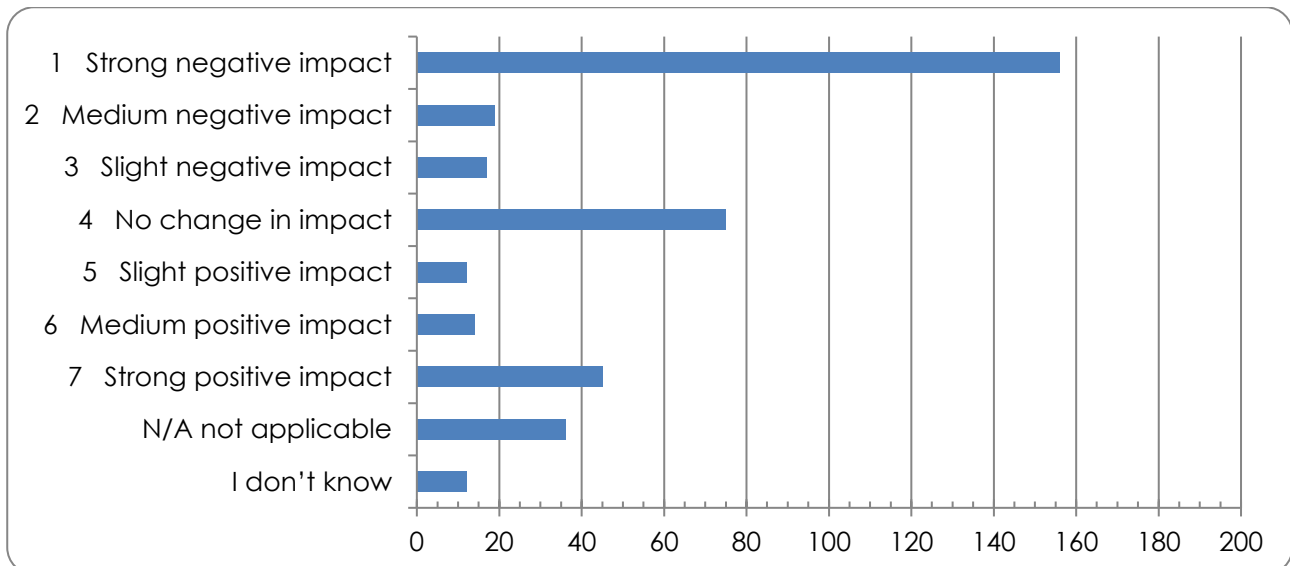


Figure 7 Responses to Q10 on changing impacts caused by this proposal, regarding Runway 27 departures near the airport below 4,000ft

3.7.2 Approximately 50% said they believed they would be impacted negatively, with most stating it would be a strong negative impact. 18% stated it would be a positive impact, with most stating it would be a strong positive impact, with c.19% stating there would be no change. 3% said they didn't know, and c.9% said this area was not applicable to their interests.

3.8 For Arrivals Further Out From The Airport (7,000ft-4,000ft)

3.8.1 We asked Q11: To what extent would the change impact you or the people you represent? You said:

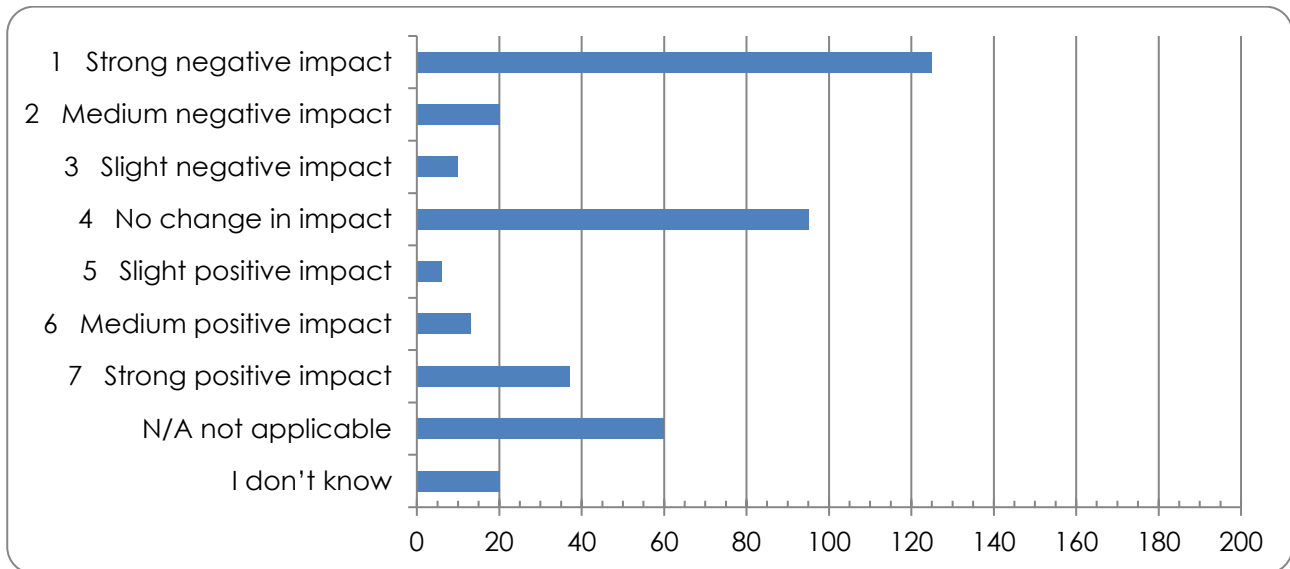


Figure 8 Responses to Q11 on changing impacts caused by this proposal, regarding arrivals further out from the airport (7,000ft-4,000ft)

3.8.2 Approximately 40% said they believed they would be impacted negatively, with most stating it would be a strong negative impact. 15% stated it would be a positive impact, with most stating it would be a strong positive impact, with c.25% stating there would be no change. 5% said they didn't know, and c.16% said this area was not applicable to their interests.

3.9 For Departures Further Out From The Airport (4,000ft-7,000ft)

3.9.1 We asked Q12: To what extent would the change impact you or the people you represent? You said:

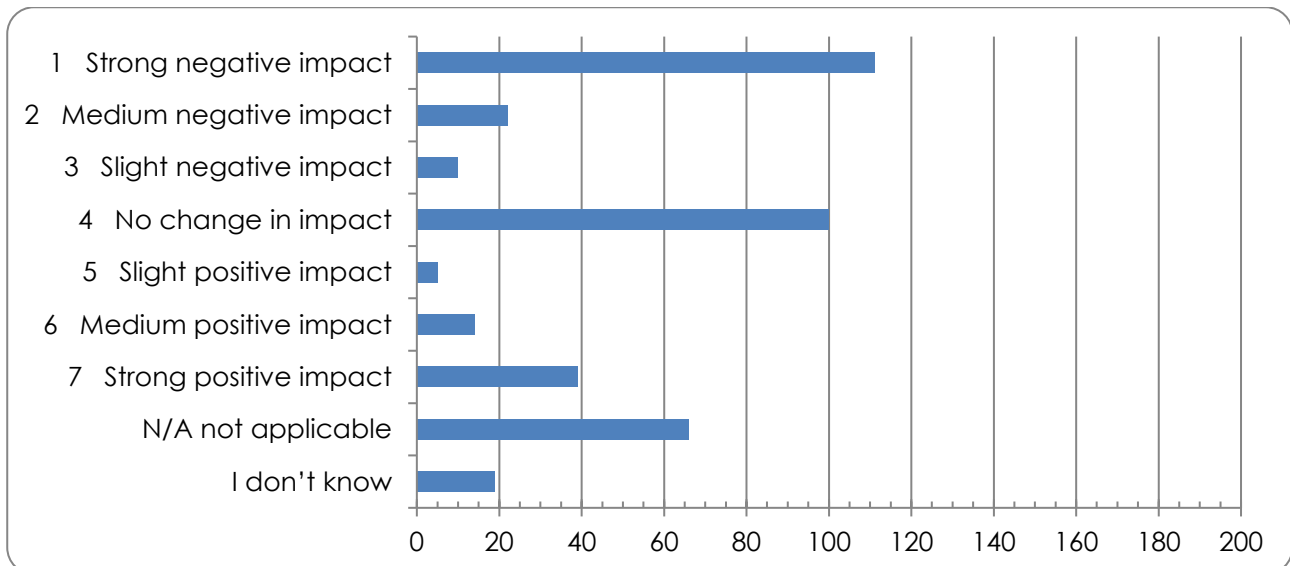


Figure 9 Responses to Q12 on changing impacts caused by this proposal, regarding departures further out from the airport (4,000ft-7,000ft)

3.9.2 Approximately 37% said they believed they would be impacted negatively, with most stating it would be a strong negative impact. 15% stated it would be a positive impact, with most stating it would be a strong positive impact, with c.26% stating there would be no change. 5% said they didn't know, and c.17% said this area was not applicable to their interests.

3.10 Analysis of written feedback

- 3.10.1 We asked Q14: Please explain your response, and add anything you think we should know.
- 3.10.2 Previous questions on impacts were multiple-choice, and region/altitude specific. This section of the survey asked respondents to explain, in their own words, why they expected those impacts in those areas, and what it means to them.
- 3.10.3 There were 349 written responses out of 386 total, which is c.90% of respondents.
- 3.10.4 The text-box limit was around 5,000 words (set by the website portal). Stakeholders also had the option to upload a document should they wish to add further evidence, or diagrams/maps etc. 15 stakeholders uploaded documents, which is c.4% of the total.
- 3.10.5 Written feedback – from the text-box or uploaded documents – ranged from just a few words through to documents of many pages. We read each submission, identified common phrases or topics, tagged each one, and summarised them into key themes from the collated feedback.
- 3.10.6 Some themes may impact the airspace design, these will be carried forward to Stage 4 for further consideration. Other themes would not impact the design, and these will be concluded by this report (see paragraphs 4.3.7-4.3.10 on p.53).

Themes: You said...

- 3.10.7 These are the 35 themes we identified from the collated feedback²:

General support (no specifics)	General objection (no specifics)	Economic: positive
Economic: negative	Economic (employment): positive	Economic (employment): negative
Airport customer: positive	Airport customer: negative	Airspace change: positive
Airspace change: negative	Safety: positive	Safety: negative
Noise: positive	Noise: negative	Planning and future growth: positive
Planning and future growth: negative	Airport partner (airlines, concessions etc): positive	Airport partner (airlines, concessions etc): negative
Greenhouse gas: positive	Greenhouse gas: negative	Air quality: positive
Air quality: negative	Health (noise): positive	Health (noise): negative
Health (air quality): positive	Health (air quality): negative	Surface Access: positive
Surface Access: negative	Community impact: positive	Community impact: negative
Consultation process: positive	Consultation process: negative	Property development (technical)
Aviation: Use of other aircraft types	Aviation: Specific RNP	

- 3.10.8 See Section 4 Table 2 from p.51 for how each theme was derived from contextual comments.)

² Some themes we identified had responses stating positive aspects of a theme, others negative aspects of the same theme. In some cases, **only** the positive or the negative aspect was identified. To illustrate this more clearly, we added that theme's opposite (negative or positive) even though none were identified, so that this could be highlighted.

3.10.9 In total, these 35 themes were raised 776 times. The following chart shows how frequently each was raised:

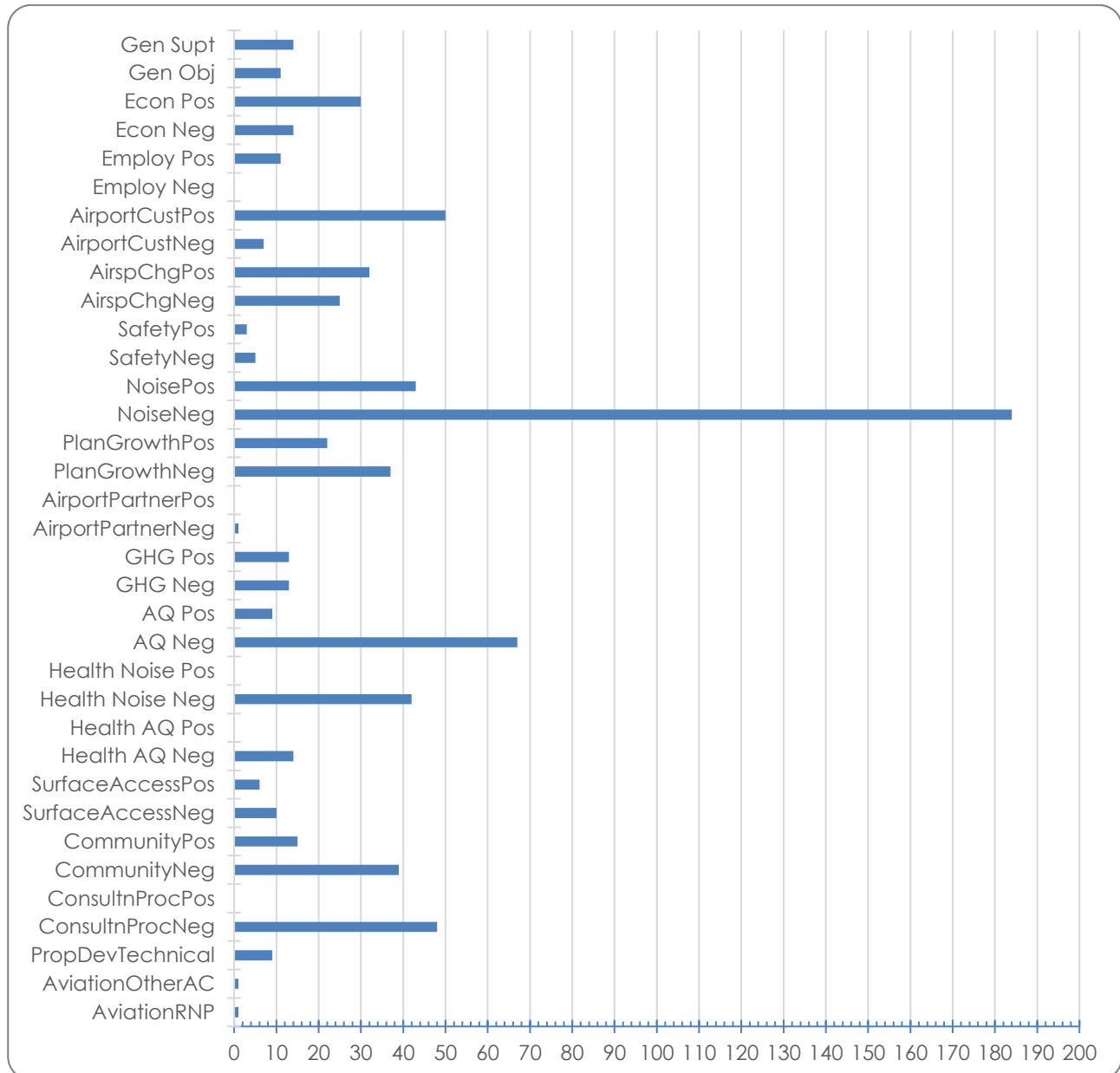


Figure 10 How frequently each theme was identified from written feedback

3.10.10 The most common responses (39 or more out of 386, i.e. >10%) were:

Table 1 Theme, frequency, proportion of 386 responses

Theme	Number of mentions	Proportion (rounded)
Noise: negative	184	48%
Air quality: negative	67	17%
Airport customer: positive	50	13%
Consultation process: negative	48	12%
Noise: positive	43	11%
Health (noise): negative	42	11%
Community impact: negative	39	10%

3.10.11 The following subsections consider the major themes above, and link them to related themes which were less frequently commented upon.

Noise impacts

- 3.10.12 Two of the most frequently cited themes involved noise. In almost half of all responses, specific concerns were raised that changes in aircraft noise would cause worse impacts under this proposal.
- 3.10.13 Other themes included specifically mentioning health impacts due to noise, along with a negative impact on homes, gardens, green spaces and the local community, again contextually due to noise concerns.
- 3.10.14 Several responses stated they thought the proposed change would improve aircraft noise impacts, some stating that fewer flights would be the cause of that benefit.
- 3.10.15 Many respondents were concerned that the larger aircraft on a lower final approach would not reduce overall noise compared with doing nothing. Otherwise, many of the noise concerns were more general, or were concerned with the already-agreed passenger expansion planning permission granted in 2024. It should be noted that the consultation document and the data provided for the airspace change proposal made clear that locations of overflight would not change, larger aircraft facilitated by the proposal would be comparable in noise profile to other new generation aircraft and there would be fewer flights compared with doing nothing as growth occurs up to the passenger limit. In addition, the individual noise energy of the example A320neo aircraft type on the shallower approach would be comparable with current aircraft types using the steeper approach.
- 3.10.16 **These themes, and those associated with them, would not impact the final airspace change proposal for the following reason:** None of the noise-related themes provided new or additional information that would cause a change to the proposal. We acknowledge community concerns, however we are satisfied that the assessment work and SoundLab demonstrations provided accurate and comprehensive consultation material on the proposed change in noise impacts.
- Air quality impacts, and greenhouse gas emissions**
- 3.10.17 The next most frequently cited theme was a decline in air quality ("AQ" in the above chart), with health-related air quality concerns also stated. Some air quality related responses stated that there would be an improvement compared with doing nothing. Greenhouse gas impacts were sometimes included in comments about air pollution, however there were an equal number of negative and positive comments.
- 3.10.18 It should be noted that the data provided for the proposal and the consultation document concluded that air quality would not be a significant factor when compared with local monitoring values and limits, and also concluded that greenhouse gas emissions would be lower than doing nothing. A fundamental point of the proposal was that fewer flights would occur compared with doing nothing as growth occurs, and the combined engine combustion outputs of a fleet including the example A320neo aircraft type would be lower than that of the forecast future fleet without non-A320neo aircraft types.
- 3.10.19 **These themes, and those associated with them, would not impact the final airspace change proposal for the following reason:** None of the air quality and greenhouse gas related themes provided new or additional information that would cause a change to the proposal. We acknowledge these concerns, however we are satisfied that the assessment work provided accurate and comprehensive consultation material on these proposed change in impacts
- Airport customer impacts, surface access, economics & planned growth**
- 3.10.20 This theme drew positive comments regarding the potential for more airlines, more destinations and better fares. The smaller number of negative comments

were mainly concerns about the airport's ability to handle larger aircraft, and the terminal experience of larger numbers of passengers at the same time. A related theme was the potential impact on surface access to the airport, mainly due to larger numbers of passengers at the same time, however there were also positive comments on that theme associated with being able to choose to fly from LCY instead of travelling to other London airports that would be less convenient.

- 3.10.21 Additional related themes are that of economic impacts, planned growth, and employment. There were far more comments on the benefit to the local economy (including investment, job security and the potential for more local employment) than negative feedback (house prices, and suggestions that closing the airport would free up valuable real estate for housing or other developments). This included expressions of regret that the airport had acquired planning permission in 2024, with some suggestions that it should be rescinded.
- 3.10.22 The airport's planning permission includes commitments to manage both the airport terminal environment and transport to/from the airport as passenger numbers grow – these are documented outside this proposal. It should be noted that the airport would grow in terms of passengers regardless of whether this proposal is approved and implemented. The consultation document indicated that growth would be quicker with the proposal, benefiting the local and national economy and presented the relevant economic information. This proposal is highly unlikely to cause a change in house prices because the areas overflowed would not change.
- 3.10.23 **These themes, and those associated with them, would not impact the final airspace change proposal for the following reason:** None of the airport customer, surface-access related, or economic themes provided new or additional information that would cause a change to the proposal.

Consultation process

- 3.10.24 This theme arose from comments on the consultation itself, the information supplied and its conduct. There were comments that insufficient or too much information was provided, of the wrong type, and that some people had difficulties identifying what the proposed change might mean for them. Some were disappointed that there were no flight trials or demonstrations using the A320neo on the shallower approach. There were accusations of insufficient efforts to inform the public.
- 3.10.25 The information provided, the documentation, supporting annexes, map file downloads, and the conduct of the consultation were assessed by the CAA as being fit for purpose. We were asked why certain information was missing, however in all cases the information was either available in the material, or was not required under the process.
- 3.10.26 We executed our consultation strategy (media press releases, advertisements, leaflets, public drop-in events, online meetings/presentations, provision of a virtual exhibition including SoundLab audio/visual simulations) and exceeded what we said we would do (see Section 2.2 from p.6).
- 3.10.27 **This theme would not impact the final airspace change proposal for the following reason:** None of the consultation/airspace change process related feedback provided information that would cause a change to the proposal. Nevertheless we will consider this information for any future consultation as we seek to improve future engagement.

Airspace and aviation safety

- 3.10.28 These themes were the result of feedback on airspace itself, and fleet modernisation, alongside the safety benefits of more stringent navigation

specifications. The latter was opposed by concerns that a larger aircraft on a lower final approach might be more dangerous. One aviation respondent had concerns that the lower approach might cause additional restrictions on air ambulance helicopter operations in the vicinity; this caused a public FAQ entry to provide reassurance that it would not. Comments were received that this proposal should be withdrawn and that LCY should wait for a wider-ranging multi-airport airspace change including Heathrow, which dominates where LCY air traffic can fly at low altitudes (Refs 9 and 23 to Future Airspace Strategy and Airspace Modernisation Strategy AMS).

- 3.10.29 Aviation safety is always the priority – the introduction of new aircraft types, new approach angles and associated flight procedures are all subject to rigorous safety analysis regulated by the CAA; from a safety point of view this proposal would be at least as safe as today.
- 3.10.30 There is also no need to wait until the AMS-driven larger-scale changes progress because this proposed change would bring benefit far sooner without impacting any other airport or flight procedure and without compromising AMS-driven changes. Assuming approval, it would be introduced independently.

- 3.10.31 **This theme would not impact the final airspace change proposal for the following reason:** None of the airspace or safety-related feedback provided new or additional information that would cause a change to the proposal or its timeline.

General support or objections

- 3.10.32 These themes came from non-specific statements of support or objection where there was no context or information on why the stakeholder responded in that way.

- 3.10.33 **These themes would not impact the final airspace change proposal for the following reason:** Where no further information is provided, no changes to the proposal could be made.

Property Development Technical

- 3.10.34 This theme came from feedback supplied by six major property development organisations involved in building and planning infrastructure works near the airport, and also from the London Borough of Newham, the Royal Borough of Greenwich, and Transport for London. Mainly, the proposed lowering of the final approach slope could have consequences on potential interactions between the planned height of future tall buildings (and associated construction equipment such as cranes). This may make a difference to aeronautical safeguarding requirements.
- 3.10.35 These potential interactions are highly individual and depend entirely on the building's specifics. It was unfortunately not possible to provide these geometric surfaces for this consultation; typically they are produced at much later stages of the process. We specifically asked property developers to provide feedback on their concerns, which we will consider.
- 3.10.36 **Some responses with this theme may impact the final airspace change proposal for the following reasons:** Feedback from planning experts at London Borough of Newham and property developers may influence how certain flight procedure technical design parameters are defined and/or calculated, without materially affecting the information and data provided in the consultation. These responses all referred to specific developments in progress, therefore they may impact the final airspace change proposal. The responses from the Royal Borough of Greenwich and Transport for London referred to Opportunity Areas, which do not yet have specific developments in progress, therefore their responses would not impact the final airspace change proposal.
- 3.10.37 This theme will be considered in Stage 4 of this proposal.

Aviation: Use of other aircraft types, and preference for an RNP value

- 3.10.38 These themes both came from KLM Cityhopper's response. They wanted to explore if the Embraer E2 could potentially be operated into LCY using the shallower approach at some future date because this would remove the need for their steep approach operation. They also stated that RNP AR 0.3 would be preferable to RNP AR 0.1 because the latter would require the purchase and installation of separate avionics modules at a cost.
- 3.10.39 **These themes may impact the final airspace change proposal for the following reason:** While we have already provided information on how alternate aircraft types might be considered to operate (see Consultation Document Appendix B), it is possible that this could influence how the proposal is implemented in practice, including the choice of RNP values.
- 3.10.40 These themes will both be considered in Stage 4 of this proposal.
- 3.10.41 The London Borough of Newham stated that they request the CAA to impose a condition during their decision-making, limiting the proposed shallower approach to new aircraft not currently operating from LCY, and also to ensure that all new aircraft capable of the existing steep approach must use it.

4. Analysis Methodology

4.1 About the respondent

- 4.1.1 These first six questions allowed us to understand which responses were on behalf of individuals and their households, and which were on behalf of organisations.
- 4.1.2 We asked for a postcode:
- Some respondents included only the first part of their postcode.
In these cases we used the (approximate) geographic centre of that region to place a marker. For example, if the respondent supplied SE28 only, we would use Google Maps as a tool to find the broad outline of that district, and manually choose an approximate geographic centre for that marker, in this case SE28 8SP.
 - Some respondents supplied non-UK postcodes/locations, some postcodes did not appear to be valid, and some wrote text with no postcode at all (such as "United Kingdom"). In the absence of UK postcode information, we manually placed a marker at the airport, E16 2PX. We acknowledge and thank those who responded from abroad. Where the response did not specify a valid UK postcode, we also placed a marker at the airport.
 - This shows us where responses came from. We placed them on maps (see Section 8 Appendix from p.70) to illustrate their spread, we used different colours to illustrate their organisation type, and larger markers to illustrate where multiple responses originated from the same postcode.

4.2 Closed questions

- 4.2.1 We provided an explanatory diagram to help respondents identify their area of consultation, and the type(s) of air traffic most likely to cause an impact (for example, runway 09 arrivals below 4,000ft). Respondents were reminded that not every area may be applicable to their interests.
- 4.2.2 We asked six questions, one relating to each area and runway, asking "To what extent would the change impact you or the people you represent?". The multiple-choice options were on a scale from 1 (strong negative impact) to 7 (strong positive impact), with "N/A" and "I don't know" available.

- 4.2.3 We also asked an overall question “to what extent do you support introducing this proposed change?”, with options on a scale from 1 (strongly object) to 5 (strongly support), with “I don’t know” available.
- 4.2.4 The summary of responses from the closed-question section are shown in Section 3 from p.39.
- 4.3 **Open question, and file upload option**
- 4.3.1 The final part of the survey was an open question, to elicit why respondents provided the answers in the multiple-choice section.
- 4.3.2 We asked, “Please explain your response, and add anything you think we should know.” This was a text box where the respondent could write whatever they wanted us to know about this proposal.
- 4.3.3 We also provided an optional section which allowed respondents to upload a pre-prepared document, if they wished to provide diagrams or maps or other supporting information to explain their response in even greater detail.
- 4.3.4 Our team read every text response and the contents of every uploaded document. We identified themes which we tagged accordingly from phrases and context. The phrases and context are shown in Table 2 below.

4.3.5 Individual themes (listed in 3.10.7 on p.44) are reported **once per response** regardless of how often the same phrase (or a similar one) was used. For example, if a response had positive statements about economic growth and also the potential for increased local investment, that theme would be tagged **once** because we consider the two statements part of the same overall theme.

Table 2 Theming and tagging matrix

Theme	If no other example fits, but context is clear	Specific example/context mentioned					
General support, no specifics	General support, minimal context or details			For use only if no other context is provided			
General objection, no specifics	General objection, minimal context or details						
Economic: positive	General positive statement	Better for businesses	Growth, value, profit	More airlines, competitiveness	Increased local or national investment	Airport expansion in a positive context	
Economic: negative	General negative statement	Impact on property values	Airport expansion in a negative economic context				
Economic (employment): positive	General positive statement	More jobs/job security for existing employees					
Economic (employment): negative	General negative statement	Don't believe employment would benefit		Low paid, unskilled work only			
Airport customer: positive	General positive statement	More airlines	More destinations	Better fares, more options	More likely to use LCY over other airports		
Airport customer: negative	General negative statement	Worse terminal experience	Airport cannot handle multiple larger aircraft (ramp/apron)		Longer taxiing/ waiting for take-off		
Airspace change: positive	General positive statement	Allows larger aircraft types	Mention AMS	No change to track over communities (positive context)			
Airspace change: negative	General negative statement	Should wait for wider scale changes e.g. Heathrow, via UKADS etc		No change to track over communities (negative context)			
Safety: positive	General positive statement	Consistent tracks	Common and well used aircraft (A320neo)		Using most up to date navigation systems available		
Safety: negative	General negative statement	Reduced height above buildings	Air traffic control concerns	Runway length	Flight safety concerns	Bigger plane, bigger danger	
Noise: positive	General positive statement	Fewer flights/more passengers per flight	Quieter aircraft experience	Current flightpath already causes noise nuisance (include if stated would be better under ACP)		Currently impacts amenity e.g. Garden, green space, having windows open - (include if stated would be better under ACP)	
Noise: negative	General negative statement	Lower and/or bigger must mean noisier	Current flightpath already causes noise nuisance (include if stated worse under ACP)	Biodiversity impacts (wildlife, ecosystems)	Currently impacts amenity (garden, green space, windows open - include if stated worse under ACP)	Accusation of profit before people (noise context)	Impact on children/schools
Planning and future growth: positive	General positive statement	Does not require additional infrastructure		Does not require additional operating hours		Fewer aircraft to meet passenger cap	
Planning and future growth: negative	General negative statement	The airport should be closed, or operating hours reduced	Flight numbers should not grow	No change should be made at all	Should be mainly business-related flights, not leisure/tourism	Planning permission for expansion should not have been granted	

Theme	If no other example fits, but context is clear	Specific example/context mentioned						
Airport partner (airlines, concessions etc): positive	General positive statement	Increase in passenger revenue	Aircraft choice	Easier operation				
Airport partner (airlines, concessions etc): negative	General negative statement	Too much competition	Operational issues					
Greenhouse gas: positive	General positive statement	Climate change benefit						
Greenhouse gas: negative	General negative statement	Climate change impact			Impact on net zero		Climate emergency	
Air quality: positive	General positive statement	If HEALTH specified, use other tag	Reduced particulates					
Air quality: negative	General negative statement	If HEALTH specified, use other tag	Increase in pollution (health not mentioned)		Accusation of profit before people (pollution context, health not mentioned)		ULEZ	
Health (noise): positive	General positive statement	Specifies reduced noise as a health benefit	NOT for general noise, must be health-related					
Health (noise): negative	General negative statement	Specifies increased noise as a health/mental health impact	NOT for general noise, must be health-related	Sleep disturbance	Ear/hearing damage	Accusation of profit before people (health context)	Children's health/schools (noise context)	
Health (air quality): positive	General positive statement	Specifies reduced pollution as a health benefit	NOT for general pollution, must be health-related					
Health (air quality): negative	General negative statement	Specifies increased pollution as a health impact	NOT for general pollution, must be health-related		Will exacerbate asthma or other existing condition			
Surface Access: positive	General positive statement	Well connected to public transport	DLR usage	Close to major roads				
Surface Access: negative	General negative statement	Road congestion	Pressure on public transport	Drop off charge	No early DLR			
Community impact: positive	General positive statement	More airlines/ destinations mean lower fares for local people						
Community impact: negative	General negative statement	Proposal will diminish my quality of life						
Consultation process: positive	General positive statement	Well publicised	Accessibility	Virtual consultation room and SoundLab				
Consultation process: negative	General negative statement	Not enough information/ too much information, wrong type of information		Not adequately consulted, accessibility (too few webinars/ drop in sessions etc)		People haven't heard about the consultation	No flight trial/ demo flight	
Property development (technical)	Concerns regarding potential restrictions on already-permitted or future building heights related to instrument flight procedure design							
Aviation: Use of other aircraft types	Aviation industry exploring how existing aircraft types may use proposed procedure							
Aviation: Specific RNP	Preference for specific RNP value							

4.3.6 Each context item in the matrix above associates a theme to each response.

4.3.7 Additional process requirements, per CAP1616 (Ref 17) p67 paragraphs 4.100-4.102, are reproduced below:

Responses which may impact the final airspace change proposal

4.100 Responses which have been categorised as having the potential to impact on the final airspace change proposal would include new information or ideas that the change sponsor believes could lead to an adaptation in a preferred design option or a new design option.

Responses which do not impact the final airspace change proposal

4.101 The change sponsor must be able to show how it has heard, understood and classified responses which do not impact its final airspace change proposal, and set out clearly why. The content of such responses would not include new information or ideas that could lead to an adaptation in a preferred design option or a new design option.

4.102 Such responses may still contain valuable information, and it is important that change sponsors capture and identify key themes from the consultation feedback even if they are contained in responses which do not impact the final airspace change proposal. For example, responses which criticise the consultation format should give change sponsors insight to improve future engagement; sentiments identified around trust will help to identify areas where additional future engagement may improve relationships; and criticism of historic activity may help to avoid similar situations in future.

4.3.8 Two analysis tags, shown in Table 3 below, were created to categorise each consultation response in accordance with this process requirement. These administrative tags are not included in the themes, or the total number of feedback items.

Table 3 Categorising responses

Category	Reasons	
May impact	This response contains information which needs to be addressed at Stage 4, and which may impact the final proposal	
Won't impact	This response does not contain information likely to impact the final proposal	Feedback is entirely process-related

4.3.9 The summary of responses is shown in Section 3 from p.39, with narrative where appropriate.

4.3.10 As noted in paragraph 1.2.2 on p.4, this document states what was said and in what proportions ("we asked, you said"), it does **not** address all the themes that may impact this proposed change – that is the next stage of the process (Stage 4, "you said, we did").

5. Categorisation: responses which may impact the final proposal

5.1.1 The responses in Table 4 below provided information which may impact the design of the final airspace change proposal. The reasons for this are shown in paragraphs 3.10.34-3.10.40 from p.48.

Table 4 List of 8 responses which may impact the final proposal

Response reference number (system internal)	Response reference number (as published)	Link to response	Themes
ANON-PDSM-GEZR-C	910809810	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=910809810	Econ Neg PropDevTechnical
ANON-A2KB-Z7GB-T	866545303	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=866545303	PropDevTechnical
ANON-8W2Q-2GMA-S	727559363	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=727559363	Econ Neg PropDevTechnical
ANON-HWDS-2GYH-G	572146741	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=572146741	PropDevTechnical
ANON-FG9M-D7GQ-6	473150516	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=473150516	PropDevTechnical
ANON-RE12-YAH8-M	173787903	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=173787903	ConsultnProcNeg PropDevTechnical
ANON-BW6J-F1CB-N	315880238	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=315880238	AviationOtherAC AviationRNP
ANON-Q6AJ-K7GT-F	822310018	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=822310018	Econ Neg NoisePos GHG Pos AQ Pos ConsultnProcNeg PropDevTechnical

6. Categorisation: responses which would not impact the final proposal

6.1.1 The responses in Table 5 below did not provide information likely to cause a change in the design of the final airspace change proposal. The reasons for this are shown in subsection 3.10 from p.44.

Table 5 List of 378 responses which would not impact the final proposal

Response reference number (system internal)	Response reference number (as published)	Link to response	Themes
ANON-PSW2-ZRNQ-Q	526080786	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=526080786	Econ Pos PlanGrowthPos
ANON-PSW2-ZRNS-S	189997259	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=189997259	Econ Pos AirportCustPos
ANON-PSW2-ZRN3-S	770670820	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=770670820	(No text supplied)
ANON-PSW2-ZRNF-C	60033967	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=60033967	Gen Supt
ANON-PSW2-ZRN4-T	354583713	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=354583713	AirportCustPos AirspChgPos
ANON-PSW2-ZRN2-R	106470094	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=106470094	AirportCustPos NoisePos
ANON-PSW2-ZRN1-Q	830087566	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=830087566	AirportCustPos AirspChgPos SurfaceAccessPos
ANON-PSW2-ZRNR-R	98039984	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=98039984	Econ Pos AirportCustPos AirportCustNeg SurfaceAccessNeg
ANON-PSW2-ZRN8-X	571102773	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=571102773	Econ Pos Employ Pos AirportCustPos AirspChgPos NoisePos GHG Pos
ANON-PSW2-ZRNK-H	596126050	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=596126050	AirportCustPos
ANON-PSW2-ZRN5-U	967139543	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=967139543	Econ Pos AirportCustPos
ANON-PSW2-ZRNT-T	1039444901	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1039444901	Econ Pos AirspChgPos
ANON-PSW2-ZRNA-7	1068915491	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1068915491	(No text supplied)
ANON-PSW2-ZRNZ-Z	706601038	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=706601038	(No text supplied)
ANON-PSW2-ZRN7-W	404448399	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=404448399	AirportCustPos PlanGrowthPos
ANON-PSW2-ZRNE-B	588927031	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=588927031	AirportCustPos PlanGrowthPos
ANON-PSW2-ZRNM-K	705424165	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=705424165	(No text supplied)
ANON-PSW2-ZRNH-E	1013750669	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1013750669	AirspChgPos NoisePos
ANON-PSW2-ZRNV-V	135349500	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=135349500	SafetyNeg
ANON-PSW2-ZRNU-U	869982660	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=869982660	AirportCustPos NoisePos
ANON-PSW2-ZRNW-W	795389779	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=795389779	NoiseNeg PlanGrowthNeg CommunityNeg ConsultnProcNeg

Response reference number (system internal)	Response reference number (as published)	Link to response	Themes
ANON-PSW2-ZRJN-G	1049574418	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1049574418	NoiseNeg AQ Neg Health Noise Neg CommunityNeg ConsultnProcNeg
ANON-PSW2-ZRJS-N	174567689	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=174567689	AirportCustPos NoisePos GHG Pos
ANON-PSW2-ZRJ3-N	616521472	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=616521472	(No relevant text supplied)
ANON-PSW2-ZRJF-8	45217619	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=45217619	Gen Supt AirportCustPos
ANON-PSW2-ZRJY-U	818323891	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=818323891	NoiseNeg
ANON-PSW2-ZRJ4-P	747345090	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=747345090	NoisePos PlanGrowthNeg CommunityNeg
ANON-PSW2-ZRJ1-K	147718996	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=147718996	Econ Pos NoiseNeg AQ Neg
ANON-PSW2-ZRJR-M	305583611	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=305583611	Econ Pos AirportCustPos PlanGrowthNeg
ANON-PSW2-ZRJ9-U	791929020	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=791929020	Gen Supt
ANON-PSW2-ZRJB-4	120307385	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=120307385	Gen Supt
ANON-PSW2-ZRJ8-T	465851418	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=465851418	NoiseNeg PlanGrowthNeg GHG Neg AQ Neg Health Noise Neg
ANON-PSW2-ZRJ5-Q	930753845	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=930753845	(No text supplied)
ANON-PSW2-ZRJK-D	456774322	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=456774322	Gen Supt
ANON-PSW2-ZRJT-P	298608277	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=298608277	NoiseNeg Health Noise Neg
ANON-PSW2-ZRJA-3	82489899	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=82489899	PlanGrowthNeg
ANON-PSW2-ZRJZ-V	428579457	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=428579457	NoiseNeg
ANON-PSW2-ZRJJ-C	334663579	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=334663579	NoiseNeg ConsultnProcNeg
ANON-PSW2-ZRJ7-S	74462390	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=74462390	Econ Pos AirportCustPos
ANON-PSW2-ZRJX-T	629798272	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=629798272	AirportCustPos
ANON-PSW2-ZRJD-6	230757289	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=230757289	AirportCustPos PlanGrowthPos GHG Pos AQ Pos
ANON-PSW2-ZRJ6-R	727005491	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=727005491	(No text supplied)
ANON-PSW2-ZRJC-5	187944257	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=187944257	AirspChgPos NoisePos CommunityPos
ANON-PSW2-ZRJH-A	1038669969	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1038669969	Employ Pos AirportCustPos NoisePos
ANON-PSW2-ZRJV-R	682643841	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=682643841	AirspChgNeg AirportPartnerNeg
ANON-PSW2-ZRJW-S	489326933	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=489326933	NoiseNeg AQ Neg
ANON-PSW2-ZRTG-K	460076165	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=460076165	AirportCustPos SurfaceAccessPos
ANON-PSW2-ZRTN-T	718174030	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=718174030	NoiseNeg GHG Neg AQ Neg

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ANON-PSW2-ZRTP-V	583549971	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=583549971	AirportCustNeg NoiseNeg AQ Neg SurfaceAccessNeg
ANON-PSW2-ZRTS-Y	411697763	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=411697763	AirportCustPos AirspChgPos NoisePos PlanGrowthPos CommunityPos
ANON-PSW2-ZRT3-Y	1020943007	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1020943007	(No text supplied)
ANON-PSW2-ZRTF-J	242482166	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=242482166	ConsultnProcNeg
ANON-PSW2-ZRTY-5	666879231	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=666879231	Gen Supt
ANON-PSW2-ZRT4-Z	660639707	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=660639707	Econ Pos
ANON-PSW2-ZRT2-X	798131505	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=798131505	Econ Neg
ANON-PSW2-ZRT1-W	785762886	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=785762886	AirportCustPos PlanGrowthPos SurfaceAccessPos
ANON-PSW2-ZRTR-X	884055681	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=884055681	AirportCustPos AirportCustNeg
ANON-PSW2-ZRT9-5	706245301	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=706245301	(No text supplied)
ANON-PSW2-ZRTB-E	615339219	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=615339219	NoisePos
ANON-PSW2-ZRT8-4	127839848	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=127839848	AirportCustPos
ANON-PSW2-ZRTK-Q	980401582	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=980401582	(No text supplied)
ANON-PSW2-ZRTA-D	345495732	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=345495732	AirspChgNeg NoiseNeg
ANON-PSW2-ZRTZ-6	371004259	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=371004259	NoiseNeg PlanGrowthNeg GHG Neg CommunityNeg
ANON-PSW2-ZRTJ-P	984153992	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=984153992	NoiseNeg AQ Neg
ANON-PSW2-ZRT7-3	211817405	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=211817405	NoiseNeg
ANON-PSW2-ZRTE-H	111925187	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=111925187	NoiseNeg AQ Neg
ANON-PSW2-ZRTM-S	233249576	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=233249576	Econ Pos NoisePos CommunityPos
ANON-PSW2-ZRTX-4	364330925	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=364330925	Gen Supt
ANON-PSW2-ZRT6-2	720247985	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=720247985	NoiseNeg CommunityNeg
ANON-PSW2-ZRTC-F	523456867	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=523456867	Econ Pos PlanGrowthPos
ANON-PSW2-ZRTH-M	234579073	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=234579073	AirspChgNeg NoiseNeg
ANON-PSW2-ZRTV-2	186870624	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=186870624	AirportCustPos NoisePos
ANON-PSW2-ZRTU-1	647935641	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=647935641	PlanGrowthPos GHG Pos
ANON-PSW2-ZR5G-M	351097535	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=351097535	NoiseNeg GHG Neg AQ Neg ConsultnProcNeg
ANON-PSW2-ZR5N-U	673859722	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=673859722	AirportCustPos CommunityPos
ANON-PSW2-ZR5P-W	147579047	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=147579047	SafetyNeg

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ANON-PSW2-ZR5Q-X	146872353	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=146872353	Employ Pos
ANON-PSW2-ZR53-Z	80944170	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=80944170	NoiseNeg PlanGrowthNeg
ANON-PSW2-ZR5F-K	19728159	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=19728159	(No text supplied)
ANON-PSW2-ZR5Y-6	212614593	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=212614593	NoisePos PlanGrowthPos
ANON-PSW2-ZR52-Y	330451466	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=330451466	(No text supplied)
ANON-PSW2-ZR51-X	234130557	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=234130557	Econ Pos Employ Pos AirportCustPos
ANON-PSW2-ZR59-6	990426030	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=990426030	ConsultnProcNeg
ANON-PSW2-ZR5B-F	660587912	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=660587912	NoisePos AQ Pos
ANON-PSW2-ZR58-5	218795121	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=218795121	NoiseNeg GHG Neg ConsultnProcNeg
ANON-PSW2-ZR55-2	777188314	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=777188314	(No text supplied)
ANON-PSW2-ZR5K-R	69373931	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=69373931	(No text supplied)
ANON-PSW2-ZR5T-1	178634587	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=178634587	NoiseNeg
ANON-PSW2-ZR5A-E	76984904	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=76984904	NoiseNeg AQ Neg CommunityNeg
ANON-PSW2-ZR5J-Q	491630428	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=491630428	PlanGrowthPos GHG Neg ConsultnProcNeg
ANON-PSW2-ZR57-4	272327470	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=272327470	AirportCustPos NoisePos
ANON-PSW2-ZR5M-T	281843444	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=281843444	AirportCustPos NoisePos CommunityPos
ANON-PSW2-ZR5X-5	942726971	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=942726971	PlanGrowthPos
ANON-PSW2-ZR5D-H	1052538257	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1052538257	(No text supplied)
ANON-PSW2-ZR56-3	965065117	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=965065117	NoisePos CommunityPos
ANON-PSW2-ZR5C-G	692071411	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=692071411	NoiseNeg PlanGrowthNeg GHG Neg CommunityNeg
ANON-PSW2-ZR5H-N	641418839	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=641418839	AirspChgPos NoisePos
ANON-PSW2-ZR5W-4	884987736	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=884987736	AirspChgPos NoisePos SurfaceAccessNeg
ANON-PSW2-ZR1G-G	314223833	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=314223833	AirportCustPos AirspChgPos GHG Pos
ANON-PSW2-ZR1N-Q	107221230	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=107221230	AirportCustPos NoisePos
ANON-PSW2-ZR1P-S	977068678	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=977068678	AirportCustPos NoisePos PlanGrowthPos
ANON-PSW2-ZR1F-F	800041915	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=800041915	AirportCustPos NoisePos AQ Pos
ANON-PSW2-ZR11-T	1015698077	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1015698077	Econ Neg NoiseNeg AQ Neg Health Noise Neg Health AQ Neg
ANON-PSW2-ZR1R-U	557067239	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=557067239	AirportCustPos

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ANON-PSW2-ZR1B-B	1066612587	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1066612587	NoiseNeg SurfaceAccessNeg
ANON-PSW2-ZR18-1	756486097	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=756486097	Econ Pos Employ Pos AirportCustPos NoisePos SurfaceAccessPos CommunityPos
ANON-PSW2-ZR1K-M	698366645	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=698366645	NoiseNeg
ANON-PSW2-ZR1T-W	908792483	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=908792483	Gen Supt
ANON-PSW2-ZR1A-A	653772515	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=653772515	Gen Supt
ANON-PSW2-ZR1Z-3	462732372	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=462732372	NoiseNeg
ANON-PSW2-ZR1J-K	117428512	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=117428512	AirportCustPos AirspChgPos NoisePos
ANON-PSW2-ZR17-Z	653156343	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=653156343	NoiseNeg AQ Neg Health Noise Neg Health AQ Neg ConsultnProcNeg
ANON-PSW2-ZR1E-E	220131991	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=220131991	NoiseNeg Health Noise Neg
ANON-PSW2-ZR1D-D	708384903	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=708384903	(No text supplied)
ANON-PSW2-ZR16-Y	95249012	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=95249012	NoiseNeg AQ Neg Health AQ Neg
ANON-PSW2-ZR1H-H	504352385	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=504352385	NoiseNeg AQ Neg Health Noise Neg Health AQ Neg
ANON-PSW2-ZR1W-Z	890073264	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=890073264	(No text supplied)
ANON-PSW2-ZR9G-R	760811684	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=760811684	(No text supplied)
ANON-PSW2-ZR9N-Y	874303365	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=874303365	Econ Pos AirspChgPos PlanGrowthPos
ANON-PSW2-ZR9P-1	143693861	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=143693861	(No text supplied)
ANON-PSW2-ZR9Q-2	476037077	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=476037077	Gen Supt AirspChgPos
ANON-PSW2-ZR9S-4	245373810	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=245373810	NoiseNeg PlanGrowthNeg AQ Neg CommunityNeg
ANON-PSW2-ZR93-4	218655111	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=218655111	NoiseNeg AQ Neg Health AQ Neg
ANON-PSW2-ZR9F-Q	1064212444	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1064212444	Econ Pos AirspChgPos PlanGrowthPos
ANON-PSW2-ZR9Y-A	947663614	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=947663614	AirportCustNeg NoiseNeg GHG Neg
ANON-PSW2-ZR94-5	58736161	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=58736161	Econ Pos
ANON-PSW2-ZR92-3	3061572	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=3061572	AirportCustPos NoisePos
ANON-PSW2-ZR91-2	153125237	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=153125237	NoiseNeg AQ Neg Health Noise Neg Health AQ Neg CommunityNeg
ANON-PSW2-ZR9R-3	265479573	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=265479573	NoisePos
ANON-PSW2-ZR99-A	534399519	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=534399519	NoiseNeg ConsultnProcNeg
ANON-PSW2-ZR9B-K	674804343	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=674804343	AirportCustPos

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ANON-PSW2-ZR95-6	609191189	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=609191189	Gen Supt NoiseNeg
ANON-PSW2-ZR9K-V	186584055	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=186584055	NoiseNeg Health Noise Neg CommunityNeg
ANON-PSW2-ZR9Z-B	237615667	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=237615667	NoiseNeg Health Noise Neg CommunityNeg
ANON-PSW2-ZR9A-J	882198497	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=882198497	NoiseNeg CommunityNeg
ANON-PSW2-ZR9J-U	396013406	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=396013406	NoiseNeg AQ Neg CommunityNeg
ANON-PSW2-ZR9E-P	402941829	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=402941829	Health Noise Neg
ANON-PSW2-ZR9M-X	360767302	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=360767302	NoiseNeg Health Noise Neg
ANON-PSW2-ZR9X-9	962084593	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=962084593	(No text supplied)
ANON-PSW2-ZR9D-N	946183250	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=946183250	AirspChgPos NoisePos PlanGrowthPos
ANON-PSW2-ZR9H-S	372670409	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=372670409	NoiseNeg
ANON-PSW2-ZR9U-6	1029176220	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1029176220	NoiseNeg PlanGrowthNeg Health Noise Neg
ANON-PSW2-ZR9W-8	853263224	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=853263224	NoisePos PlanGrowthPos
ANON-PSW2-ZRPG-F	298756380	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=298756380	NoiseNeg CommunityNeg ConsultnProcNeg
ANON-PSW2-ZRPN-P	961678000	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=961678000	SafetyNeg NoiseNeg PlanGrowthNeg ConsultnProcNeg
ANON-PSW2-ZRPP-R	439363747	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=439363747	Econ Pos AirportCustPos AQ Pos SurfaceAccessPos
ANON-PSW2-ZRPQ-S	205566500	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=205566500	CommunityNeg ConsultnProcNeg
ANON-PSW2-ZRPS-U	555099816	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=555099816	NoiseNeg PlanGrowthNeg GHG Neg AQ Neg
ANON-PSW2-ZRP3-U	223834906	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=223834906	NoiseNeg PlanGrowthNeg SurfaceAccessNeg
ANON-493E-RZUF-C	823464228	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=823464228	NoiseNeg PlanGrowthNeg
ANON-EG93-TWPY-C	392596861	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=392596861	AirspChgNeg
ANON-23G7-P6H4-5	445927160	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=445927160	(No text supplied)
ANON-ZH6W-JX32-P	1872267	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1872267	Employ Pos AirspChgPos NoisePos
ANON-UVMR-WTPR-Q	594686423	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=594686423	Econ Pos AirportCustPos AirspChgPos
ANON-D9QT-AHHB-N	916875115	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=916875115	NoiseNeg ConsultnProcNeg
ANON-R4U3-2FU8-K	84854469	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=84854469	Econ Pos AirspChgPos NoisePos GHG Pos AQ Pos
ANON-A9P9-STU5-M	785379879	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=785379879	AirspChgNeg NoiseNeg Health Noise Neg ConsultnProcNeg
ANON-B33V-F2HK-9	727650691	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=727650691	Econ Pos Employ Pos
ANON-6N28-WX3T-4	839653458	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=839653458	NoiseNeg AQ Neg ConsultnProcNeg

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ANON-7R5S-E2PA-S	387399637	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=387399637	AirportCustPos
ANON-XDD6-J2UJ-H	1051971508	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1051971508	AirspChgPos SafetyPos NoisePos CommunityPos
ANON-WKE5-2QH7-X	834113668	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=834113668	(No relevant text supplied)
ANON-PMGP-MJHE-R	154388308	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=154388308	(No relevant text supplied)
ANON-9G6P-EBHM-2	271043355	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=271043355	NoiseNeg
ANON-5VWH-UMUX-S	790576546	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=790576546	AirspChgNeg NoiseNeg
ANON-1ERQ-62U6-C	873111584	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=873111584	NoiseNeg
ANON-AX53-BKHC-S	822908420	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=822908420	NoiseNeg
ANON-7UB7-J2HH-H	727865786	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=727865786	AirportCustPos NoisePos GHG Pos
ANON-N8HZ-473V-V	556632220	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=556632220	NoiseNeg
ANON-AWHP-HYCP-4	25140112	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=25140112	AirspChgNeg
ANON-A1U2-K4KQ-M	660925481	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=660925481	NoiseNeg
ANON-9YKF-6CC4-K	414849214	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=414849214	NoiseNeg
ANON-JBM9-4UC2-G	720841727	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=720841727	AirportCustPos CommunityPos
ANON-1XZW-JHK1-8	91532724	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=91532724	AirspChgNeg NoiseNeg
ANON-4UNC-GR6R-U	111445380	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=111445380	NoiseNeg
ANON-8FK1-UUKB-H	490141055	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=490141055	AirspChgNeg NoiseNeg
ANON-E4SM-UY78-P	939874155	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=939874155	(No text supplied)
ANON-PFW8-DZ75-F	694947289	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=694947289	AirportCustNeg NoiseNeg AQ Neg
ANON-1DWP-BGKT-4	166090172	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=166090172	(No text supplied)
ANON-41R5-DH7A-G	1015491804	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1015491804	PlanGrowthNeg AQ Neg CommunityNeg
ANON-JHJM-KYCZ-T	920941497	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=920941497	NoiseNeg ConsultnProcNeg
ANON-XDDV-YF7J-P	158819144	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=158819144	Econ Pos NoisePos PlanGrowthPos GHG Pos
ANON-Z2TG-XT6X-1	444329645	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=444329645	NoiseNeg AQ Neg CommunityNeg ConsultnProcNeg
ANON-SJAA-VW7D-7	24988473	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=24988473	AirspChgNeg NoiseNeg Health Noise Neg
ANON-2RQB-XD66-Y	422590841	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=422590841	Employ Pos NoisePos GHG Pos AQ Pos CommunityPos
ANON-TG7Y-9QCH-Z	295258655	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=295258655	NoiseNeg PlanGrowthNeg Health Noise Neg
ANON-FATJ-F87V-G	1031799679	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1031799679	Econ Pos AirspChgNeg

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ANON-1MJX-S77U-P	839230542	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=839230542	Econ Neg NoiseNeg CommunityNeg
ANON-BFQ6-G1VG-4	774218244	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=774218244	NoiseNeg AQ Neg
ANON-XWFT-6RNN-D	739505710	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=739505710	(No text supplied)
ANON-25S4-1CSP-5	404693788	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=404693788	NoiseNeg
ANON-QN6A-PUNQ-T	696343222	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=696343222	AirportCustPos CommunityPos
ANON-GBDD-N1VS-S	510990062	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=510990062	NoiseNeg AQ Neg ConsultnProcNeg
ANON-JDW9-2SNY-A	119464674	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=119464674	PlanGrowthPos
ANON-9MQH-VRN4-9	379644812	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=379644812	PlanGrowthPos SurfaceAccessNeg
ANON-A6ZG-MVS2-Z	1017581367	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1017581367	Gen Obj
ANON-BZXB-G5V1-S	724575555	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=724575555	NoiseNeg
ANON-JCVG-41VR-Q	1071137407	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1071137407	NoiseNeg CommunityNeg
ANON-DT9S-ETRB-H	1072617844	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1072617844	Gen Obj Health Noise Neg Health AQ Neg
ANON-26YW-USV8-E	308476855	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=308476855	NoiseNeg ConsultnProcNeg
ANON-ABHF-W8V5-B	1054141857	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1054141857	NoiseNeg GHG Neg Health Noise Neg
ANON-5MCA-WNVT-N	62501919	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=62501919	NoiseNeg AQ Neg
ANON-K1RU-FVRA-J	558953816	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=558953816	NoiseNeg AQ Neg
ANON-TTFU-UEV7-A	970362100	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=970362100	NoiseNeg
ANON-956V-D8RM-N	17476256	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=17476256	(No text supplied)
ANON-GX1H-JSNX-U	15750508	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=15750508	(No relevant text supplied)
ANON-6YND-QQRD-S	473316401	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=473316401	Econ Neg NoiseNeg AQ Neg
BHLF-7JJJ-1BN6-C	525821518	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=525821518	AirspChgNeg NoiseNeg Health Noise Neg ConsultnProcNeg
ANON-9RX2-7VVC-U	89550305	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=89550305	AirspChgNeg NoiseNeg AQ Neg
ANON-UJMK-9PVH-X	81839947	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=81839947	NoisePos
ANON-XJ4A-1DVV-R	951046307	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=951046307	NoiseNeg Health Noise Neg
ANON-BTSU-5MNV-5	517846140	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=517846140	(No text supplied)
ANON-RXNV-G4ZG-A	415455741	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=415455741	SafetyNeg AQ Neg
ANON-BTPZ-XAZS-6	834936878	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=834936878	AirspChgPos NoisePos
ANON-BT56-DSZ3-5	140638446	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=140638446	NoiseNeg AQ Neg ConsultnProcNeg

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ANON-N6TA-E9QY-1	551141540	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=551141540	NoiseNeg
ANON-XT5V-4NM2-R	529807800	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=529807800	AirspChgNeg NoiseNeg ConsultnProcNeg
ANON-K7B6-E9J1-K	570819533	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=570819533	NoiseNeg AQ Neg CommunityNeg ConsultnProcNeg
ANON-SQCK-DJQ9-A	1034030070	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1034030070	AirspChgPos SafetyPos
ANON-MQG8-PDJ5-G	743569762	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=743569762	NoiseNeg AQ Neg
ANON-EFWX-D9MK-F	538764568	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=538764568	AirspChgPos NoisePos
ANON-FNYP-9GJT-U	550188111	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=550188111	NoiseNeg AQ Neg ConsultnProcNeg
ANON-QGP7-JVJZ-3	825123904	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=825123904	AirspChgPos
ANON-1SFP-EHM7-B	352569652	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=352569652	Econ Pos Employ Pos AirportCustPos AirspChgPos NoisePos PlanGrowthPos AQ Pos CommunityPos
ANON-FQ6Z-BNJE-6	171719631	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=171719631	AirspChgPos NoisePos CommunityPos
ANON-4UUH-EXJM-T	392490278	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=392490278	NoiseNeg AQ Neg
ANON-1D36-GSMD-9	1059940076	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1059940076	NoiseNeg
ANON-3H9X-PPZ6-V	883943023	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=883943023	NoiseNeg AQ Neg Health AQ Neg CommunityNeg
ANON-HMDT-Z9MC-G	127324454	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=127324454	NoiseNeg ConsultnProcNeg
ANON-UFUV-VMJH-U	726908875	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=726908875	NoiseNeg
ANON-P5QF-9KMV-3	357544967	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=357544967	Econ Neg AirspChgNeg PlanGrowthNeg CommunityNeg
ANON-5B3N-ZSZU-M	252408622	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=252408622	NoiseNeg
ANON-3P6E-4DQW-X	48049226	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=48049226	CommunityNeg
ANON-G2A6-YBXG-A	652646946	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=652646946	NoiseNeg PlanGrowthNeg AQ Neg
ANON-7VCD-2HTN-G	323585623	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=323585623	Econ Neg AirspChgNeg NoiseNeg PlanGrowthNeg
ANON-ETTT-BNXQ-T	670667831	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=670667831	AirspChgPos NoisePos
ANON-3D2T-AVWS-X	372886782	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=372886782	NoiseNeg
ANON-HKSE-94D4-G	506721471	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=506721471	NoiseNeg
ANON-QD44-8QTY-K	872056903	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=872056903	Gen Obj
ANON-BUPY-5FXF-S	706774403	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=706774403	NoiseNeg
ANON-7MEJ-4JT2-Q	490946731	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=490946731	NoiseNeg Health Noise Neg
ANON-EFFA-V8XR-A	902495185	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=902495185	AQ Neg Health Noise Neg
ANON-BGSQ-HGT8-8	894204140	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=894204140	NoiseNeg AQ Neg

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ANON-FZ6U-AJDT-E	793283494	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=793283494	NoiseNeg Health Noise Neg
ANON-XP6R-45DZ-Q	131046106	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=131046106	(No text supplied)
ANON-5ADT-1PDK-X	421698416	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=421698416	NoiseNeg
ANON-EZJJ-JQTJ-C	420091274	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=420091274	NoiseNeg
ANON-4AVF-87XE-W	377240622	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=377240622	NoiseNeg AQ Neg
ANON-1XYD-HTXD-X	849643854	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=849643854	NoiseNeg AQ Neg SurfaceAccessNeg
ANON-JKBT-3PT6-R	555206724	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=555206724	Health Noise Neg
ANON-1Q9H-RNDC-A	1052365547	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1052365547	NoiseNeg AQ Neg SurfaceAccessNeg
ANON-BUAF-7PXX-N	340322146	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=340322146	PlanGrowthNeg GHG Neg
ANON-X7SN-9DXM-J	638130970	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=638130970	NoiseNeg ConsultnProcNeg
ANON-K1JH-G2XH-7	773977064	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=773977064	NoiseNeg
ANON-12ZX-Z2XU-E	773518737	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=773518737	NoiseNeg AQ Neg
ANON-886P-RKTW-X	908406193	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=908406193	NoiseNeg
ANON-15VV-TP4P-T	852647992	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=852647992	(No text supplied)
ANON-EEY8-UD5N-Q	829823775	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=829823775	NoiseNeg
ANON-1T45-RU5Q-U	897515510	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=897515510	(No text supplied)
ANON-GAJW-ZZ8S-8	851024054	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=851024054	NoiseNeg AQ Neg Health Noise Neg
ANON-3K51-3W43-N	705449042	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=705449042	AQ Neg Health Noise Neg Health AQ Neg
ANON-NGR8-GVAF-3	66877689	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=66877689	NoiseNeg AQ Neg
ANON-517B-N8A4-T	391603318	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=391603318	Gen Obj
ANON-YFV8-P351-P	1068706474	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=1068706474	NoiseNeg AQ Neg
ANON-G8EH-E74R-E	19245711	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=19245711	(No text supplied)
ANON-NTZ3-6UA9-M	613108050	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=613108050	NoiseNeg Health Noise Neg
ANON-PFUS-7BA8-G	478586315	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=478586315	Health Noise Neg
ANON-918J-FW45-J	598654802	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=598654802	AirspChgNeg NoiseNeg
ANON-FUW3-WK5K-7	818042915	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=818042915	SafetyNeg NoiseNeg AQ Neg Health Noise Neg Health AQ Neg
ANON-AMGG-5A5A-8	208371934	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=208371934	NoiseNeg
ANON-F1H7-7P4T-5	789385276	https://consultations.airspacechange.co.uk/london-city-airport/mp-approaches/consultation/view_respondent?uuld=789385276	NoiseNeg

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ANON-3VDT-KH8Z-6	729708837	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=729708837	(No text supplied)
ANON-CHKP-RF4J-V	760745392	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=760745392	(No text supplied)
ANON-T834-UPA7-G	296169792	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=296169792	NoiseNeg Health Noise Neg CommunityNeg
ANON-DV1F-QY4M-V	333949829	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=333949829	NoiseNeg
ANON-EQ9T-YZ5X-3	17377753	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=17377753	Gen Obj
ANON-JM9U-6W5D-B	191600600	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=191600600	NoiseNeg
ANON-5PTY-3Y86-C	564309990	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=564309990	Econ Pos
ANON-9PG5-YHAC-A	976094745	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=976094745	NoiseNeg AQ Neg Health AQ Neg
ANON-HURV-B64H-S	16056988	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=16056988	AirportCustPos NoiseNeg CommunityPos
ANON-YGBF-TS4V-S	85125520	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=85125520	(No text supplied)
ANON-JNZF-Q8AW-S	765815215	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=765815215	Econ Pos
ANON-9CAJ-XR8U-X	63937893	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=63937893	Econ Neg NoiseNeg CommunityNeg
ANON-YD3G-SP2Q-W	147533420	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=147533420	AirspChgNeg NoiseNeg
ANON-6QQH-2WFS-2	765099179	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=765099179	NoiseNeg ConsultnProcNeg
ANON-2X8X-ZG13-Y	790586596	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=790586596	NoiseNeg AQ Neg
ANON-M3BA-J2BF-7	835141518	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=835141518	NoiseNeg
ANON-YSCN-ZTFY-A	761876516	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=761876516	NoiseNeg CommunityNeg
ANON-JPPC-9DB4-Z	1033489021	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1033489021	(No text supplied)
ANON-VVJB-62F2-R	18724981	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=18724981	NoiseNeg
ANON-SAET-NX11-N	635585261	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=635585261	AirspChgNeg NoiseNeg
ANON-ZKJC-JJBR-T	447385343	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=447385343	NoiseNeg Health Noise Neg CommunityNeg
ANON-982E-YJF9-A	426913858	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=426913858	NoiseNeg AQ Neg Health Noise Neg
ANON-4CBV-9YBB-5	934896246	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=934896246	NoiseNeg PlanGrowthNeg
ANON-UVGJ-TP2K-W	320318215	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=320318215	NoiseNeg
ANON-GNGB-JEB5-4	330893520	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=330893520	NoiseNeg
ANON-SEZW-FWFT-Z	54211999	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=54211999	NoiseNeg AQ Neg
ANON-CNVV-3H2A-B	338891265	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=338891265	NoiseNeg CommunityNeg
ANON-BGR5-F5BZ-7	7023518	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=7023518	NoiseNeg

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ANON-5CER-GV2J-8	149952873	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=149952873	NoiseNeg
ANON-4DW9-9Q27-U	938158202	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=938158202	NoiseNeg
ANON-P14Z-J2FE-P	799719583	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=799719583	NoiseNeg CommunityNeg
ANON-24C1-KPFM-8	627194459	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=627194459	(No relevant text supplied)
ANON-UHNJ-BU2X-P	742403612	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=742403612	NoiseNeg ConsultnProcNeg
ANON-N53B-1716-7	352881055	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=352881055	NoiseNeg
ANON-Z23J-YBBH-E	819350191	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=819350191	NoiseNeg Health Noise Neg
ANON-ZAEU-2FFV-9	471433422	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=471433422	Gen Obj
ANON-KHVR-ZQFU-1	405290492	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=405290492	NoiseNeg AQ Neg Health Noise Neg CommunityNeg
ANON-4K9M-15FW-8	906621611	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=906621611	NoiseNeg
ANON-VN6F-UAGG-4	131751854	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=131751854	NoiseNeg AQ Neg ConsultnProcNeg
ANON-EMCY-1RYN-R	56325015	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=56325015	NoiseNeg CommunityNeg ConsultnProcNeg
ANON-RQDD-UHGP-Y	797652590	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=797652590	Gen Obj PlanGrowthNeg
ANON-X7SA-6493-S	609561725	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=609561725	AirspChgPos GHG Pos
ANON-DTK6-9SEF-G	304283669	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=304283669	(No text supplied)
ANON-PW49-CCE2-H	247166771	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=247166771	Gen Obj CommunityNeg
ANON-D7X6-SDG9-Z	967053835	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=967053835	Econ Pos Employ Pos PlanGrowthPos
ANON-AF48-3V95-A	93754462	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=93754462	NoiseNeg PlanGrowthNeg
ANON-31PP-JH9K-T	177215222	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=177215222	Econ Pos NoisePos PlanGrowthPos GHG Pos AQ Pos
ANON-V6C2-HJYZ-6	848991448	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=848991448	Econ Pos Employ Pos AirspChgPos SafetyPos
ANON-P2XR-2GY7-N	368964270	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=368964270	AirspChgNeg NoiseNeg CommunityNeg
ANON-1CQF-JC9E-P	1011596744	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=1011596744	AirportCustNeg PlanGrowthNeg
ANON-Q9VP-73GX-S	388694477	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=388694477	AirportCustPos
ANON-M4NZ-S4GA-R	305177100	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=305177100	AirportCustPos GHG Pos CommunityPos
ANON-CVWA-4AYD-3	827456875	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=827456875	NoiseNeg PlanGrowthNeg ConsultnProcNeg
ANON-KKUQ-26YC-Z	297240529	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=297240529	Econ Pos AirspChgPos NoisePos
ANON-PE3B-2MY6-R	429959245	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=429959245	Econ Neg NoiseNeg GHG Neg AQ Neg PropDevTechnical
ANON-TXSY-J2GU-G	1049826710	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=1049826710	AirportCustPos

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ANON-46NV-CRPG-T	976661931	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=976661931	NoiseNeg AQ Neg
ANON-SYYF-W8UN-W	302930949	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=302930949	NoiseNeg PlanGrowthNeg
ANON-ER4K-9D3P-P	852811649	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=852811649	Gen Obj
ANON-DKP5-C2HQ-2	106771603	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=106771603	NoiseNeg PlanGrowthNeg AQ Neg
ANON-95E1-R43S-G	12342319	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=12342319	Health Noise Neg Health AQ Neg
ANON-GW1A-U7UF-Q	947208371	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=947208371	(No text supplied)
ANON-JVPC-GGPY-A	241692837	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=241692837	Gen Supt AirportCustPos SurfaceAccessPos
ANON-T7UW-MA34-C	813452151	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=813452151	Gen Obj
ANON-HW5V-K3P2-A	21955105	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=21955105	Gen Supt
ANON-GDUB-MDP1-M	859736980	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=859736980	(We contacted this aviation stakeholder because we believed there had been a misunderstanding. They accepted this, and chose not to update their text, which is no longer relevant)
ANON-PZBN-3WHR-X	768779498	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=768779498	NoiseNeg
ANON-WQBE-H139-M	499421164	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=499421164	Econ Neg NoiseNeg AQ Neg
ANON-U6S6-SKGV-F	508800922	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=508800922	Econ Neg ConsultnProcNeg
ANON-12Y2-A5UB-U	568318151	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=568318151	NoiseNeg ConsultnProcNeg
ANON-PK8D-21U5-4	492202109	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=492202109	NoiseNeg ConsultnProcNeg
ANON-P53E-63UT-F	846087010	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=846087010	AirspChgPos
ANON-JCMK-Y6PA-5	40229038	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=40229038	NoiseNeg PlanGrowthNeg Health Noise Neg
ANON-JWV-FV-R4HZ-5	872034888	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=872034888	NoiseNeg SurfaceAccessNeg
ANON-NZ4D-993J-F	1061718610	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=1061718610	(No text supplied)
ANON-AABN-313E-E	473020192	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=473020192	(No text supplied)
ANON-CJHG-NB37-P	284612897	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=284612897	NoiseNeg AQ Neg Health Noise Neg Health AQ Neg CommunityNeg
ANON-ZVKY-NDUM-8	685674068	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=685674068	ConsultnProcNeg
ANON-S92C-CRHX-P	799075422	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=799075422	ConsultnProcNeg
ANON-J5SF-XHPD-C	20405261	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=20405261	NoiseNeg
ANON-6P6X-PTES-G	110100554	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=110100554	AirspChgNeg NoiseNeg PlanGrowthNeg
ANON-4VQ4-5WP6-1	556333512	https://consultations.airspacechange.co.uk/london-city-airport/mp-ar-approaches/consultation/view_respondent?uuld=556333512	Gen Obj PlanGrowthNeg

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ANON-D6FT-QQHC-1	1009275717	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=1009275717	NoiseNeg
ANON-GC9Q-7SUH-U	172444035	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=172444035	PlanGrowthNeg Health Noise Neg
ANON-NEWC-Z5PU-1	933216978	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=933216978	NoiseNeg PlanGrowthNeg Health Noise Neg
ANON-TR17-MZPV-U	503289693	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=503289693	AirspChgPos ConsultnProcNeg
ANON-T782-H87N-T	961994979	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=961994979	NoiseNeg AQ Neg Health Noise Neg CommunityNeg
ANON-9QZX-RG7Q-W	322127994	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=322127994	NoiseNeg CommunityNeg
ANON-8A5R-5Y6S-Q	18191244	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=18191244	NoiseNeg Health Noise Neg
ANON-T2FZ-YUK3-J	777503752	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=777503752	PlanGrowthNeg
ANON-48UT-4U6Y-D	275455380	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=275455380	NoiseNeg AQ Neg
ANON-CQQX-8H64-7	842930555	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=842930555	(No text supplied)
ANON-5VJQ-W6K2-G	316743987	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=316743987	NoiseNeg
ANON-Y8PG-R5K1-B	627901247	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=627901247	NoiseNeg
ANON-MGSC-8EKR-4	147247913	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=147247913	NoiseNeg PlanGrowthNeg
ANON-7DER-ZF79-2	223887569	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=223887569	NoiseNeg AQ Neg CommunityNeg
ANON-V197-DE7G-X	89110438	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=89110438	AirportCustNeg NoiseNeg PlanGrowthNeg AQ Neg SurfaceAccessNeg
ANON-PMCH-1U78-W	729094448	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=729094448	CommunityNeg ConsultnProcNeg
ANON-NR16-MMC5-S	423348691	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=423348691	AirspChgNeg NoiseNeg GHG Neg AQ Neg ConsultnProcNeg
ANON-HZMX-UE7P-8	1008513015	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=1008513015	AirspChgNeg NoiseNeg ConsultnProcNeg
ANON-MHKV-2XKT-Y	163428774	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=163428774	AirportCustPos AirspChgPos
ANON-9HXV-C8CK-R	452458597	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=452458597	NoiseNeg PlanGrowthNeg ConsultnProcNeg
ANON-MRVV-UBCA-6	554152533	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=554152533	AirspChgNeg Health Noise Neg Health AQ Neg CommunityNeg ConsultnProcNeg
BHLF-EY57-DYCZ-4	1004527087	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=1004527087	NoiseNeg PlanGrowthNeg AQ Neg ConsultnProcNeg
BHLF-CC13-SJKJ-V	924419163	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=924419163	Econ Neg AirspChgNeg AQ Neg ConsultnProcNeg PropDevTechnical
BHLF-M444-T377-X	485343763	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=485343763	Gen Supt
BHLF-PW3S-H3CE-G	818591118	https://consultations.airspacechange.co.uk/london-city-airport/rmp-ar-approaches/consultation/view_respondent?uuld=818591118	NoiseNeg AQ Neg ConsultnProcNeg

End of Table 5.

7. Conclusion

7.1 A successful consultation

- 7.1.1 We have demonstrated that the conduct of the consultation met or exceeded the requirements of our consultation strategy.
- 7.1.2 We received 386 responses, providing 776 items of feedback on 35 identified themes. The majority of responses were negative, regarding noise in particular. However, there were positive responses based on the fewer flights/slower flight growth/economic benefits this proposal forecasts.
- 7.1.3 Of the themes identified, 32 would not impact the final airspace change proposal. Three may impact the final proposal and will be considered further at the next stage of the airspace change process.
- 7.1.4 Each response has been categorised in accordance with whether the themes may impact, or would not impact, the final design. Section 5 from p.54 lists responses in the former category, Section 6 from p.55 lists responses in the latter category. Each table also lists an abbreviation of each theme identified in each response.

7.2 What happens next?

- 7.2.1 This document is reviewed by the CAA and then published on the CAA airspace change portal (Ref. 3).
- 7.2.2 We will consider the responses categorised as “may impact the final airspace design” and will address each one in Stage 4's formal Airspace Change Proposal documentation, expected to be published late July 2026.
- 7.2.3 That will complete the “we asked, you said, we did” process of consultation and its product, in accordance with the Gunning Principles described in Section 2.1 on p.6.

8. Appendix: Response postcode map

8.1.1 See paragraph 4.1.2 on p.49 for how the supplied postcodes were processed.

8.1.2 The colour-codes for the marker pins are:

White – individuals or households

Green – London administrations

Yellow – property developers

Light blue – aviation industry

Orange – residents' associations

Red – campaign groups

Pink – other businesses

Note: where many marker pins overlap the colours tend to shade grey, this is a map tool artefact

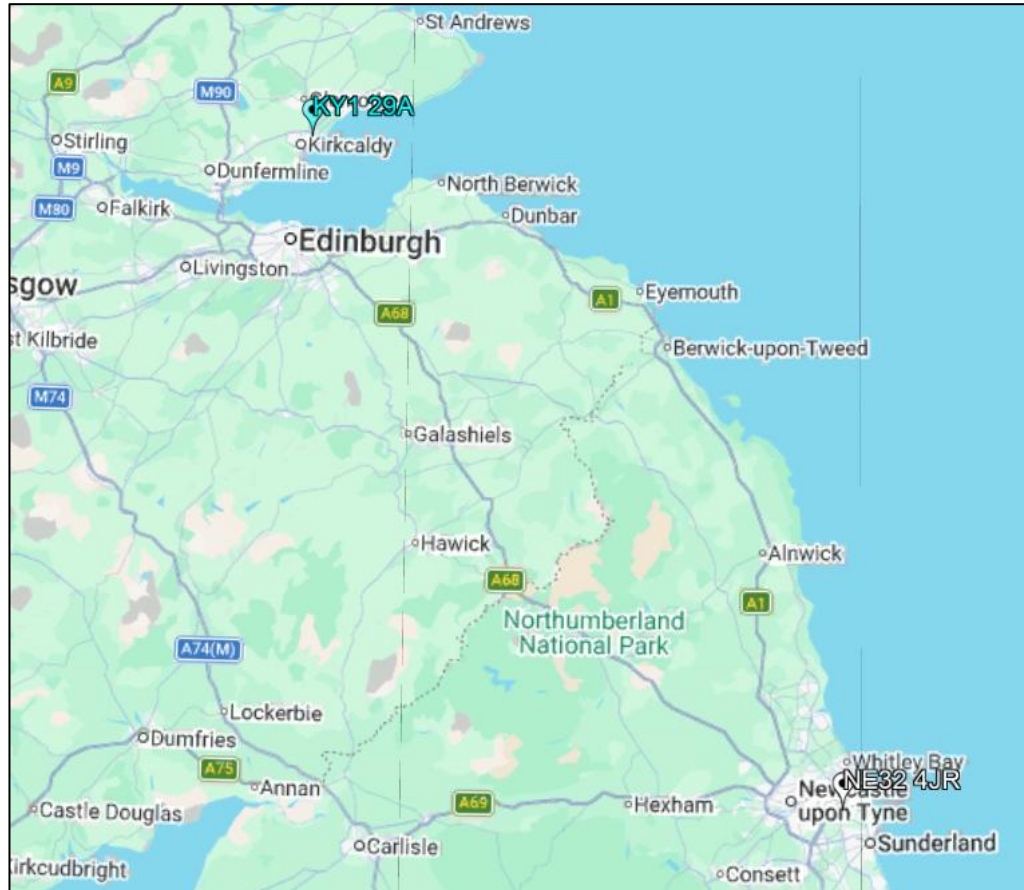
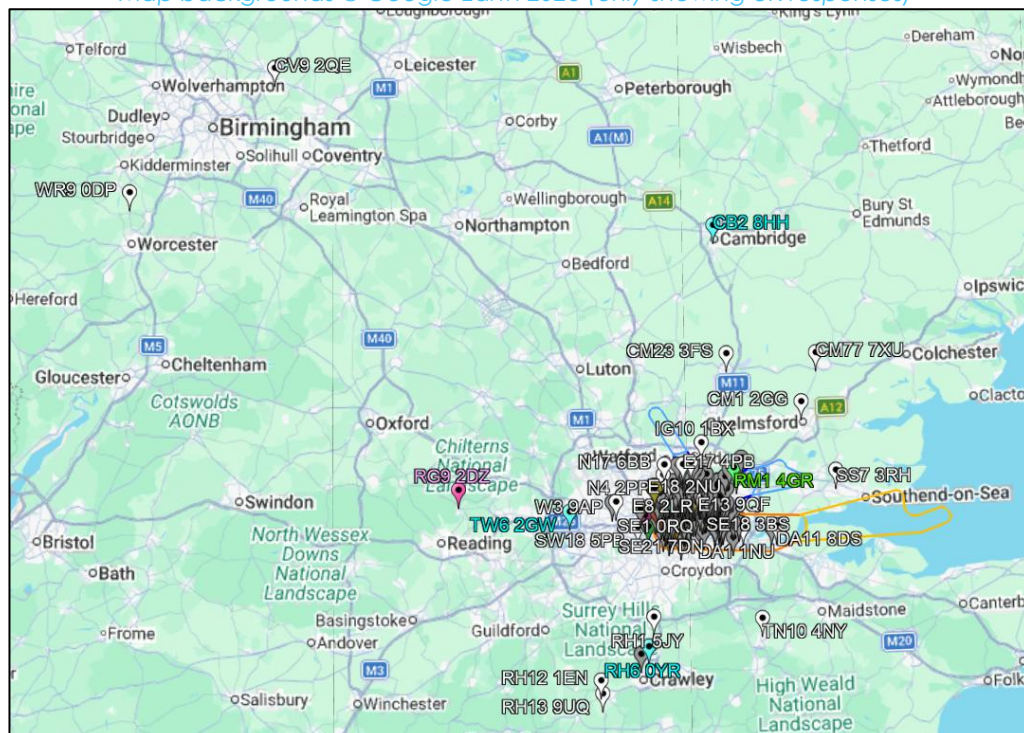


Figure 11 Overview of extents of responses: northern UK (above), central and southern UK (below)
Map backgrounds © Google Earth 2026 (only showing UK responses)



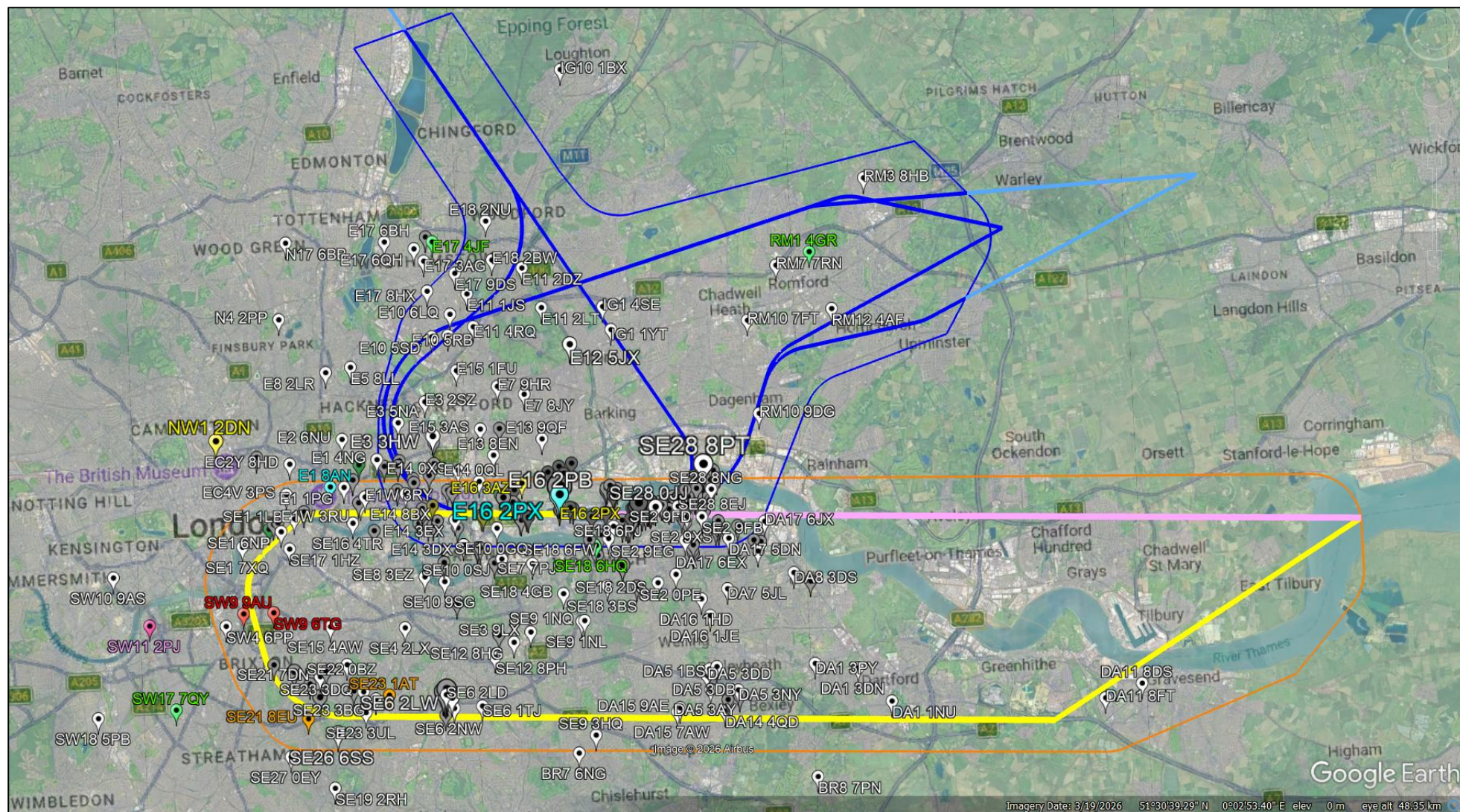
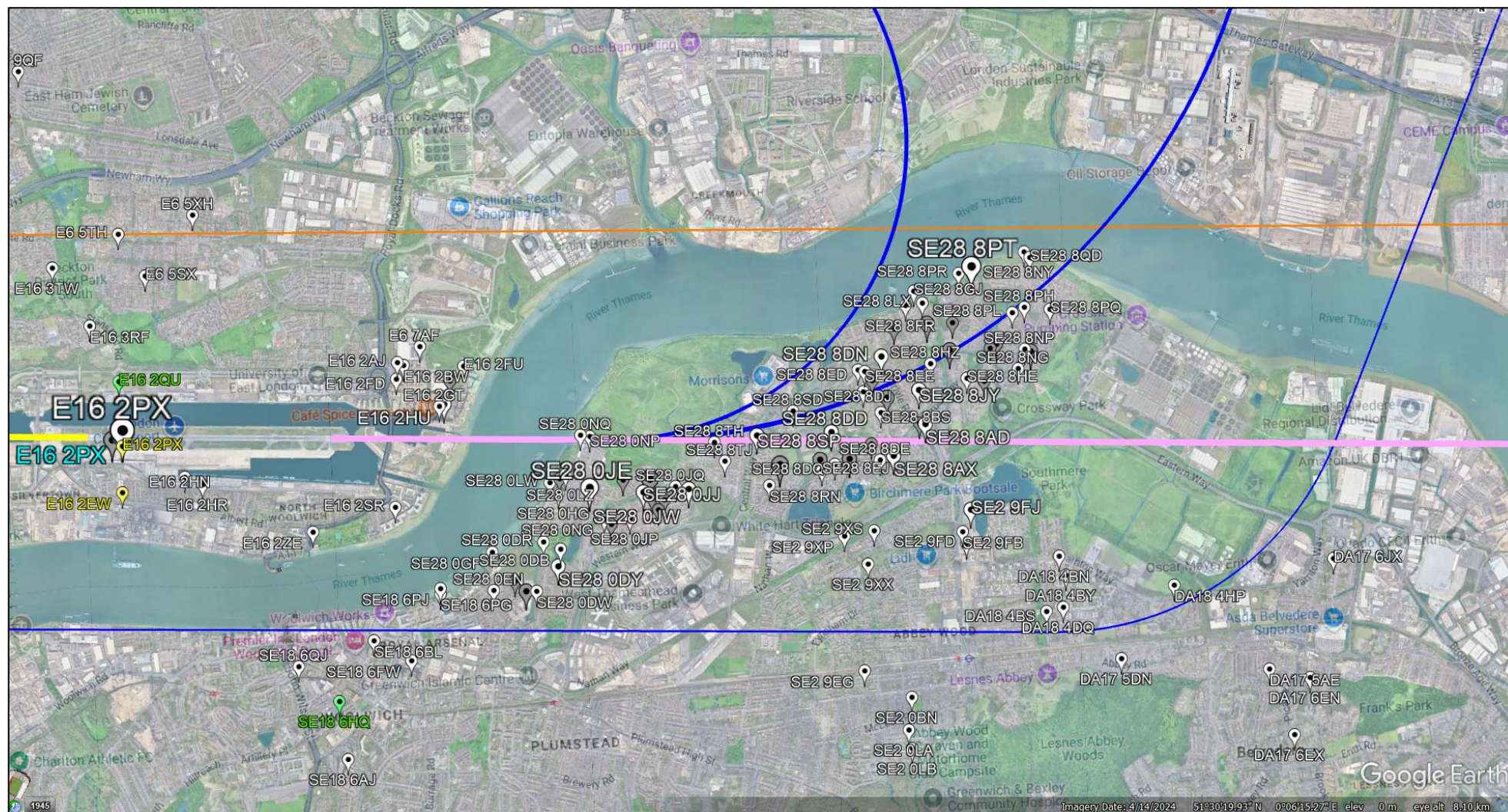


Figure 12 Response postcodes within the "Box 1" consultation areas (nearer the airport, below 4,000ft, arrivals area in orange, departure area in blue) – Map background © Google Earth 2026 Thick blue lines are departure routes from both runways. Thick pink line is Runway 27 arrival. Thick Yellow line is Runway 09 arrival.

White – individuals or households
 Light blue – aviation industry
 Pink – other businesses
 Green – London administrations
 Orange – residents' associations
 Yellow – property developers
 Red – campaign groups

Note: where many marker pins overlap the colours tend to shade grey, this is a map tool artefact



- 8.1.3 A map file with all these postcodes, compatible with Google Earth .KMZ, is available on request via email from LCY-ACP@LondonCityAirport.com.
- 8.1.4 It does not contain any identifiable information on specific respondents, purely their postcode, the type of stakeholder, and the number of times each postcode occurs (if more than once at the same location).

End of Stage 3 Consultation Response Document