

Consultation Response Document:

1. Late Response Addendum

1.1 About this addendum document

- 1.1.1 This document must be read in conjunction with the LCY Consultation Response Document.
- 1.1.2 The airspace change consultation ran from Monday 2nd March 2026 to Sunday 17th May 2026. Postal responses were accepted up to three working days past the closure date, i.e. to Wednesday 20th May.
- 1.1.3 We received no postal (paper) responses in that time, nor any paper responses which were delivered by hand to our head office reception staff.
- 1.1.4 As is standard procedure, we waited for the closure date to pass, and started our analysis on the final dataset of survey responses. We wrote the consultation response document, which included survey analyses, the collation of feedback into themes, and response categorisation. This was submitted directly to the CAA for their review in late June and was published in late July.
- 1.1.5 Unexpectedly, in early July we received an enquiry regarding the return-to-sender of a posted paper response, by the Royal Mail. The precise circumstances surrounding this rejection/return remain unclear and were outside our control (the correct postal address was included on the paper form itself, we assume the respondent addressed the envelope correctly, and our campus staff were well-briefed to expect consultation responses).
- 1.1.6 The result is that we received a response, hand-delivered by the respondent to our office reception, which arrived too late to include in the analysis and associated Consultation Response Document.

1.2 What did we do when we received it?

- 1.2.1 For transparency, we have digitised that response below, exactly as submitted by the respondent, redacted for publication (the CAA has been sent the unredacted version).

1.3 What conclusions did we draw?

- 1.3.1 We read the response and themed the supporting text in exactly the same manner as we themed the in-scope responses (see the main Consultation Response Document Table 2 on pages 51-52 of that document).
- 1.3.2 The emerging themes were:
Noise (negative) Consultation Process (negative)
- 1.3.3 We confirm that this response contained no new information likely to cause a change to the proposed airspace design.

1.4 What impact does this have on the Consultation Response Document?

- 1.4.1 This separately-published addendum is evidence that we have treated the respondent fairly and proportionately.
- 1.4.2 The Consultation Response Document remains unchanged, and refers to there being no paper responses received within the allotted timeline; this remains correct.
- 1.4.3 The total number of responses formally included in the analysis remains at 386; this additional late response is out of scope, not included in that total, and is presented here for information only. It has influenced neither the final airspace design nor the formal airspace change proposal application documentation.

Introduction of RNP-AR Procedures at EGLC

- 1.1.1 The survey runs from Monday 2nd March 2026 to Sunday 17th May 2026
- 1.1.2 This paper form is **only** for those **unable** to respond online at this website:
www.consultations.airspacechange.co.uk/london-city-airport/rnp-ar-approaches

- 1.1.3 Please post the completed survey to:

Airspace Change Consultation
City Aviation House
Harlmann Road
London E16 2PX *2PB*

- 1.1.4 We will transcribe paper survey forms onto Citizen Space on the respondents' behalf – this is a CAA requirement. Postal responses will be included if they arrive up to **three working days past** the closure date of Sunday 17th May, i.e. **Wednesday 20th May**. All responses will be published. Note that the CAA will see all raw responses including names, as will LCY and those working on our behalf such as specialist consultants, administrators and subject matter experts. Responses will be moderated, and any unacceptable content removed prior to publication on the CAA consultation page. Moderation is neither a censoring nor a filtering tool.

About you:

1. What is your **name**? (just your name please, later we will ask if you are responding on behalf of an organisation)

2. What is your **email** address, if you have one? If you do, please complete the **online** survey instead of this paper form. Email addresses will not be published online.

3. What is your **postcode**? Please add the postcode most relevant to your response - your home, your work or the organisation you represent.

4. All responses will be published. Would you like your **name** published, or removed from the published response? If you do not cross anything out, we will remove your name from the published response.

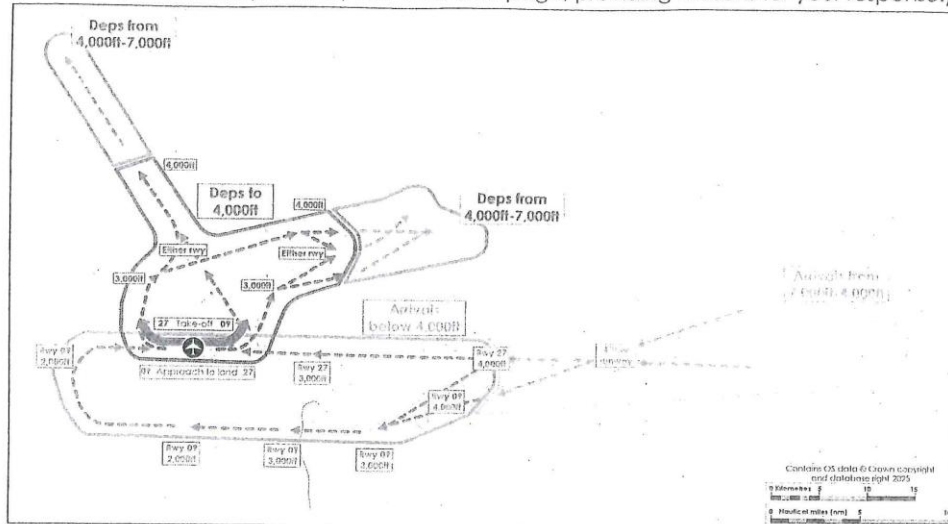
5. Are you responding as an **individual**, or on behalf of an **organisation**?

6. If so, which organisation? If you do not cross anything out or add anything here, we will assume you are responding as an individual.

About how the proposed change would impact you:

Use the diagram below and the consultation material to understand how each runway is used for arrivals and departures, this will help you prepare your response. Tell us how much you think this change might affect you, or those you represent. Please answer **all** the questions, not all the areas will be applicable to you, **please circle N/A where necessary**. If you do not circle a response, we will assume N/A for that question.

(You can add some explanatory text on a later page, providing reasons for your response.)



7. For runway 09 arrivals near the airport below 4,000ft to what extent would the change impact you or the people you represent? (See "Rwy 09" orange arrows, inner orange area). Please circle ONE of the responses below.

- 1 Strong negative impact
- 2 Medium negative impact
- 3 Slight negative impact
- 4 No change in impact
- 5 Slight positive impact
- 6 Medium positive impact
- 7 Strong positive impact
- ☒ N/A This question is not applicable to me/us
- Don't know I don't know what the change might mean for me/us

8. For runway 09 departures near the airport below 4,000ft, to what extent would the change impact you or the people you represent? (See the dark blue arrows near the runway, inner blue area). Please circle ONE of the responses below.

- ☒ 1 Strong negative impact
- 2 Medium negative impact
- 3 Slight negative impact
- 4 No change in impact
- 5 Slight positive impact
- 6 Medium positive impact
- 7 Strong positive impact
- N/A This question is not applicable to me/us
- Don't know I don't know what the change might mean for me/us

9. For runway 27 arrivals near the airport below 4,000ft, to what extent would the change impact you or the people you represent? (See "Rwy 27" orange arrows, inner orange area). Please circle ONE of the responses below.

- 1 Strong negative impact
- 2 Medium negative impact
- 3 Slight negative impact
- 4 No change in impact
- 5 Slight positive impact
- 6 Medium positive impact
- 7 Strong positive impact
- ☒ N/A This question is not applicable to me/us
- Don't know I don't know what the change might mean for me/us

10. For runway 27 departures near the airport below 4,000ft, to what extent would the change impact you or the people you represent? (See the dark blue arrows near the runway, inner blue area). Please circle ONE of the responses below.

- ☒ 1 Strong negative impact
- 2 Medium negative impact
- 3 Slight negative impact
- 4 No change in impact
- 5 Slight positive impact
- 6 Medium positive impact
- 7 Strong positive impact
- N/A This question is not applicable to me/us
- Don't know I don't know what the change might mean for me/us

11. For arrivals further out from the airport (7,000ft-4,000ft), to what extent would the change impact you or the people you represent? (See the outer orange area). Please circle ONE of the responses below.

- 1 Strong negative impact
- 2 Medium negative impact
- 3 Slight negative impact
- 4 No change in impact
- 5 Slight positive impact
- 6 Medium positive impact
- 7 Strong positive impact
- ☒ N/A This question is not applicable to me/us
- Don't know I don't know what the change might mean for me/us

12. For departures further from the airport (4,000ft-7,000ft), to what extent would the change impact you or the people you represent? (See the two outer light-blue areas, one flow to the north, the other to the east). Please circle ONE of the responses below.

- 1 Strong negative impact
- 2 Medium negative impact
- 3 Slight negative impact
- ☒ 4 No change in impact
- 5 Slight positive impact
- 6 Medium positive impact
- 7 Strong positive impact
- N/A This question is not applicable to me/us
- Don't know I don't know what the change might mean for me/us

13. Overall, to what extent do you support introducing this proposed change?
Please circle ONE of the responses below.

- ☒ 1 I/we strongly object
 2 I/we somewhat object
 3 I/we neither support nor object
 4 I/we somewhat support
 5 I/we strongly support
 Don't know I don't know what the change might mean for me/us

Please provide reasons for your responses below, such as how the changing impacts would affect you, and tell us any additional information you think we should know.

MY RESPONSES ARE BASED ON WHAT I THINK MAY BE THE VISUAL AND NOISE IMPACT THE LARGER PLANES WILL HAVE ON PEOPLE, LIKE MYSELF, LIVING IN THE LONDON AREA.

I LISTENED TO THE NOISE FROM TWO PLANES, CURRENTLY FLYING AT LONDON CITY AIRPORT, AND THE A320 NEO ON A COMPUTER AT THE WANSTEAD LIBRARY EVENT. I FOUND THE A320 NEO TO BE THE MOST DISTURBING AS IT PRODUCED A MUFFLED NOISE FOLLOWED BY A HIGH PITCHED WHINE.

I AM VERY DISAPPOINTED THERE HAVE BEEN NO FLYOVER TRIALS OVER THE LANDING AND DEPARTURE ROUTES. WITH REFERENCE TO THE LATTER THE AIRCRAFT HEADING FOR THE SOUTH WOODHAM FERRERS AREA MAKE A TURN AT LEYTONSTONE TOWARDS WANSTEAD AND THERE HAVE BEEN INSTANCES IN THE PAST WHERE THIS HAS GIVEN RISE TO A SCREECHING NOISE. FORTUNATELY THE CAA WERE ABLE TO SOLVE THE PROBLEM.

PROMPTLY. I AM CONCERNED THAT THE A320 NEO MAY PRODUCE A SIMILAR SCREECHING NOISE AS IT MAKES THE TURN. TOWARDS WANSTEAD.

PLANES USING LONDON CITY AIRPORT (L.C.A.) FLY AT A LOW HEIGHT OF 3,000 FEET OVER VERY DENSELY POPULATED AREAS OF LONDON, AND I CONSIDER IT TO BE ESSENTIAL THAT FLY OVER TRIALS ARE CONDUCTED IN ORDER TO GAIN MORE INSIGHT INTO HOW NOISY AND VISUALLY INTRUSIVE THE A320 NEO WILL BE WHEN TAKING OFF, LANDING AND IN FLIGHT.

30th JUNE 2026

LONDON CITY AIRPORT
CITY AVIATION HOUSE
HARTMANN ROAD
LONDON
E16 2PB.

Dear Sir

AIRSPACE CHANGE CONSULTATION

Thank you for your telephone call of today.

I enclose a copy of my response to the consultation. Kindly acknowledge receipt.

Your attention to this matter much appreciated.

Yours sincerely,

Posted 30/6/26

End of Consultation Response Document Addendum