Introduction of RNP AR Procedures at EGLC

Stage 3 Consultation Strategy

ACP-2025-003

Issue 1.0

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Change History

Issue	Month/Year	Changes this issue (most recent first)
Issue 1.0	03/26	Published for consultation launch

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

List of technical options appraisal reports supporting this consultation:

Annex A   12 pages   Airspace change forecasts and methodology

Annex B   23 pages   Cost-benefit analysis including passenger surface access time savings

Annex C   89 pages   Aircraft noise assessment

Annex D   73 pages   Air quality assessment

Annex E   10 pages   Greenhouse gas emissions and fuel burn assessment

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 Stage 3 Consult Gateway requirement for a consultation strategy.

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.

1.1.4   Two complementary documents provide more details on this consultation and how the options were appraised – we recommend all three documents are read in order to ensure the most thorough understanding of this proposal:

- Stage 3 Consultation Document, which is the main document introducing the current arrangements and explaining what the change would mean for stakeholders

- Stage 3 Full Options Appraisal (FOA), which provides analysis for the with-change option in comparison to the without-change baseline, quantifying key benefits and impacts

1.2   How to read this document

1.2.1   This document provides information about how we will undertake this consultation. We want to provide relevant and accessible information to help people provide informed responses on the proposed changes.

1.2.2   We explain where we are in the airspace change process, summarising the engagement activity undertaken to date, and the objectives of this proposal.

1.2.3   We consider who may be impacted by the proposed changes. The audience comprises stakeholders of several types; we will describe who they are and how we have grouped and categorised them.

1.2.4   We describe what we will use to inform stakeholders of the proposed plans. It is necessary for our materials to include technical information on aircraft and airport operations; we will make this as clear as possible so that it can be understood without prior aviation or technical knowledge.

1.2.5   We consider when consultation should start and finish, and a timetable of activity to reach all stakeholders and help inform them sufficiently to be able to respond. We briefly describe what happens when the consultation ends, when all responses will be analysed and categorised.

2.   Where we are in the airspace change process

2.1.1   The ACP is following the CAA's Airspace Change Process, described in their document CAP1616 [Ref 1].

2.1.2   We completed Stage 1 Define in May 2025, and Stage 2 Develop and Assess in September 2025.

2.1.3   We are now in Stage 3 Consult/Engage. This is where we complete our preparations for consultation, submit our documentation to the CAA for their assessment (known as a Gateway), and then undertake the consultation itself.

2.1.4   In the flowchart Figure 1 below, this document forms part of Stage 3. It is designed to be read in conjunction with the Consultation Document and the Full Options Appraisal (FOA), which are the core Stage 3 documents.

2.1.5   For a full list of consultation materials please see Section 7 on p.21 and the consultation websites:

www.LondonCityAirport.com/ACP

for our website including a digital exhibition room, and the consultation website service known as Citizen Space, which all airspace change sponsors must use:

www.consultations.airspacechange.co.uk/london-city-airport/rnp-ar-approaches

Here is where the survey can be taken, to have your say.
All the core documents and files can be found here also.

2.1.6   For a complete history of all airspace change process-related documentation to date, see this ACP's CAA portal page [Ref 3].
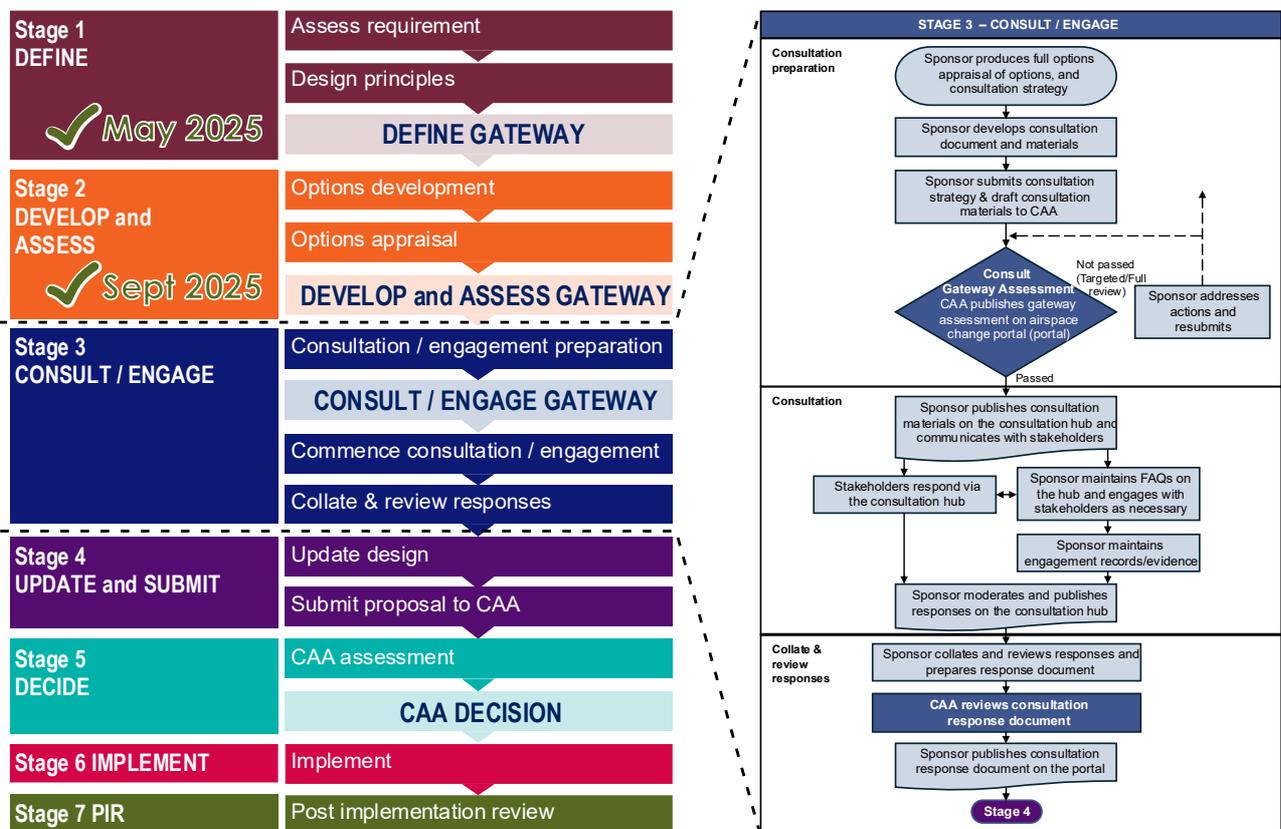
Figure 1 Airspace change process – overview (left) and Stage 3 (right)

2.2   Scope of this ACP

2.2.1   This ACP concerns the introduction of an additional arrival procedure with a shallower final approach path. This would allow new aircraft types to use LCY.

2.2.2   Its introduction would mean a modernisation of the fleet mix at LCY over time, with specifically-authorised aircraft flying the additional arrival procedure, and the remaining fleet flying the current/unchanging steeper approach path.

2.2.3   The arrival procedure design options progressed through Stage 2 have been developed and matured into a single option for Runway 09 and a single option for Runway 27. Full details can be found in the Consultation Document, with assessments in the Full Options Appraisal.

3. Objectives of this consultation

3.1 Delivering an effective consultation

3.1.1 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.

3.1.2 We developed this consultation strategy to ensure we meet these principles. Consultation is the sponsor's opportunity to engage formally with a wide variety of stakeholders, inform them of the benefits and impacts of the proposal in a transparent and accessible way, and acquire valuable feedback.

3.1.3 The objective of our Consultation Strategy is to produce a document which fulfils the requirements of CAP1616f (Ref 17) and provides all stakeholders with the necessary information to understand how the consultation will be managed, how they can respond, and how their responses will be dealt with.

3.1.4 A standard CAA checklist for Stage 3 submission is published alongside the core consultation documents.

4. Summary of Engagement Activity Undertaken to Date

4.1.1 Our engagement activities so far have sought to ensure that:

- the correct audience is targeted and given the opportunity to respond
- the engagement materials provide stakeholders with sufficient detail to make an informed response
- from an early stage, such responses are taken into account in designing the ACP

4.1.2 For Stage 1 Define we established the need for an airspace change. We engaged representatives of stakeholder groups to agree the design principles underpinning this proposal.

4.1.3 For Stage 2 Develop and Assess we created initial design concepts, refined them with engagement feedback from representatives of stakeholder groups, evaluated each option against the design principles and performed an initial appraisal to illustrate the qualitative benefits and impacts of each option.

4.1.4 During Stage 3 we engaged representatives of LCY Consultative Committee (LYCCC) stakeholder groups to inform them that we developed the design options into a single option for each runway, closely matching the extant track and keeping the slope at the highest angle possible without requiring special certification. We also engaged representatives of the Forest Hill society and HACAN East to discuss runway 09 approach overflights at 2,000ft.

4.1.5 The tables on the following pages summarise engagement activities to date.

Table 1 Stage 1 engagement summary

Stage 1 Summary	Activity Records	Summary of Engagement Activity
LCY developed a set of design principles with identified stakeholders. The aim of the design principles is to provide high-level criteria that the proposed airspace design options should meet. They also provide a means of analysing the impact of different design options and a framework for choosing between or prioritising options.	Stage 1 Define: Design Principles (link to published material)	LCY Subject Matter Experts (SMEs) developed a draft list of design principles and assessed which areas were most likely to be impacted by this proposal to determine our stakeholder list. The draft list of design principles were presented to the LCY Consultative Committee (LYCCC) for their consideration. Wider stakeholders were invited to one of three online workshops where stakeholders were able to pose questions and receive answers. Following the workshops the presentation and a DP questionnaire was shared with stakeholders. Feedback received during the workshops and from the questionnaires was used to inform our DPs. A full summary of our stakeholder engagement is available in our Stage 1 Define: Design Principles report.

Table 2 Stage 2 engagement summary

Stage 2 Summary	Activity Records	Summary of Engagement Activity
At Stage 2, LCY developed a set of design options that address the Statement of Need (SoN) and align with the design principles from Stage 1. Those options were shared with a wider list of stakeholder representatives and the feedback was used to further inform the proposals. The refined concepts were qualitatively assessed against the design principles and a Design Principle Evaluation (DPE) was produced. LCY's comprehensive list of options was then shortlisted before progressing to Stage 2B. LCY carried out an Initial Options Appraisal (IOA) of the proposed options that remained following the DPE. The initial appraisal described the concepts under assessment and the baseline options, before explaining the methodology used to assess each option and the IOA outcome. Following this the document explained, based on the IOA, which concepts were taken forward to Stage 3 and developed into a preferred option	Stage 2 Develop and Assess (link to published material)	During Stage 2, LCY hosted five workshops either online or face-to-face. Four of the workshops targeted specific stakeholder groups, such as aviation stakeholders or public authorities, and the last was an open session. Separating the audiences allowed the sessions to be tailored to the needs of the stakeholder groups. This engagement material provided background information on the change, including the current operation, any constraints and the proposed options. Participants had the opportunity to ask questions throughout and at the end of the sessions. Following the sessions the engagement slides were shared, and feedback was requested from stakeholders. This feedback was used to inform the FOA and in the development of our final consultation option. A full summary of our stakeholder engagement at this stage is available in our Stage 2 Develop and Assess document.

Table 3 Stage 3 engagement summary

Stage 3 Summary	Activity Records	Summary of Engagement Activity
Brief update to the LCY airport consultative committee (LCYCC) on 4th December 2025	LCYCC report downloads area	A brief update was given to members of the LCYCC regarding the decision to consult on the steepest possible gradient discussed in Stage 2 (i.e. 4.49° for both runway ends). For Runway 09 we stated that we will consult on an RNP-AR arrival track which overlays the current RNAV1 track as much as possible, having given due consideration to suggestions for different tracks. We also stated that environmental performance data was still being processed in preparation for the consultation material, but early indications were that noise performance metrics are an improvement over the baseline, i.e. fewer flights of larger aircraft (with similar noise performance) bring an overall benefit. We also said that, as we expect an overall improvement, the focus of the consultation will be on the changes to arrivals, as departure flows and altitudes would not expect to change under this ACP.
Site meeting at Horniman Gardens, Forest Hill with representatives of the Forest Hill Society and HACAN East, 16th October 2025	(Informal meeting)	The site meeting was an opportunity for a representative of LCY to meet with local interest groups to experience approach overflights and in particular, experience noise effects of current and new generation aircraft at 2,000ft.

5. Audience

5.1 Background

5.1.1 During Stage 1 of the CAP1616 airspace change process, we identified a list of stakeholders which may be impacted by this ACP, and these were engaged. The list was updated in Stage 2 and further engagement occurred.

5.1.2 This section describes our wider Stage 3 stakeholder identification and justification, using the Stage 2 list as its starting point.

5.1.3 We will engage proactively with the identified stakeholder list, and they will be invited to respond to the consultation.

5.2 Stakeholder mapping

5.2.1 We used the four-box model (below) to map our stakeholders into categories.
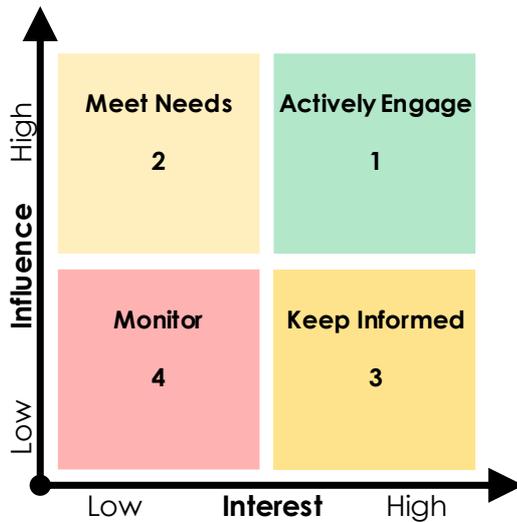
Figure 2 The interest/influence four-box model of stakeholder mapping

5.2.2 This four-box model[1] enables us to map audiences by their expected level of interest and influence. We apply criteria to each group in order to identify and map them.

5.2.3 Analysing the audience in a simple, qualitative way means we can map stakeholders into four broad classifications and target our consultation accordingly. In this document and its diagrams, where we refer to Boxes we mean the category of stakeholder as per the diagram above, for example we may refer to Box 1 stakeholders.

5.2.4 It is typical for the number and location of stakeholders to change as the airspace change moves through process stages towards the consultation phase.

5.2.5 The broad range of UK aviation stakeholders who are members of the National Air Traffic Management Committee (NATMAC)and were previously engaged in earlier stages of the airspace change process can also be rationalised, where we are certain they have no related interests.

5.2.6 This ACP is about adding new arrival procedures, which will also enable a change to the fleet mix. There are no changes proposed to departure routes. However, those impacted by both arrivals and departures will be consulted, due to the forecast fleet mix change.

5.2.7 We aim to avoid engaging the same organisation more than once, where they may be part of more than one of the stakeholder groups or categories.

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[1] Frequently used in industry and Government stakeholder mapping

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5.3   Identifying the geography of the consultation

5.3.1   We used radar data for a busy summer month (August 2025) to determine the extent and altitude of overflight by LCY aircraft in the region.

5.3.2   Our criteria were:

- The Department for Transport's Air Navigation Guidance (Ref 25) altitude-based priorities for considering aircraft noise[2].

  o Below 4,000ft, the priority is limiting and, where possible, reducing the total adverse noise effects on people, and where options are similar, preference should be given to the one most consistent with current arrangements.

  o From 4,000ft-7,000ft minimising the impact of aviation noise is also a priority unless evidence shows there would be a disproportionate increase in greenhouse gas emissions.

  o At and above 7,000ft flight efficiency is prioritised and noise minimisation is no longer the priority.

- The CAA's airspace change guidance document CAP1616i (Ref 4), which indicates that five or more overflights per day[3] should be considered relevant. We determined this number by averaging the daily number of flights over the month of August 2025. For some days, in some places, there may have been more overflights, however the average is what is considered here to be a reasonable indicator of overflight.

- Identifying the areas where overflight is predominantly below 4,000ft and predominantly between 4,000ft-7,000ft. Areas impacted by overflights at or above 7,000ft are outside the scope of the ACP.

- The CAA's airspace change guidance document CAP1498 (Ref 19), which defines[4] overflight as being within 1,079m of an aircraft's flightpath at an altitude of 4,000ft, and within 1,888m at an altitude of 7,000ft.
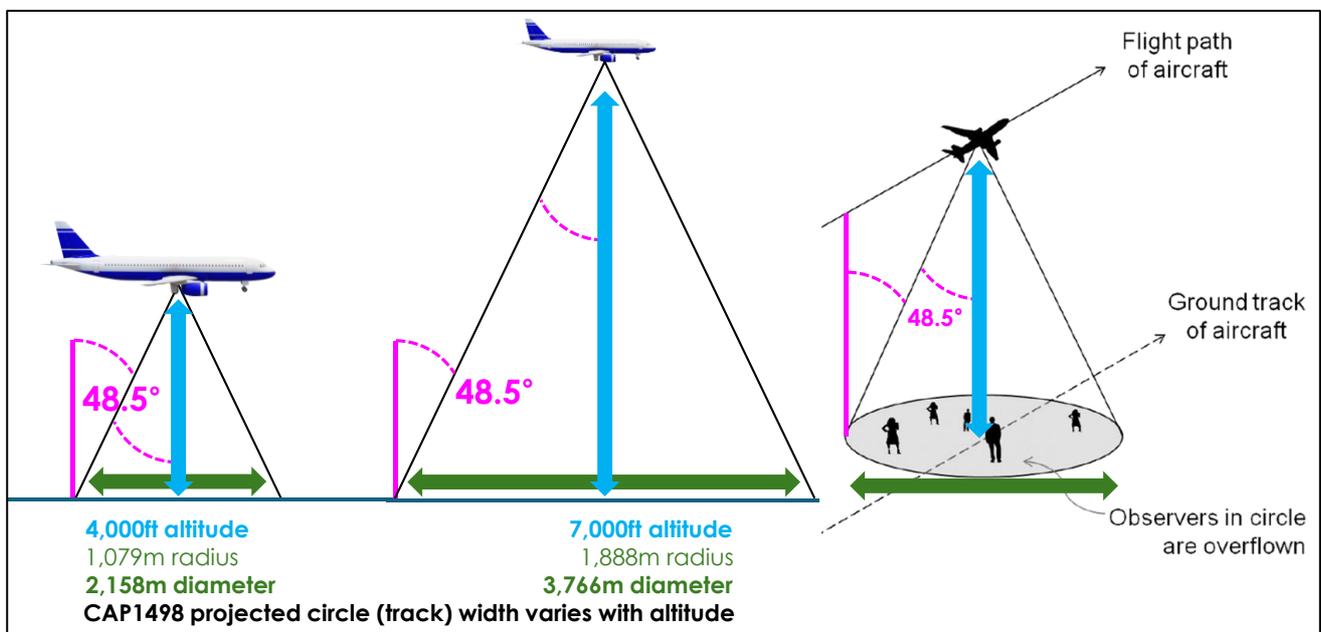
Figure 3 How altitude defines overflight according to the CAA's CAP1498 document

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[2] Paraphrased from Air Navigation Guidance p.17-18 paragraph 3.3.
[3] CAP1616i p.23 paragraph 5.35.
[4] CAP1498 p.20 Figure 11, using the required 48.5° boundary angle defined in CAP1616i's p.23 paragraph 5.34.

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5.3.3   For ground-based stakeholders, we concluded that areas overflown below 4,000ft would be used to target those categorised as higher interest/higher influence (Box 1, see section 5.4 below).

5.3.4   Areas overflown between 4,000ft-7,000ft would be used to target those categorised as lower interest/higher influence (Box 2, see section 5.5 below).

5.3.5   Figure 4 and Figure 5 below illustrate this process and the geographical extents of Box 1 and Box 2.

5.3.6   See also Section 10 Appendix A: Stakeholder List on p. 27 for the full list of stakeholders and their box group, as described below.

5.3.7   We have considered a wide variety of stakeholders and have developed and expanded our list during the course of this proposal. However we cannot guarantee we have captured them all. We welcome a consultation response from **any** individual or organisation, regardless of their inclusion or not.

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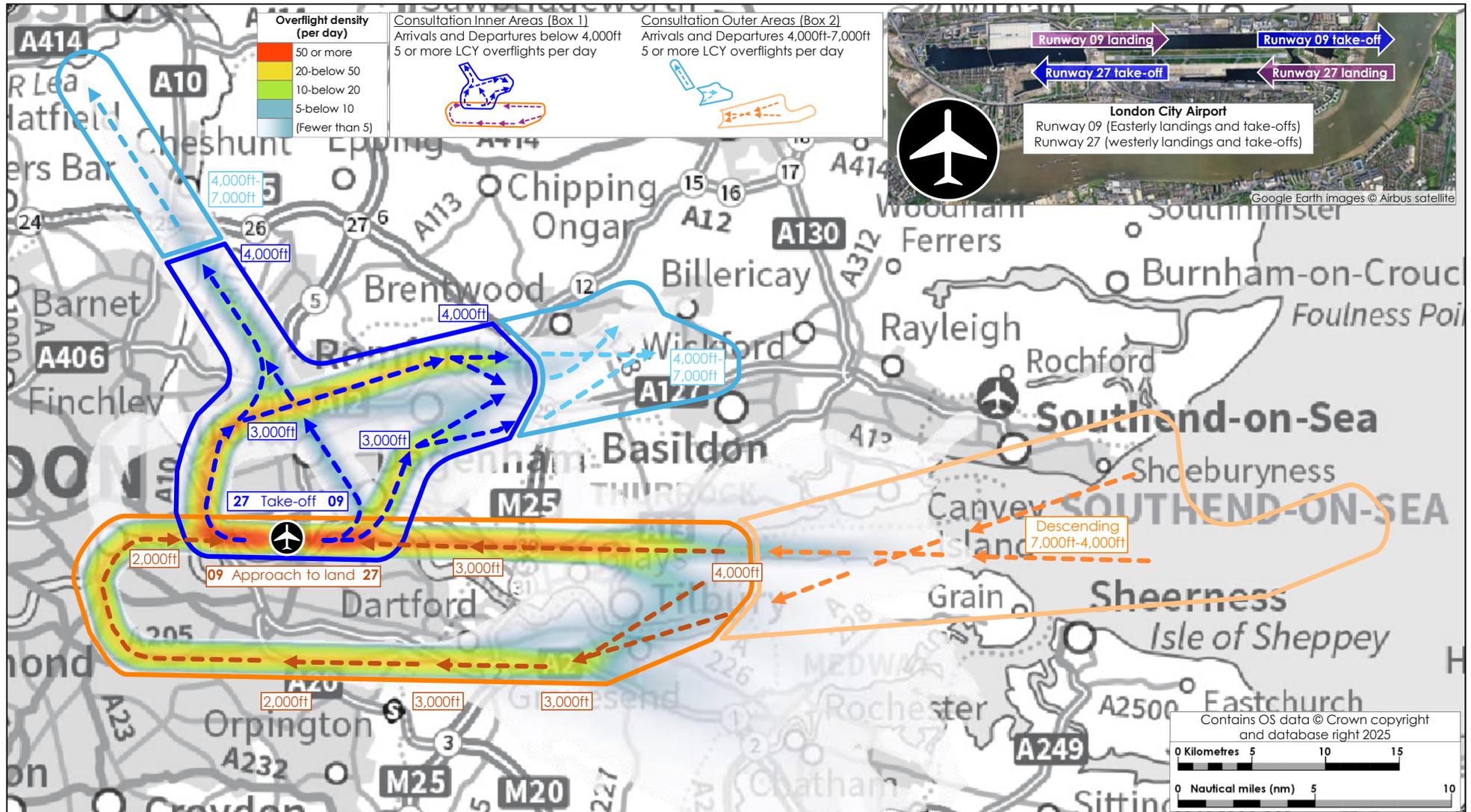
Figure 4 How overflight density of August 2025 traffic below 4,000ft determined the inner consultation areas for stakeholder mapping (Box 1)

5.3.8   This is how we identified our Box 1 stakeholders: Each radar track was given a width of 2,158m (1,079m either side) and the number of times these tracks crossed over a place determines the intensity (see the density key in the image above). Fewer than 5 overflights per day per place is shown as white to pale blue, with stronger blue showing the outer limit of where 5 or more overflights occur. The inner orange and blue areas are the result. Overflight outside these areas is predominantly at or above 4,000ft and falls into the next altitude band overleaf.
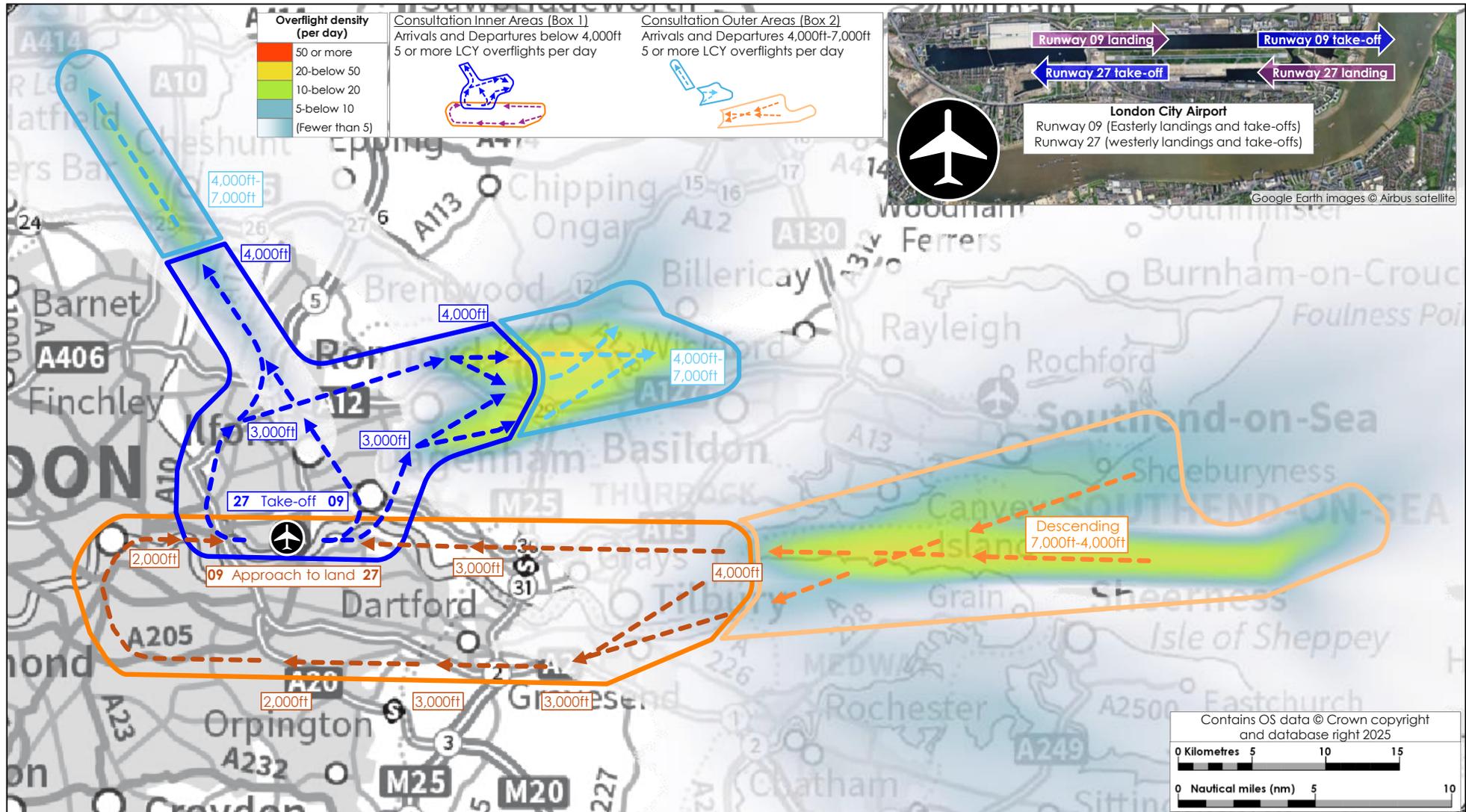
Figure 5 How overflight density of August 2025 traffic 4,000ft-7,000ft determined the outer consultation areas (Box 2)

5.3.9   The same process was carried out for the next altitude band from 4,000ft-7,000ft, identifying our Box 2 stakeholders. In this case each radar track was given a width of 3,776m (1,888m either side) because the higher the flight, the wider its footprint. The outer light orange and light blue areas are the result. Areas outside are not within the scope of this proposed airspace change because they are not overflown 5 times or more per day, and/or the aircraft are at 7,000ft or above.

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5.4 Box 1 Higher interest, higher influence – actively engage

5.4.1 Stakeholders grouped in this box primarily consist of representatives of organisations where the change would have most impact. We would consider many of these stakeholders to be informed already about the airport and this ACP, but some may not be aware of the proposed change.

5.4.2 Email will be the primary means of initial contact with this group to determine their preferred method of engagement, followed up by direct engagement activities such as webinars or meetings. This group includes:

- Government representatives: Members of Parliament (MPs), London Boroughs, Greater London Authority (GLA) Assembly Member constituencies and Local Authorities outside London
- GLA representatives with a responsibility for London-wide issues
  - o Including Transport for London (TfL)
- Airlines operating at LCY
  - o Including corporate jet operators
- Interested groups from Stage 2
  - o Community interest groups
  - o Local environmental interest groups
  - o Specialist aviation consultancies
- Industry/business groups from Stage 2
  - o Including property developers where revised obstacle clearance requirements for buildings may impact planned works
- Members of LCY's airport consultative committee LCYCC
  - o Several members are also covered elsewhere within this list
- Noise-sensitive non-residential buildings within the airport's noise contour area
  - o Long-term healthcare such as hospitals and hospices
  - o Schools and nurseries
  - o Places of worship

5.4.3 Where appropriate, we will ask representative groups to act as intermediaries, helping us to communicate the consultation to a larger number of stakeholders. This would help the consultation reach a wider audience, where it would be disproportionate for us to attempt to identify and engage them all ourselves, and may also help us communicate with seldom-heard groups.

5.4.4 We will ensure it is clear to the representative groups that we desire feedback directly from those they represent as well as a response on behalf of each group. This will rely on the good will of the representative groups to promulgate the consultation to their demographic in the way they see fit, by using materials that we can supply. Or if someone in the organisation is asked about it, we would ask them to point to the consultation and encourage a response,

5.4.5 For example, MPs have extensive reach and can amplify issues with local residents. By elevating awareness and understanding among political stakeholders, we can ask them to raise awareness with their constituents.

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5.5   Box 2 Lower interest, higher influence – meet their needs

5.5.1   Stakeholders grouped in this box primarily consist of representatives of organisations where the change would have a lesser impact than for stakeholders in Box 1.

5.5.2   Email will be the primary means of initial contact with this group, followed up by direct engagement activities such as webinars. This group includes:

- Government representatives: MPs and Local Authorities outside London
- Aviation stakeholders, including:
    - o   Nearby airports
    - o   Air navigation service providers (ANSPs), i.e. NATS and the MoD
    - o   Relevant members of NATMAC, rationalised from Stage 2's broader list
    - o   Other technical experts such as aircraft manufacturers or suppliers

5.5.3   As above for Box 1, where appropriate we will ask representative groups to act as intermediaries –paragraphs 5.4.3-5.4.5 on p.13 apply here also.

5.6   Box 3 High interest, lower influence – keep informed

5.6.1   Stakeholders grouped in this box are typically members of the public.

5.6.2   We would expect them to be private individuals or families living, working or spending leisure time under the final approach and initial climb out where changes in noise would be most noticeable under this proposal.

5.6.3   Some will be those who rarely have any interaction with the airport or with aviation matters. We expect most to be those whose interest is sparked by our publicity material or by news coverage of the proposal, or who are made aware of the consultation by an organisation described in Boxes 1 and 2.

5.6.4   The change in fleet mix enabled by this ACP may be of interest to passengers and customers of the airport and therefore they will be included within Box 3 of the consultation.

5.6.5   Given that Box 3 is the general public, it is not possible in practice to include them in our stakeholder list in Section 10 Appendix A: Stakeholder List on p. 27. However, Box 3 also includes seldom-heard audiences, described in section 5.8 below. Raising public awareness of this consultation is discussed in Section 6 below.

5.7   Box 4 Lower interest, lower influence – monitor

5.7.1   We consider Box 4 to be a subset of Box 3, the general public.

5.7.2   Stakeholders grouped in this box are unlikely to be known to LCY and may be people who live or work in the vicinity of the airport but do not consider themselves impacted.

5.7.3   There is no need for targeted efforts to inform this group, they will self-select from our publicity campaign. Even though they may not consider themselves impacted, we would encourage them to respond.

5.7.4   This also includes seldom-heard audiences, described in section 5.8 below.

5.8   Seldom-heard audiences: Identification

5.8.1   Boxes 3 and 4 contains those who could be considered as 'seldom-heard'. Examples are:

- Older people (over 75)
- People with a learning impairment or disability
- People with a physical impairment or disability, including those with
    - o   sight or hearing reductions or loss

- mobility conditions or long-term health conditions
- People who do not have English as a confident language
- Combinations of any of the above, or any other barriers to understanding and responding to the consultation

5.8.2 Section 6.6's Table 1 on p.7 summarises our approach to engaging seldom-heard audiences.

6. Approach

6.1 Direct and indirect engagement

6.1.1 From the beginning of this proposal we involved representative groups of stakeholders and sought their feedback in order to progress. We have also identified more stakeholders with whom we will engage directly.

6.1.2 We call this 'direct engagement' because we have identified the specific organisations by applying the mapping criteria described in the previous section. Direct engagement encourages organisational participation; it raises awareness and promotes stakeholder understanding.

6.1.3 We already have email contact details for all of these organisations from Stage 2. We will attempt to make direct contact via email as described in Boxes 1 and 2 above.

6.1.4 'Indirect engagement' refers to the publicity activity outlined later in this document. This engagement is indirect because we cannot know exactly who will take an interest. We will ensure that responding to the consultation is as accessible as possible to all stakeholders and ensure they are properly informed through an appropriate mix of channels. Those described in Boxes 3 and 4 will be indirectly engaged.

6.1.5 It would be disproportionate to directly contact each property, business and household in the region given the high population density and the modest scale of this proposal; our publicity strategy is targeted to get an appropriate reach of engagement. The exceptions to this are the noise-sensitive non-residential buildings within the primary noise contours of the airport – these will be contacted directly.

6.2 Describing impacts

6.2.1 Some stakeholders may view themselves as impacted positively, some negatively, and some won't consider themselves impacted at all by this proposed airspace change (although they may still have an opinion that they wish to express).

6.2.2 Our consultation material will give clear information to allow them to do so. Its purpose is to ensure stakeholders can understand the information relevant to their interests, describe potential impacts as clearly as possible, and elicit useful feedback by asking appropriate questions.

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6.3 Channels for communication and engagement

Channel map

Direct:
Briefings offered to Box 1 and Box 2 representatives (emails, webinars, face to face on location)

Indirect:
Social media (organic and/or paid-for promotion) (Box 3 and Box 4)

Indirect:
Earned & paid traditional media (local and regional news, paid-for ads) (Box 3 and Box 4)

Indirect:
Web presence (LCY website, Citizen Space consultation portal) (Box 3)

Indirect:
General public, local community and businesses responding to publicity (webinars or face to face on location) (Box 3)

Figure 6 Communication channels for this consultation

6.3.1   OFCOM reports[5] that the proportion of home internet access remained at 94% in 2024, with 21% of over-65s having no internet access at home.

6.3.2   This means we would expect our primary approach to be internet-based awareness via the channel map in Figure 6 above. We would use emails to Box 1 and Box 2 stakeholders, which may convert into briefings targeted at their needs, during which we would encourage them to submit a response.

6.3.3   More general publicity would be aimed at Box 3 and Box 4 stakeholders either to encourage them to submit a response, or to join a general briefing webinar.

6.3.4   In both cases above, briefings would be offered mainly via webinar, with face to face drop-in sessions to talk with our experts available subject to demand and circumstances.

6.4 Known stakeholders: Box 1 and Box 2

6.4.1   We expect the majority of Box 1 and Box 2 stakeholders to use email as the primary engagement method. Our notification would trigger them to download and study the consultation material, and to provide a formal response without necessarily requiring a briefing.

6.4.2   We also assume a proportion of Box 1 and Box 2 stakeholders may wish to attend a joint briefing with similar stakeholder types – these may be online webinars or face to face. We cannot predict what these proportions will be.

6.4.3   As the consultation progresses, the number of briefings will depend on demand, the ability to accommodate larger attendances at briefings, or the use of individual briefings. We have anticipated how engagement may occur for each stakeholder group, and we propose the following initial plan.

5 See page 5 of the Adults' Media Use and Attitudes Report 2025 link

Table 4 Anticipated engagement briefings for Box 1 stakeholders

Box 1 Stakeholder type	Webinar initial plan	Face to face?
MPs (40 constituencies)	Individual or group webinars with MPs or their office representatives as required based on level of interest and response.	On request, to be combined where possible
London Boroughs (18) and GLA	2 joint, with 5-6 LB and/or GLA representatives. Could be combined with non-London local authorities.	On request, to be combined where possible
Local authorities outside London (4)	1 joint, with 3-4 council representatives. Could be combined with London-based local authorities.	On request, to be combined where possible
Airline operators (16)	As required, estimated based on Stage 2 attendance 2, joint of circa 15 attendees, combined with corporate jet operators	Pilots' forum and/or direct meetings
Corporate jet operators (13)		
Interested groups from Stage 2 not otherwise covered by LCYCC (7)	1 joint	On request, to be combined where possible
Industry/business groups from Stage 2 (19)	As required, up to 3 joint, with 6-7 attendees per webinar	On request, to be combined where possible
Members of LCYCC but excluding those covered elsewhere in this list (such as London Boroughs etc)	1 joint via the LCYCC forum itself	LCYCC is a hybrid meeting. Face-to-face sub-committee meeting can also be set up
Noise-sensitive non-residential buildings (95 schools, 33 places of worship, 1 hospice)	Resource and plan for 4 joint webinars and deliver based on actual demand	On request

Table 5 Anticipated engagement briefings for Box 2 stakeholders

Box 2 Stakeholder type	Webinar initial plan	Face to face?
MPs (8 constituencies)	1-2 joint, with 3-4 MP attendees (or their representatives). Individual briefings on request.	Not anticipated, but would be accommodated, to be combined where possible
Local authorities outside London (9)	1-2 joint, with 3-4 council representatives. Individual briefings on request.	Not anticipated, but would be accommodated, to be combined where possible
Aviation stakeholders: Nearby airports (4)	Not anticipated, but would be accommodated, to be combined where possible	Not anticipated, but would be accommodated, to be combined where possible
Aviation stakeholders: Air navigation service providers (2)	Not anticipated, but would be accommodated, to be combined where possible	Not anticipated, but would be accommodated, to be combined where possible
Aviation stakeholders: NATMAC (14)	Not anticipated, but would be accommodated, to be combined where possible	Not anticipated, but would be accommodated, to be combined where possible
Aviation stakeholders: Aircraft manufacturer representatives (2)	1 with either/both attendees	Not anticipated, but would be accommodated, to be combined where possible

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6.5   Publicity: Box 3 and Box 4 stakeholders

6.5.1   Box 3 and Box 4 stakeholders are typically members of the public, as described in Section 5 above. We would engage them indirectly because we cannot know exactly who will take an interest.

6.5.2   Figure 6 on p.16 described the communication channels for direct and indirect engagement. In this section we summarise our planned publicity campaign. It aims to cover the regions described in Box 1 and Box 2.

6.5.3   Earned[6] and paid[7] reach via traditional media:

- We would seek earned reach via press releases to Box 1 and Box 2 areas, including publications such as: CityAM (Print and Online), The Standard, BBC London (Online), Newham Recorder, East London Advertiser, Ilford Recorder, Greenwich Wire, and Greenwich and Lewisham Weekender
- Paid reach via commercial ads to Box 1 and Box 2 areas through:
  - CityAM (Print and Online)
  - Newham Recorder (Print and online)

6.5.4   Social media outreach:

- Facebook, Instagram, X (Twitter), LinkedIn, TikTok
  - Organic, via our own posts
  - Targeted paid support to boost posts towards Box 1 and Box 2 areas

6.5.5   Face to face drop-in events:

- Within the Box 1 area
- Specific locations and dates to be confirmed on our websites

6.5.6   The consultation will have a digital-first approach. We strongly recommend, and expect, submissions via the online survey, which ensures we maximise data integrity and privacy. However, at events and drop-ins, we will offer paper copies with paper survey forms upon request. Events and drop-ins will also have connected iPads or other similar devices available to support online submissions from attendees.

6.5.7   Press releases and ads will contain a very brief outline of the consultation and will encourage people to visit our website (LondonCityAirport.com/ACP).

6.5.8   Our website will provide a summary of the consultation, access all the materials, webinar booking links and information on face to face open drop-ins. It will also direct the user to the Citizen Space website, to take the survey and provide copies of all the core documents and files.

Table 6 Anticipated engagement briefings for Box 3 and Box 4 stakeholders

Box 3 and 4 Stakeholder type	Webinar initial plan	Face to face?
General public – those living, working or spending leisure time in places where impacts may change under this proposal	5 webinar briefings, publicised on the LCY airspace modernisation website.	We will have a drop-in consultation area in a private space at the airport which will be available for any interested group to book for a face-to-face session. We will also have an 'always on' unmanned stand in the airport publicly accessible during the entire consultation period.

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[6] Via unpaid third party channels
[7] Via advertising or promotion paid for by us

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6.6   Seldom-heard audiences: Approach

6.6.1   Our approach to engaging Box 3 and Box 4 stakeholders will accommodate seldom-heard stakeholders.

Table 7 How we accommodate seldom-heard audiences as part of Box 3 and Box 4 stakeholders

Seldom-heard category	Engagement facilitation
Older people (over 75)	Use of traditional print media (press releases, print ads) In-person drop-in events Leaflets in public information spaces (see paragraph 7.4.4)
People with a learning impairment or disability	Consultation materials will be written in plain English A short simple overall summary document will be produced to accompany the detailed formal consultation documents. The summary is written in the style of a presentation, and has simple infographics
Blindness or sight loss	Where possible, consultation materials will be written to accommodate screen-readers or online audio conversion tools.
Deafness or hearing loss	Online engagement materials will be captioned where possible. Automatic transcription of webinars may be possible subject to testing
People with mobility conditions	Drop-in events will be held at venues with accessibility accommodations such as ramps and lifts, or on the ground floor. For anyone coming to an in-person event at the airport, we will offer free parking for that event. Online webinars will be available if attendance in person is not possible All materials will be available online
Non-English speakers	Where possible, consultation materials will be written to accommodate online translation tools. Due to the significant diverse number of languages spoken across east London, it is not practical to translate all documentation in advance. However, we will monitor and review translation requirements should the need arise.

6.6.2   We will notify organisations representing their interests and ask them to share the consultation information, or to point people at our consultation if asked about it. Our aim is to provide a channel through which questions can be asked and responses encouraged.

- Age UK relevant London branches (link)
- Inclusion London (link)
- MenCap London offices (link
- Royal National Institute of Blind People RNIB (link)
- BlindAid London (link)
- Royal National Institute for Deaf People RNID (link)
- British Deaf Association BDA (link)

6.7   Use of intermediaries

6.7.1   Where appropriate, we will ask representatives of stakeholder groups as an intermediary to promote awareness of the consultation – we would not expect them to take on any role of describing the details of the proposal.

6.7.2   Examples are:

- Asking MPs to consider informing their constituencies via blog or social media
- Asking London Boroughs/Local Authorities and/or their Councillors to refer to the consultation on their website or via social media, encouraging a response
- Aviation stakeholders representing groups of interested experts or members, to promulgate the consultation
- Organisations representing the interests of seldom-heard audiences, as above

6.8   Responding to the consultation

6.8.1   The primary method for responding to the consultation is the consultation website service known as Citizen Space, which all airspace change sponsors must use. It contains all consultation information and a link to the online survey to gather feedback.

www.consultations.airspacechange.co.uk/london-city-airport/rnp-ar-approaches

6.8.2   All consultees will be directed to the website to provide their response, and we expect the vast majority to use this method. When the consultation closes, the Citizen Space website will remain active for downloading consultation material and information, however the survey form will no longer be accessible.

6.8.3   We do not expect many responses to be supplied on paper, however we will supply a paper copy of the three main consultation documents and a paper survey form on request from LCY-ACP@LondonCityAirport.com. Note that the email address **cannot** be used for responses, **only** to request information about the consultation, webinars or drop-in sessions.

6.8.4   Written responses should be sent to the following address:
Airspace Change Consultation
City Aviation House
Hartmann Road
London, E16 2PX

6.8.5   All paper survey forms will be transcribed onto the Citizen Space website on the respondees' behalf.

6.8.6   Postal responses will be included if they arrive up to three working days past the closure date, see Section 8 on p.24 for the consultation timeline.

6.8.7   Late responses arriving outside that period may be included in the subsequent analysis but this is not guaranteed.

6.9   Moderation of consultation responses

6.9.1   All responses will be published, and respondents can ask for their responses to be published anonymously.

6.9.2   Responses will be moderated, and any unacceptable content removed prior to publication on the Citizen Space website. Moderation is neither a censoring nor a filtering tool.

6.9.3   Examples of unacceptable content that will be redacted/removed are:

- Malicious or offensive in nature
- Personal attacks on a person's character
- Illegal content, such as potentially libellous (defamatory) material concerning third parties, condoning illegal activity, and breaching copyright.
- Content which incites hatred on the basis of race, religion, gender, nationality, sexuality or other personal characteristics
- Content which includes swearing, hate-speech or obscenity
- Content which reveals personal details such as private addresses, phone numbers, email addresses or other contact details

6.9.4   The survey form will highlight which questions are mandatory or optional.

6.10   Success criteria

6.10.1   We will continuously monitor the progress of the consultation and the content of responses to ensure this consultation strategy is executed as intended. We will consider the consultation successful when it has been completed in accordance with this strategy.

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6.10.2   As per paragraph 6.4.3 on p.16, the actual number of briefing events completed is unlikely to match our initial plan, i.e. the columns in the planning tables earlier in this section. We will ensure, however, that an appropriate number of events has taken place, and that a broad cross-section of stakeholders in all Boxes has had the opportunity to attend.

6.11   Contingency planning

6.11.1   This consultation has been carefully prepared to give it the best opportunity for successful completion. However, it is prudent to acknowledge that unexpected events could arise which may impact its delivery.

6.11.2   We will seek to respond to any unforeseen circumstances in a managed and proportionate way, depending on how far the consultation has progressed, how many responses have been received and from which stakeholder groups. Should all the public events have already taken place, we will endeavour to continue with the consultation as set out in the strategy, as any remaining events would take place online.

6.11.3   However, should events occur earlier in the consultation, it may be necessary to reassess upcoming activities and the overall timeframe for delivery.

6.11.4   Depending on the nature of the occurrence, we will consider the following courses of action, and seek guidance from the CAA on our remedial approach:

- Additional webinars/online events
- Additional public events/rescheduling of existing public events
- Extending the consultation
- Other remedial action
- Combinations of the above, or none may be necessary

6.11.5   Should any changes to the consultation strategy be required, we will inform our Box 1 and Box 2 stakeholders via email. Relevant materials and websites will also be updated with details of any change.

7.   Consultation Materials

7.1   Core documents

7.1.1   Airspace change can be a complex topic, the material will be written to provide as simple an explanation as possible so that the issues and change in impacts can be understood by a diverse range of audiences.

7.1.2   We will provide a suite of core documents containing information to help stakeholders make an informed response to the proposed changes.
The complete set comprises:

- Consultation Strategy Document (this document)
- Consultation Document (the main formal document describing the proposal)
- Full Options Appraisal Document (more detailed data, quantitative analysis, methodologies and cost-benefit comparisons)
- In addition, a short summary document will be provided, with simplified text and diagrams – it is written in the style of a presentation, and has simple infographics

7.1.3   The documents listed above provide quantified monetised evidence, and qualitatively-assessed impacts, with the most up-to-date and credible information available with modelling carried out in line with relevant best

practice. Technical annexes are also provided, with full details of methodologies and assumptions.

7.2   Webinar presentation material

7.2.1   This will be developed to provide appropriately-targeted information to the intended audience. The main presentation will be common but we expect there to be different versions depending on the target. We would expect to use the Microsoft Teams platform for online meetings.

7.2.2   For example

- Box 1 location-based stakeholders would have different impacts from Box 2 location-based stakeholders, so the focus would be slightly different
- Aviation stakeholders would expect more technical content to be available for discussion

7.3   Websites

7.3.1   We have two websites each complementing the other.

7.3.2   Our own consultation website link is:

www.LondonCityAirport.com/ACP

7.3.3   Here, we will provide a digital exhibition room for stakeholders to find out more about the consultation, including:

- How to sign up for a webinar
- Locations, times and dates for the in-person drop-in sessions
- Locations of the static exhibits

7.3.4   Our website will link to the Citizen Space website service:

www.consultations.airspacechange.co.uk/london-city-airport/rnp-ar-approaches

7.3.5   This website service **must** be used for all airspace changes.

7.3.6   It will contain:

- A simple summary of the proposed change
- The document set as described above, and supporting technical material
- An FAQ (frequently asked questions) document, which will be updated as the consultation progresses
- A link to the survey, which will guide the user through the response questions

7.4   Supporting material

7.4.1   There will be two permanent exhibitions at the airport. One will be an unattended consultation display in the publicly accessible landside area of the airport. The second will be a dedicated room in City Aviation House which will be bookable for face to face meetings.

7.4.2   Both will include static, airport-based materials that form a permanent display including:

- Retractable banner displays and/or display boards
- Posters containing summary information in accessible language
- On select dates, advertised in advance through the airport's social media and other channels, an audio visual simulation allowing stakeholders to compare noise impacts in current and future scenarios, and in comparison with other airspace users
    - This specialist service is provided by Arup and has been found to be effective in other ACP consultations

7.4.3   In addition, printed materials will be provided for visitors to take away including:

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- Leaflets containing a short summary with a QR code to website material, as well as a QR code to provide responses at their convenience
- Paper consultation documents

7.4.4   Furthermore, there will be facilities provided to allow stakeholders to submit responses directly whilst on site at the attended exhibition including:

- Tablets/iPads to allow digital submissions through the Citizen Space website directly
- Paper survey forms for those who would prefer that method
- Other materials will be printed as required, including press releases, printed versions of online material, and printed copies of advertisements
- We will also make efforts to distribute leaflets or posters to public information spaces in Box 1 and 2 areas. We have identified candidate locations, which are not yet confirmed[8]. Examples of the types of locations are:
  - Town halls and council buildings
  - Libraries
  - Supermarkets, newsagents/convenience stores, post offices
  - Leisure centres
  - The airport terminal

7.4.5   In addition to the core information on the Citizen Space website, the London City Airport website will include access to the latest format of 'virtual' 3D exhibition rooms. This will allow an immersive digital supplementary option to the physical materials produced.

7.4.6   Finally, three public consultation events will be held in the local communities where interest is expected to be highest. These will be:

- On the 27 approach, close to the population of Thamesmead
- On the 09 approach, close to the population of Poplar/Tower Hamlets
- At the confluence of the main departure routes around the populations of Wanstead and surrounding areas
- Press releases, print media ads and other materials as required

7.5   Language

7.5.1   All materials will use English. Where possible, the online material will accommodate screen-reading assistive technology, and will allow for upload to online document translation services such as Google Translate, DeepL and others.

- English is the language of record for this consultation. LCY does not recommend any specific translation tool, nor can we be held responsible for any errors in translation or any consequential issues.

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[8] This list does not imply that **every** town hall, library or convenience store will be a distribution point – the list is not finalised at time of writing, and will be published on our website at launch.

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8. Length and activity plan

8.1 Consultation length

8.1.1 The consultation is planned to begin just after midnight on Monday 2nd March 2026 and will close just before midnight on Sunday 17th May 2026, a period of eleven weeks.

8.1.2 This is proportionate and consistent with regulatory and best-practice guidelines. There is ample time to allow our diverse stakeholder groups to review the proposal, attend a briefing event (webinar or in person), to seek clarifications and to provide an informed response.

8.1.3 The airspace change process (Ref 17) typically recommends 12 weeks or more. Our proposed 11-week period is slightly shorter. This is proportionate for the following reasons:

- There would be no change in the locations overflown, therefore there are no new stakeholders

- The change itself is not complex, with one clear option vs. doing nothing

- Many stakeholders have already been exposed to the rationale and development of this proposal at earlier stages, such as members of LCY's Consultative Committee, with key themes already identified and addressed

- Holding targeted, tailored briefings with already-aware stakeholders will be an effective method of encouraging timely feedback

- All identified stakeholders will be directly notified and offered opportunities to discuss the proposal, an effective method of engagement

- Our materials are written for accessibility, with the ability for any stakeholder to read a short summary presentation or dive deeply into details before providing their feedback

- The period straddles the Easter school holiday period (30th March to 10th April), giving four weeks before, and five weeks after – it is realistic to expect stakeholders to review the material, consider their opinion, and provide their response in that time

- Continuous access is provided through a permanent, bookable 'always-on' exhibition at the airport and a 24/7 digital virtual exhibition accessible from any online device – maximising engagement by removing time-based barriers to information and dependencies on fixed events, further increasing the likelihood of a response

- Overall there would be a benefit due to fewer flights over the long term, compared with doing nothing, fostering more general engagement

8.1.4 It should be noted that the local authority pre-election period is likely to begin during the consultation period, with a period of "heightened sensitivity" regarding engaging elected officials. This has been considered as a factor in the timing of engaging elected representatives from the boroughs.

8.1.5 We will divide the consultation into four periods:

Figure 7 Consultation periods

Pre-consultation	Launch and Start	Core	End and Close
16 Feb-1 Mar 2 weeks	2-22 Mar 3 weeks	23 Mar-03 May 6 weeks (consultation mid-point is 9 Apr, however this is within Easter holiday period, therefore Mon 13 Apr will be our mid-point when most are back from the break)	4-17 May 2 weeks

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8.2   Pre-consultation
Table 8 Activity plan 16 Feb-1 Mar, Weeks Minus 2 to Minus 1

Date	Audience	Channel	Activity
Week -2	Box 1 stakeholders	Email	Summary overview of consultation, invitations to joint webinar(s) with dates per group, offer face to face
Week -2	Box 2 stakeholders	Email	Summary overview of consultation, invitations to joint webinar(s) with dates per group
Week -1	Box 3 and Box 4	Online	Social media trailer for the consultation
		Print media	Prepare press release, embargoed
		Print ads	Prepare ads
Week -1	Seldom-heard groups in Boxes 3 and 4	Email or phone call	Summary overview of consultation, inform them that the consultation is coming, ask them to provide appropriate information should any of their members/clients ask about it

8.3   Launch and Start period
Table 9 Activity plan 2 Mar-22 Mar, Weeks 1-3

Date	Audience	Channel	Activity
Launch	All	Online	Websites go live, social media launch posts
Launch	All	Online / virtual	Online virtual 3D consultation space go live
Launch	Box 1 and Box 2 stakeholders	Email	Notification of launch, confirmation of webinar bookings or repeat offer
Launch	Box 3, Box 4, Seldom Heard	Traditional Media	Press Release
Week 1 and ongoing	Box 3, Box 4	Static public display in airport	Unattended consultation stand in public landside area to include leaflets and poster display. Customer service team on duty at airport at all times briefed to support and direct attendees
Week 1 and ongoing	Box 1, Box 2, Seldom Heard	Face-to-face	Bookable permanent consultation space go live in City Aviation House. Attended by LCY representatives by appointment
Week 1	Box 3, Box 4, Seldom-heard	Traditional media	Print ads
Weeks 2-3	Box 1 and Box 2 stakeholders	Webinars Face to face meetings	First round of front-loaded webinars and in-person sessions
Weeks 2-3	All	Traditional and Social Media	Promote and advertise the public consultation events to be held in local communities during weeks 5-7

8.4   Core period
Table 10 Activity plan 23 Mar-03 May, Weeks 4-9

Date	Audience	Channel	Activity
Weeks 4-6	Box 1, Seldom-Heard	Email / Phone	Continue to promote materials through direct engagement (emails) or through intermediary organisations
Weeks 4-6	Box 1 and Box 2 stakeholders	Webinars Face to face meetings	Completion of webinars and in-person sessions
Mon 13 April	All	Social Media, Website Channels	Mid-point reminders: email to targeted stakeholders, re-promote materials; highlight public webinar availability and drop in dates. Links to LCY and to Citizen Space website.
Weeks 5-7	All – General public	Off-site community drop-In events	Three drop-in events inside the Box 1 area.
Weeks 8-9	All	Online	General public webinar

8.5   End and close period

Table 11 Activity plan 04-17 May, Weeks 10-11 plus postal period

Date	Audience	Channel	Activity
Week 10	All	Website/Social Media	Reminder: two weeks remaining to respond, email to targeted stakeholders
Mon 11 May	All	Website/Social Media	One week to go
11-17 May	All	Online	Confirm final days of permanent exhibition
Sun 17 May 2359hrs	All	Online	Consultation closes
Wed 20 May	Box 3, Box 4, Seldom-heard	Postal	Consultation closes for postal responses

9.   Post-consultation: next steps

9.1   Collate and review responses

9.1.1   We will carry out a comprehensive review and categorisation of consultation responses in accordance with a theming framework, helping us to understand and quantify the feedback. Early responses will inform and develop our categorisation framework.

9.1.2   This categorisation of results will identify themes and information which may lead to a change in the proposed design, and other themes and information which would not lead to a change.

9.1.3   We will set out clearly why we have categorised each response in a way that demonstrates that the feedback has been heard and understood.

9.2   Consultation response document

9.2.1   Once the consultation responses have been categorised, we will produce a consultation response document for the CAA to review. This document will include analysis of the consultation feedback, summarising the key themes raised by respondents, including any feedback or themes we propose to carry forward to Stage 4 for further consideration.

9.2.2   The CAA will review a sample of the categorisations to determine whether it has been performed fairly, and that topics raised in the responses have been dealt with appropriately. This could be by addressing a topic fully, by mitigating it to the greatest extent possible (with an appropriate rationale) or by rejecting it on justifiable grounds. If necessary, the CAA will ask the sponsor to change a categorisation.

9.2.3   Following the CAA review, we will finalise and publish the outcome in a consultation response document on the CAA's airspace change portal.

9.3   GDPR statement

9.3.1   Your complete response will be seen by us, agents working on our behalf, and by the CAA. As described in paragraph 6.9.1 on p.20, all responses are published and names can be anonymised on request during the survey.

9.3.2   The full Privacy Policy and GDPR approach of London City Airport can be publicly accessed here : https://www.londoncityairport.com/corporate/corporate-info/you-and-your-data/privacy-policy

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10.   Appendix A: Stakeholder List

10.1.1   As stated in paragraph 5.2.4 on p.8, it is typical for the number and location of stakeholders to change as the project progresses and more detail is available to inform decisions.

10.1.2   We therefore present the updated list of stakeholders categorised as Box 1 or Box 2 in accordance with our audience criteria in Section 5.

Ref	Box	Stakeholder organisation or representation	Role or type of stakeholder
London Boroughs			
LB01	1	London Borough of Newham	Local Authority
LB02	1	London Borough of Tower Hamlets	Local Authority
LB03	1	Royal Borough of Greenwich	Local Authority
LB04	1	London Borough of Waltham Forest	Local Authority
LB05	1	London Borough of Bexley	Local Authority
LB06	1	London Borough of Southwark	Local Authority
LB07	1	London Borough of Redbridge	Local Authority
LB08	1	London Borough of Hackney	Local Authority
LB09	1	London Borough of Lewisham	Local Authority
LB10	1	London Borough of Barking and Dagenham	Local Authority
LB11	1	London Borough of Havering	Local Authority
LB12	1	Westminster City Council	Local Authority
LB13	1	London Borough of Bromley	Local Authority
LB14	1	City of London Corporation	Local Authority
LB15	1	London Borough of Enfield	Local Authority
LB16	1	London Borough of Lambeth	Local Authority
LB17	1	London Borough of Wandsworth	Local Authority
Other Boroughs, Local and District Authorities			
OB01	1	Dartford Borough Council	Local Authority
OB02	1	Epping Forest District Council	Local Authority
OB03	1	Gravesham Borough Council	Local Authority
OB04	1	Thurrock Council	Local Authority
OB05	2	Basildon Borough Council	Local Authority
OB06	2	Brentwood Borough Council	Local Authority
OB07	2	Broxbourne Borough Council	Local Authority
OB08	2	Castle Point Borough Council	Local Authority
OB09	2	East Hertfordshire Council	Local Authority
OB10	2	Medway Council	Local Authority
OB11	2	Rochford District Council	Local Authority
OB12	2	Southend-on-Sea City Council	Local Authority
OB13	2	Welwyn Hatfield Borough Council	Local Authority
Greater London Assembly Members			
GLA01	1	Greater London Authority	Mayor of London
GLA02	1	Greater London Authority	Deputy Mayor for Environment and Energy
GLA03	1	Greater London Authority	Assembly Member for Bexley and Bromley
GLA04	1	Greater London Authority	Assembly Member for City and East
GLA05	1	Greater London Authority	Assembly Member for Enfield and Haringey
GLA06	1	Greater London Authority	Assembly Member for Greenwich and Lewisham
GLA07	1	Greater London Authority	Assembly Member for Havering and Redbridge
GLA08	1	Greater London Authority	Assembly Member for Lambeth and Southwark
GLA09	1	Greater London Authority	Assembly Member for Merton and Wandsworth
GLA10	1	Greater London Authority	Assembly Member for North East
GLA11	1	Greater London Authority	Assembly Member for West Central
GLA12	1	Greater London Authority	Assembly Member London-wide

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Ref	Box	Stakeholder organisation or representation	Role or type of stakeholder
Parliamentary Constituencies and House of Lords interests			
MP01	1	East Ham	MP for East Ham
MP02	1	Dulwich and West Norwood	MP for Dulwich and West Norwood
MP03	1	Lewisham West and East Dulwich	MP for Lewisham West and East Dulwich
MP04	1	House of Lords interest in Leyton and Wanstead	Member of the House of Lords
MP05	1	Eltham and Chislehurst	MP for Eltham and Chislehurst
MP06	1	Ilford North	MP for Ilford North
MP07	1	Secretary of State for Transport	Cabinet Minister
MP08	1	Greenwich and Woolwich	MP for Greenwich and Woolwich
MP09	1	House of Lords interest in London transport	Member of the House of Lords
MP10	1	Leyton and Wanstead	MP for Leyton and Wanstead
MP11	1	West Ham and Beckton	MP for West Ham and Beckton
MP12	1	Barking	MP for Barking
MP13	1	Battersea	MP for Battersea
MP14	1	Bermondsey and Old Southwark	MP for Bermondsey and Old Southwark
MP15	1	Bethnal Green and Stepney	MP for Bethnal Green and Stepney
MP16	1	Chingford and Woodford Green	MP for Chingford and Woodford Green
MP17	1	Cities of London and Westminster	MP for Cities of London and Westminster
MP18	1	Clapham and Brixton Hill	MP for Clapham and Brixton Hill
MP19	1	Dagenham and Rainham	MP for Dagenham and Rainham
MP20	1	Dartford	MP for Dartford
MP21	1	Enfield North	MP for Enfield North
MP22	1	Epping Forest	MP for Epping Forest
MP23	1	Erith and Thamesmead	MP for Erith and Thamesmead
MP24	1	Gravesham	MP for Gravesham
MP25	1	Hackney North and Stoke Newington	MP for Hackney North and Stoke Newington
MP26	1	Hackney South and Shoreditch	MP for Hackney South and Shoreditch
MP27	1	Hornchurch and Upminster	MP for Hornchurch and Upminster
MP28	1	Ilford South	MP for Ilford South
MP29	1	Lewisham East	MP for Lewisham East
MP30	1	Lewisham North	MP for Lewisham North
MP31	1	Old Bexley and Sidcup	MP for Old Bexley and Sidcup
MP32	1	Peckham	MP for Peckham
MP33	1	Poplar and Limehouse	MP for Poplar and Limehouse
MP34	1	Romford	MP for Romford
MP35	1	Sevenoaks	MP for Sevenoaks
MP36	1	South Basildon and East Thurrock	MP for South Basildon and East Thurrock
MP37	1	Streatham and Croydon North	MP for Streatham and Croydon North
MP38	1	Thurrock	MP for Thurrock
MP39	1	Vauxhall and Camberwell Green	MP for Vauxhall and Camberwell Green
MP40	1	Walthamstow	MP for Walthamstow
MP41	2	Basildon and Billericay	MP for Basildon and Billericay
MP42	2	Brentwood and Ongar	MP for Brentwood and Ongar
MP43	2	Broxbourne	MP for Broxbourne
MP44	2	Castle Point	MP for Castle Point
MP45	2	Hertsmere	MP for Hertsmere
MP46	2	North East Hertfordshire	MP for North East Hertfordshire
MP47	2	Rochester and Strood	MP for Rochester and Strood
MP48	2	Southend East and Rochford	MP for Southend East and Rochford
Other Public Authorities			
PA01	1	Greater London Authority	Technical Authority
PA02	1	Transport for London	Technical Authority
PA03	1	Natural England	Technical Authority

Ref	Box	Stakeholder organisation or representation	Role or type of stakeholder
Special Interest Groups			
SG01	1	HACAN East	Community Group
SG02	1	LCYCC	Consultative Committee
SG03	1	RSPB Rainham Marshes	Environmental Interest Group
SG04	1	Royal Docks Management Authority	Marine and Property Management Authority
SG05	1	Thames River Trust	Environmental Interest Group
SG06	1	Forest Hill Society	Community Group
Airline Operators			
AL01	1	Helvetic	Airline
AL02	1	Lufthansa	Airline
AL03	1	BA Cityflyer	Airline
AL04	1	KLM Cityhopper	Airline
AL05	1	Swiss	Airline
AL06	1	Luxair	Airline
AL07	1	ITA	Airline
AL08	1	Loganair	Airline
AL09	1	Aurigny	Airline
AL10	1	Air Dolomiti	Airline
AL11	1	EasyJet	Airline
AL12	1	Finnair	Airline
AL13	1	LOT	Airline
AL14	1	KM Malta	Airline
AL15	1	German Airways	Airline
Jet Centre Operators			
JC01	1	NetJets	Corporate Aviation
JC02	1	Globe Air	Corporate Aviation
JC03	1	Shell Aircraft Ltd	Corporate Aviation
JC04	1	VistaJet GmbH	Corporate Aviation
JC05	1	Aerowest	Corporate Aviation
JC06	1	CAT Aviation	Corporate Aviation
JC07	1	Saxon Air Charter	Corporate Aviation
JC08	1	AirGo	Corporate Aviation
JC09	1	Air Alsie	Corporate Aviation
JC10	1	Pad Aviation	Corporate Aviation
JC11	1	Starjet Aviation	Corporate Aviation
JC12	1	Dassault Aviation	Corporate Aviation
JC13	1	Gulfstream Aerospace	Corporate Aviation
Industry Groups and Businesses			
IG01	1	BusinessLDN	Business Group
IG02	1	Canary Wharf Group	Property Developer and Estate Manager
IG03	1	London Chamber of Commerce and Industry	Business Group
IG04	1	ExCel	Convention Centre
IG05	1	LendLease	Property Developer and Estate Manager
IG06	1	DLR	Public Transport Operator
IG07	1	Tate & Lyle	Local Business
IG08	1	Ballymore	Property Developer and Estate Manager
IG09	1	ABP Development	Property Developer and Estate Manager
IG10	1	Albert Island	Property Developer and Estate Manager
IG11	1	University of East London	Education Institution
IG12	1	Barratt Homes (Crown Wharf)	Property Developer and Estate Manager
IG13	1	G Park	Property Developer and Estate Manager
IG14	1	Berkeley Group	Property Developer and Estate Manager
IG15	1	General Projects	Property Developer and Estate Manager
IG16	1	AE Pathways	Education Institution
IG17	1	Ada Infrastructure	Property Developer and Estate Manager
IG18	1	K L Grant Consulting Limited	Consultancy Services
IG19	1	Swanson Aviation Consultancy	Consultancy Services

Ref	Box	Stakeholder organisation or representation	Role or type of stakeholder
Aviation Stakeholders			
AV01	2	Southend	Airport
AV02	2	Gatwick	Airport
AV03	2	Heathrow	Airport
AV04	2	Biggin Hill	Airport
AV05	2	Embraer	Aircraft Manufacturer
AV06	2	Airbus	Aircraft Manufacturer
AV07	2	Airlines UK	NATMAC Industry Group
AV08	2	AirportsUK	NATMAC Industry Group
AV09	2	Association of Remotely Piloted Aircraft Systems UK	NATMAC Industry Group
AV10	2	Aviation Environment Federation (AEF)	NATMAC Industry Group
AV11	2	British Airline Pilots Association (BALPA)	NATMAC Industry Group
AV12	2	British Business and General Aviation Association (BBGA)	NATMAC Industry Group
AV13	2	British Helicopter Association (BHA)	NATMAC Industry Group
AV14	2	Drone Major	NATMAC Industry Group
AV15	2	Guild of Air Traffic Control Officers (GATCO)	NATMAC Industry Group
AV16	2	Honourable Company of Air Pilots (HCAP)	NATMAC Industry Group
AV17	2	Helicopter Club of Great Britain (HCGB)	NATMAC Industry Group
AV18	2	Low Fare Airlines	NATMAC Industry Group
AV19	2	MoD Defence Airspace & Air Traffic Management	Air Traffic Service Provider
AV20	2	NATS	Air Traffic Service Provider
Noise Sensitive Buildings within the primary noise contour area			
NS001	1	Richard House Children's Hospice	Healthcare
NS002	1	Tower Hamlets College	Schools and Education
NS003	1	Hidayyah Trust	Schools and Education
NS004	1	London City Institute Of Technology	Schools and Education
NS005	1	Our Lady & Joseph Catholic Primary School	Schools and Education
NS006	1	Woolmore School	Schools and Education
NS007	1	Faraday Prep School	Schools and Education
NS008	1	Bromley Hall School	Schools and Education
NS009	1	Abertots Play	Schools and Education
NS010	1	Culloden Primary School	Schools and Education
NS011	1	Langdon Park Secondary School	Schools and Education
NS012	1	Bright Horizons East India Dock Day Nursery	Schools and Education
NS013	1	Bright Horizons Canada Square Day Nursery	Schools and Education
NS014	1	Susan Lawrence Primary School	Schools and Education
NS015	1	St. Saviours C Of E Primary School	Schools and Education
NS016	1	Bygrove Primary School	Schools and Education
NS017	1	Mayflower School	Schools and Education
NS018	1	Lansbury Lawrence Primary School	Schools and Education
NS019	1	University Of Cumbria In London	Schools and Education
NS020	1	Manorfield Primary School	Schools and Education
NS021	1	Little Genius Day Nursery	Schools and Education
NS022	1	Butler House Matchbox Nursery	Schools and Education
NS023	1	Stebon School	Schools and Education
NS024	1	Docklands Village Nursery	Schools and Education
NS025	1	Mulberry Wood Wharf Primary	Schools and Education
NS026	1	Wood Wharf Kindergarten	Schools and Education
NS027	1	Busy Bees Nursery	Schools and Education
NS028	1	Mayflower Day Nursery	Schools and Education
NS029	1	Keir Hardie Primary School	Schools and Education
NS030	1	St. Lukes C Of E Primary School	Schools and Education
NS031	1	Abrahams Day Nursery	Schools and Education
NS032	1	Hallsville Primary School	Schools and Education
NS033	1	Cribs Day Nursery	Schools and Education
NS034	1	Golden Sparks Nursery	Schools and Education
NS035	1	The Alphabet House Nursery School	Schools and Education
NS036	1	Britannia Village Primary School	Schools and Education

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Ref	Box	Stakeholder organisation or representation	Role or type of stakeholder
Noise Sensitive Buildings within the primary noise contour area (continued)			
NS037	1	Oasis Academy Silvertown	Schools and Education
NS038	1	Drew Primary School	Schools and Education
NS039	1	North Woolwich Learning Zone	Schools and Education
NS040	1	Alphabet House Nursery School	Schools and Education
NS041	1	J F K Special School North Woolwich Campus	Schools and Education
NS042	1	Nurture Ville Nursery	Schools and Education
NS043	1	New Directions PRU	Schools and Education
NS044	1	University Of East London	Schools and Education
NS045	1	Crest Nursery	Schools and Education
NS046	1	Les Petits Rois Nurseries	Schools and Education
NS047	1	Royal Wharf Primary School	Schools and Education
NS048	1	St. Joachims RC School	Schools and Education
NS049	1	Calverton Primary School	Schools and Education
NS050	1	Scott Wilkie Primary School	Schools and Education
NS051	1	The Royal Docks Community School	Schools and Education
NS052	1	Noahs Ark Day Nursery	Schools and Education
NS053	1	Clever Clogs	Schools and Education
NS054	1	East London Independent School	Schools and Education
NS055	1	Edith Kerrison Nursery School	Schools and Education
NS056	1	Rosetta Primary School	Schools and Education
NS057	1	St Paul's Way Trust School	Schools and Education
NS058	1	Clara Grant Primary School	Schools and Education
NS059	1	Queen Mary Day Nursery	Schools and Education
NS060	1	Winsor Primary School	Schools and Education
NS061	1	Alphabet House Nursery	Schools and Education
NS062	1	Ravensbourne University	Schools and Education
NS063	1	Little Elms Nursery	Schools and Education
NS064	1	Lakeside Nursery	Schools and Education
NS065	1	Discovery Primary School	Schools and Education
NS066	1	Leyf Nursery And Preschool	Schools and Education
NS067	1	Windrush Primary School	Schools and Education
NS068	1	Hawksmoor Primary School	Schools and Education
NS069	1	Woolwich Polytechnic School For Boys	Schools and Education
NS070	1	Windrush Nursery School	Schools and Education
NS071	1	Linton Mead Primary School	Schools and Education
NS072	1	Waterways Community Nursery	Schools and Education
NS073	1	St. Margaret Clitherow RC Primary School	Schools and Education
NS074	1	Jubilee School	Schools and Education
NS075	1	Bishop John Robinson Primary School	Schools and Education
NS076	1	Castilion Primary School	Schools and Education
NS077	1	Woolwich Polytechnic School For Girls	Schools and Education
NS078	1	St. Matthias Church	Places of Worship
NS079	1	Poplar Central Mosque	Places of Worship
NS080	1	All Saints Church	Places of Worship
NS081	1	Poplar Mosque & Community Centre	Places of Worship
NS082	1	Aberfeldy Islamic Cultural Centre And Mosque	Places of Worship
NS083	1	St Nicholas And All Hallows Church	Places of Worship
NS084	1	Trinity Manse Methodist Church	Places of Worship
NS085	1	St Saviours Church	Places of Worship
NS086	1	Poplar Baptist Church	Places of Worship
NS087	1	Celestial Church Of Christ	Places of Worship
NS088	1	St Lukes Church	Places of Worship
NS089	1	Keir Hardie Methodist Church	Places of Worship
NS090	1	St. Johns Church	Places of Worship
NS091	1	House Of Mercy	Places of Worship
NS092	1	St. Annes RC Church	Places of Worship
NS093	1	Church Of The Ascension	Places of Worship

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Ref	Box	Stakeholder organisation or representation	Role or type of stakeholder
Noise Sensitive Buildings within the primary noise contour area (continued)			
NS094	1	Custom House Baptist Church	Places of Worship
NS095	1	St. Margarets RC Church	Places of Worship
NS096	1	Truth Way Chapel	Places of Worship
NS097	1	B C I C A Islamic Centre And Mosque	Places of Worship
NS098	1	All Hallows Church	Places of Worship
NS099	1	Lighthouse Baptist Church	Places of Worship
NS100	1	Holy Name RC Church	Places of Worship
NS101	1	St. Paul's Methodist Church	Places of Worship
NS102	1	Church Of God	Places of Worship
NS103	1	Titmuss Avenue Baptist Church	Places of Worship
NS104	1	Burdett Estate Mosque	Places of Worship

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11.   Appendix B: Identifying local and national government representatives

11.1   Introduction to diagrams

11.1.1   The consultation areas are explained in Section 5.3 from p.9.

11.1.2   This appendix illustrates how each local and national government area was stakeholder-mapped into Box 1 (inner, below 4,000ft) or Box 2 (outer, 4,000ft-7,000ft) when compared with the consultation areas.

11.1.3   If an area overlaps both, then it is generally included in Box 1 unless the overlap is clearly mainly in the Box 2 outer area.

11.1.4   We have kept the consultation area boundaries as simple as possible. Some constituencies barely crossing into an area are omitted from the diagrams and lists due to this simplification – the actual overflight puts the constituency out of scope, even if the simplified blue or orange boundary might indicate otherwise.

11.1.5   Note: The diagrams below act as illustrations to show **how** the Appendix A: Stakeholder List above was created – they are not designed to be studied in detail. From them, you can understand the analysis we did, to make our stakeholder decisions for the list above.

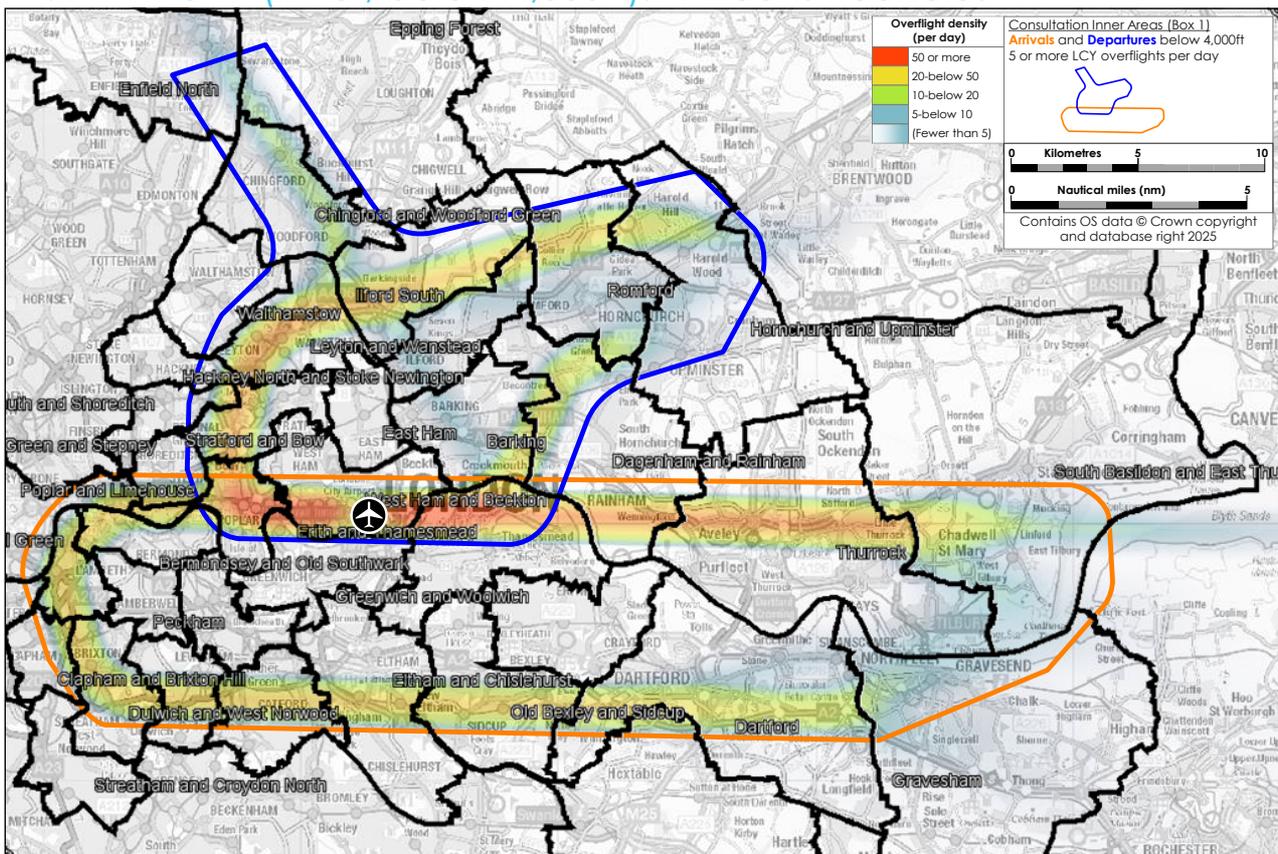## 11.2   Box 1 (inner, below 4,000ft): MP constituencies

Figure 8 MPs where their constituencies are overflown by LCY flights at or below 4,000ft – outlined in black, listed in Appendix A: Stakeholder List from p.27.
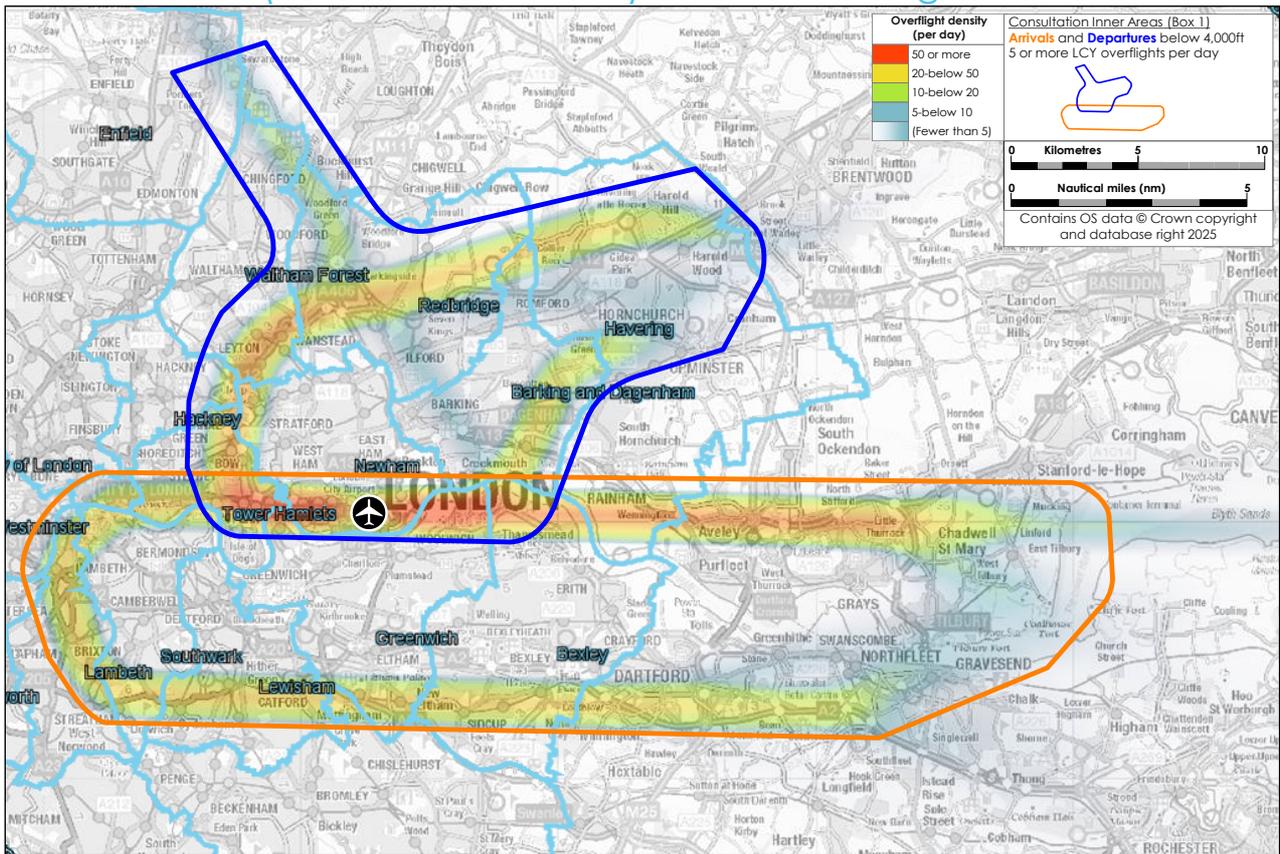
11.3   Box 1 (inner, below 4,000ft): London Boroughs

Figure 9 London Boroughs overflown by LCY flights at or below 4,000ft – outlined in light blue, listed in Appendix A: Stakeholder List from p.27.

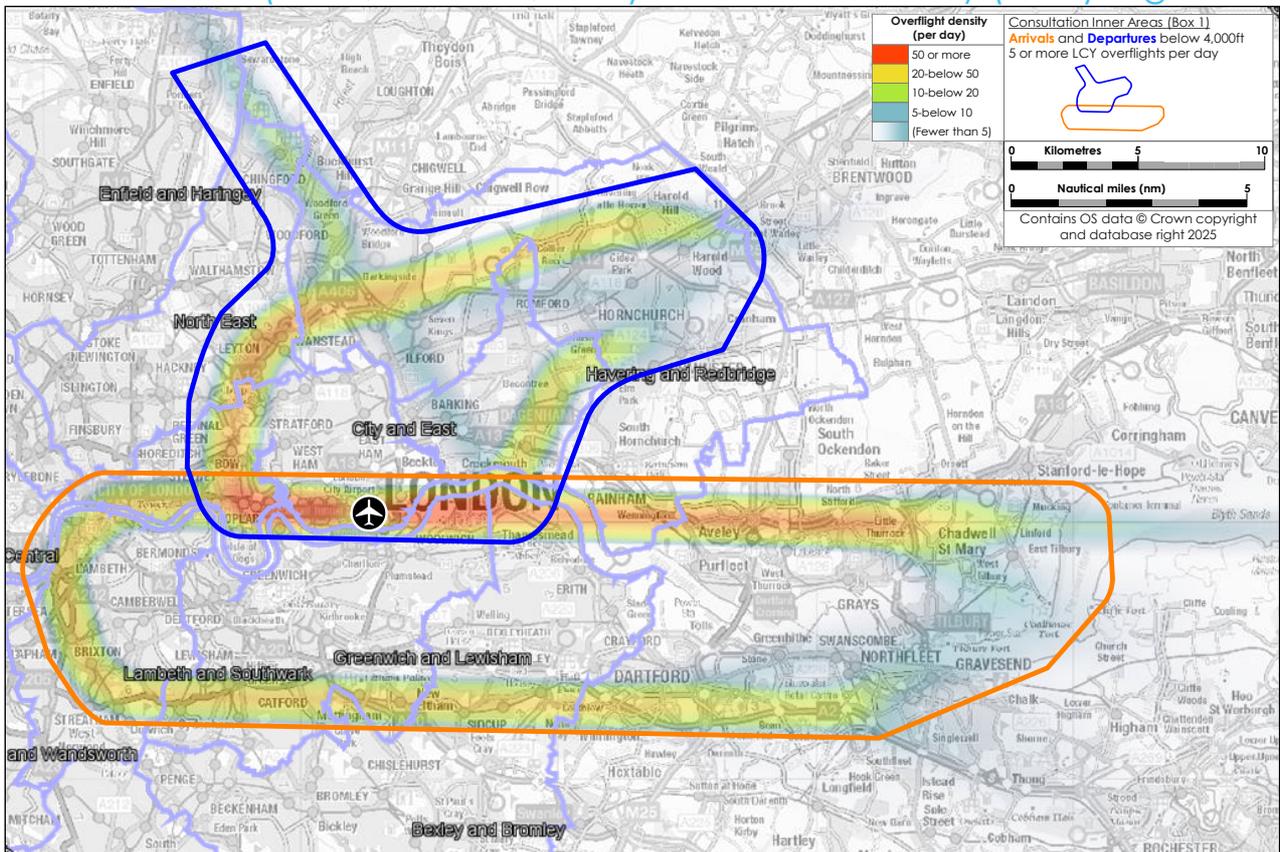## 11.4   Box 1 (inner, below 4,000ft): London Assembly (GLA) regions

Figure 10 London Assembly (GLA) overflown by LCY flights at or below 4,000ft – outlined in lilac, listed in Appendix A: Stakeholder List from p.27.

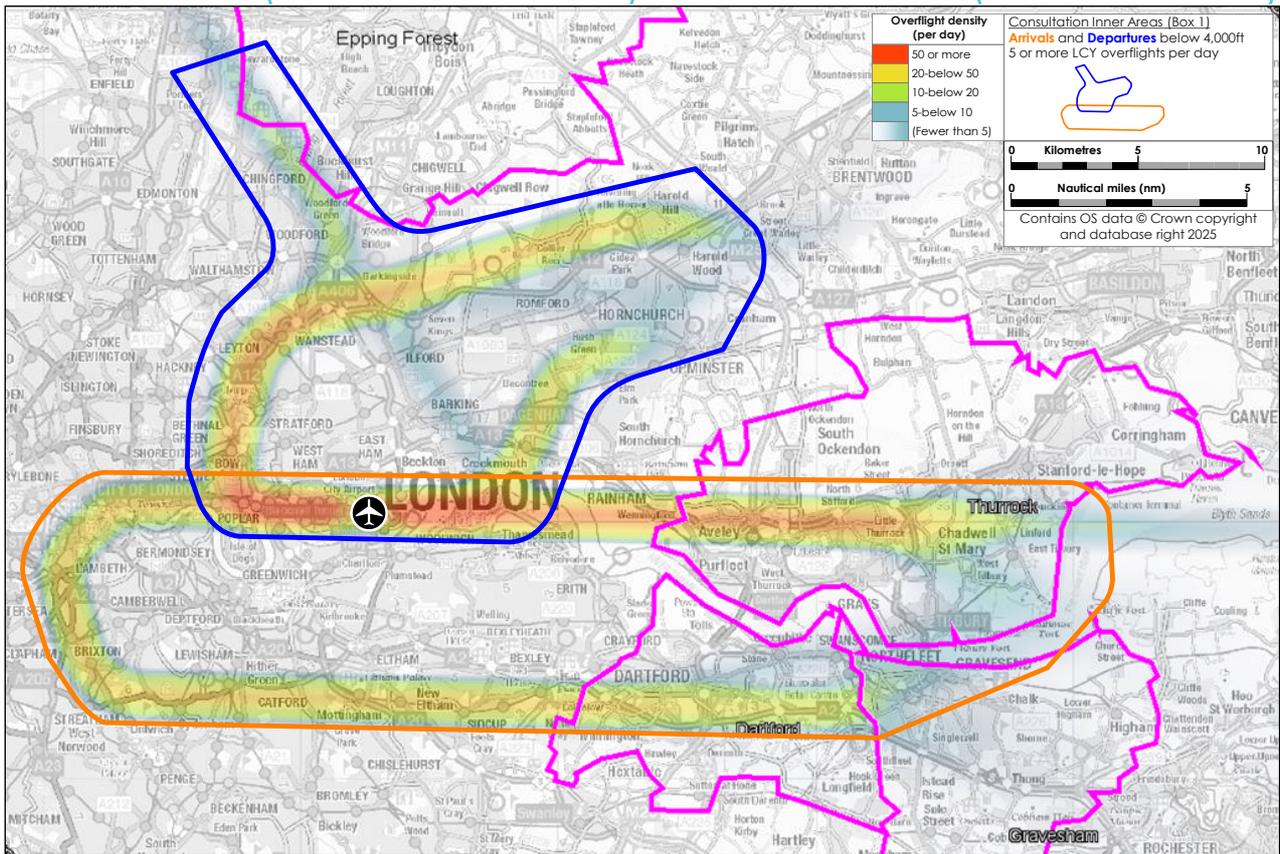## 11.5   Box 1 (inner, below 4,000ft): Local Authorities (outside London)

Figure 11 Local Authorities (outside London) overflown by LCY flights at or below 4,000ft – outlined in magenta, listed in Appendix A: Stakeholder List from p.27.

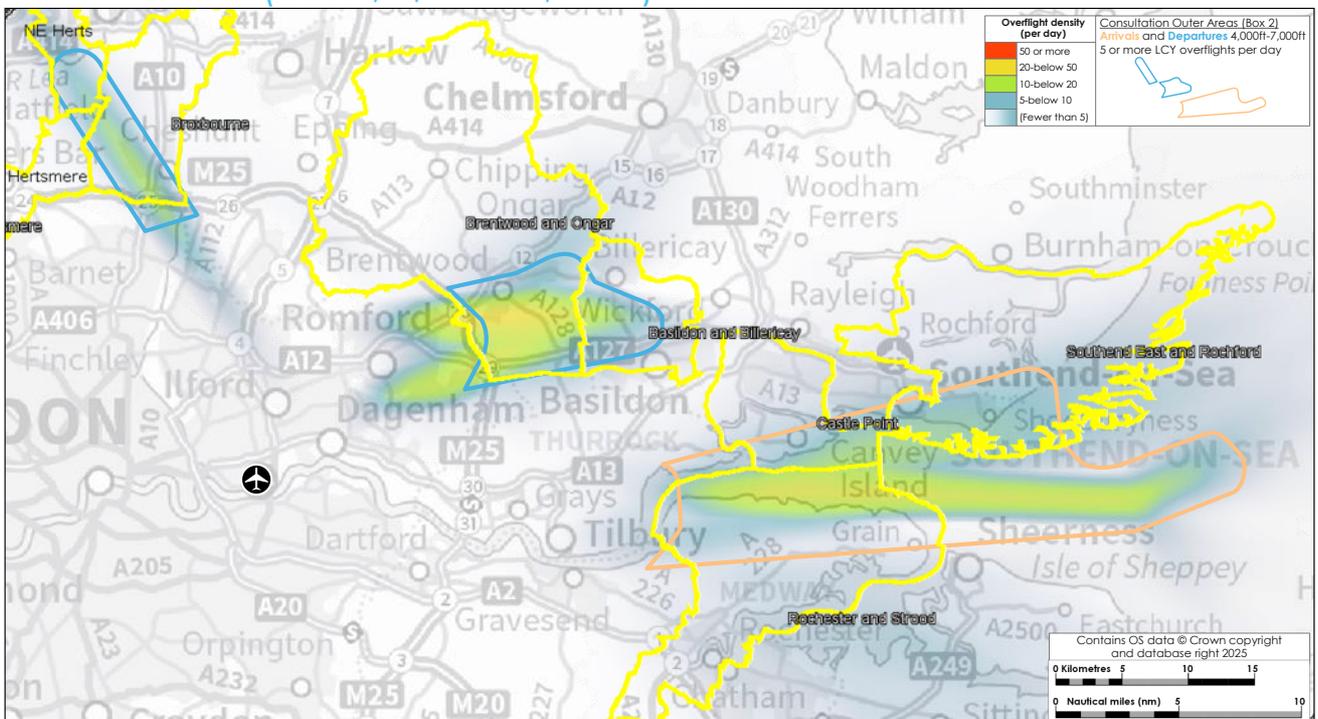## 11.6   Box 2 (outer, 4,000ft-7,000ft): MP constituencies

Figure 12 MPs where their constituencies are overflown by LCY flights from 4,000ft-7,000ft – outlined in yellow, listed in Appendix A: Stakeholder List from p.27.

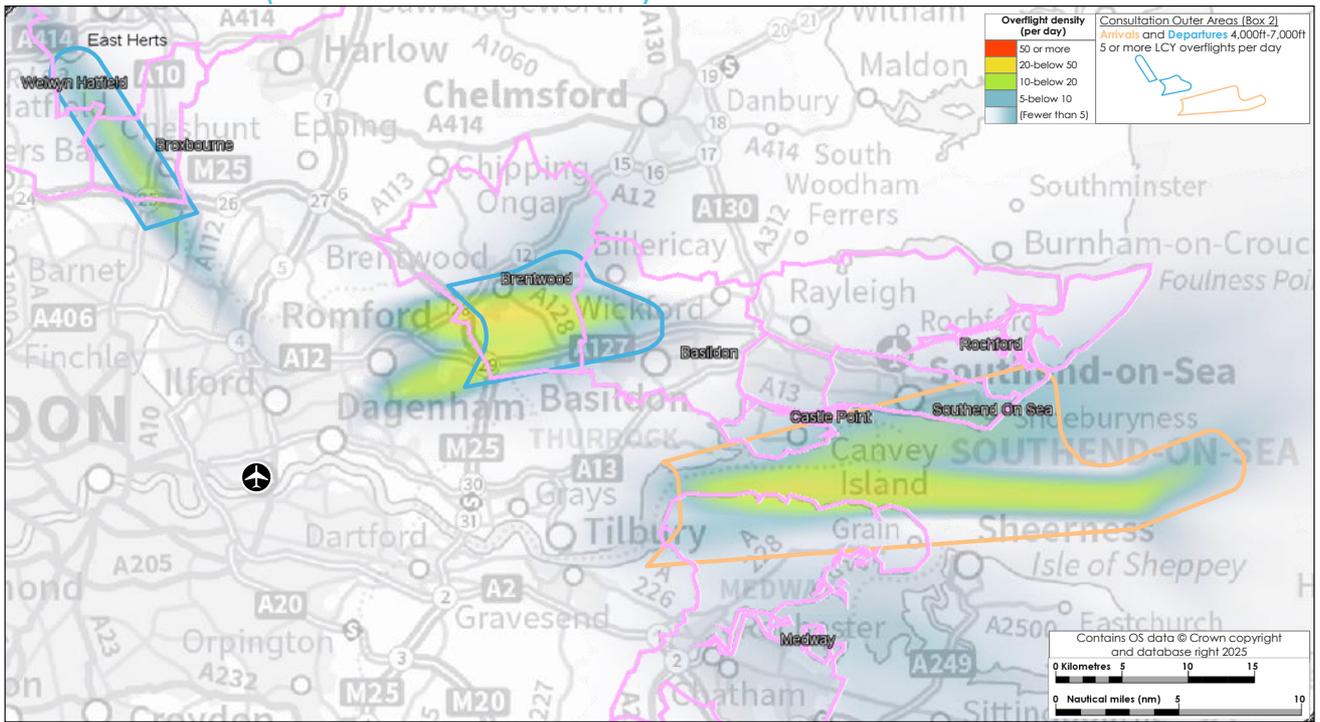## 11.7   Box 2 (outer, 4,000ft-7,000ft): Local Authorities

Figure 13 Local Authorities (outside London) overflown by LCY flights from 4,000ft-7,000ft – outlined in light pink, listed in Appendix A: Stakeholder List above.

End of Stage 3 Consultation Strategy

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