

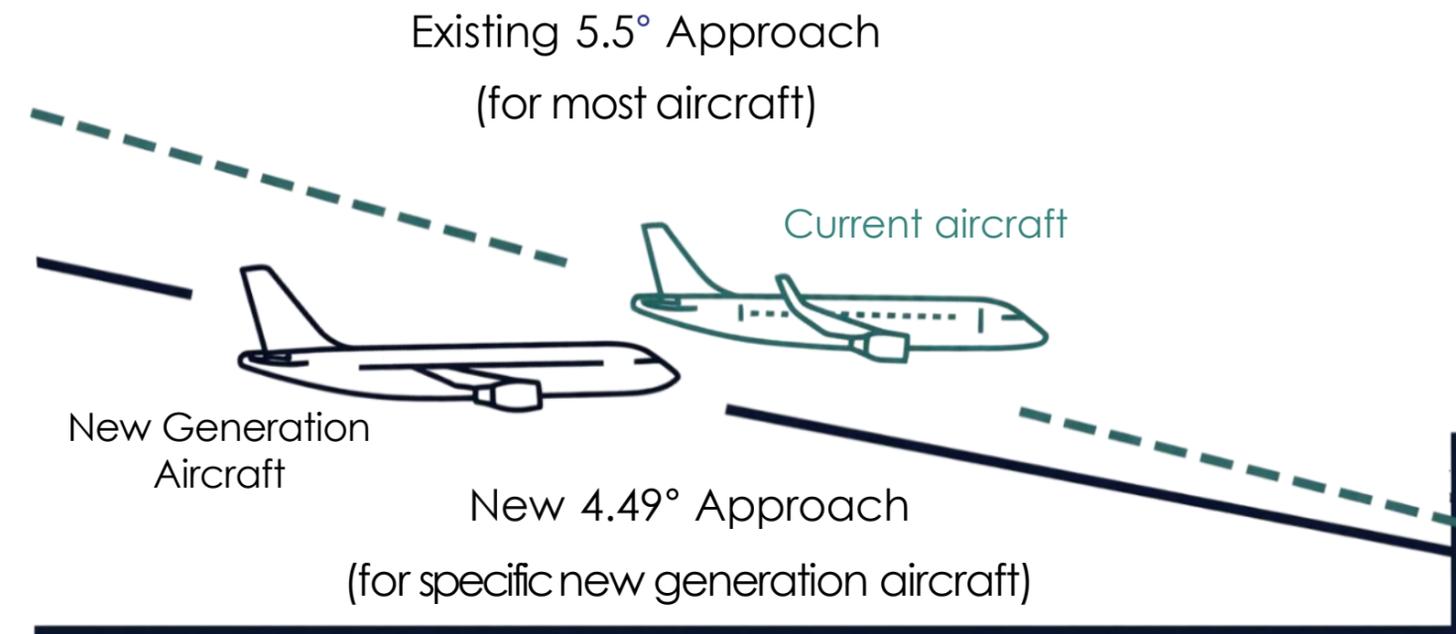


# London City Airport Airspace Change Proposal Consultation Additional Approach Procedures

# What We Are Proposing

We are proposing to add a new, slightly shallower landing path for some aircraft approaching London City Airport.

- Current Path: A steep 5.5° angle, which only specially certified aircraft can use. This path will remain for the aircraft that currently use the airport.
- Proposed New Path: An additional **4.49° angle** using highly-precise, satellite-based navigation (known as RNP-AR). This allows a new generation of **efficient, larger capacity aircraft** to operate at LCY.



This diagram is illustrative and not to scale

**Note:** The standard approach across airports in the UK and overseas is 3°, much shallower than both the current and proposed approaches at LCY.

This proposal does **not change where aircraft fly over the ground**. The flight paths for arrivals and departures remain the same. The only change is a small vertical adjustment on final approach to the runway, enabling a new mix of aircraft types.

# Why This Change is Needed to Manage Future Growth

Our passenger numbers are forecast to grow to our approved cap of 9 million passengers per year. We have a choice in how we accommodate this growth.

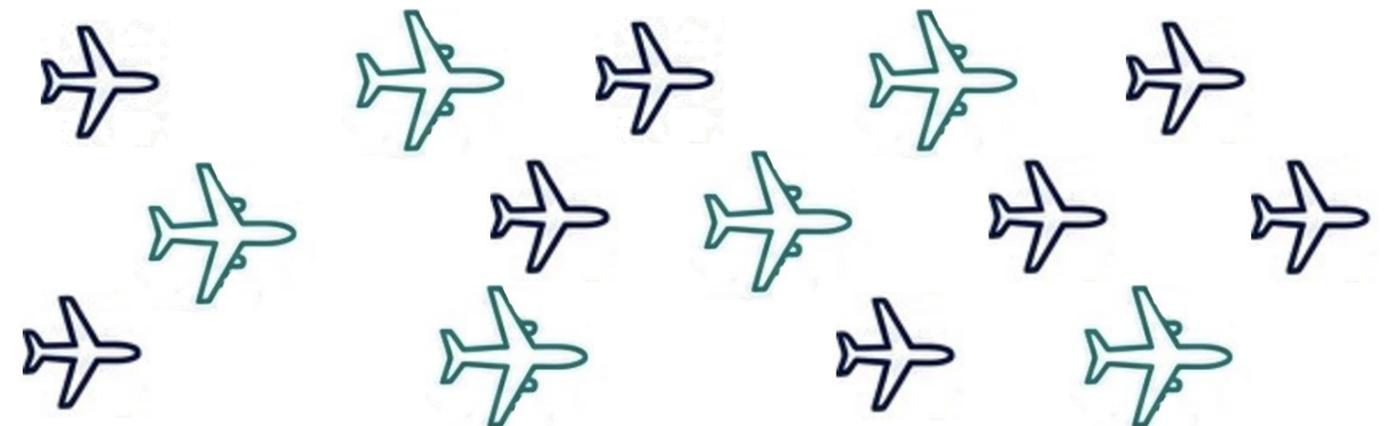
## The Challenge



Our unique 5.5° steep approach **limits the types of aircraft that can use the airport**. To carry 9 million passengers without this change, we would need a significant increase in the number of flights.

## The Proposed Solution

The additional 4.49° approach angle enables modern, efficient aircraft (like the Airbus A320neo) to serve LCY. These aircraft carry more passengers per flight, allowing us to meet future demand with a **slower growth in the number of flights**. Most LCY flights will continue to be smaller aircraft using the existing 5.5° approach.

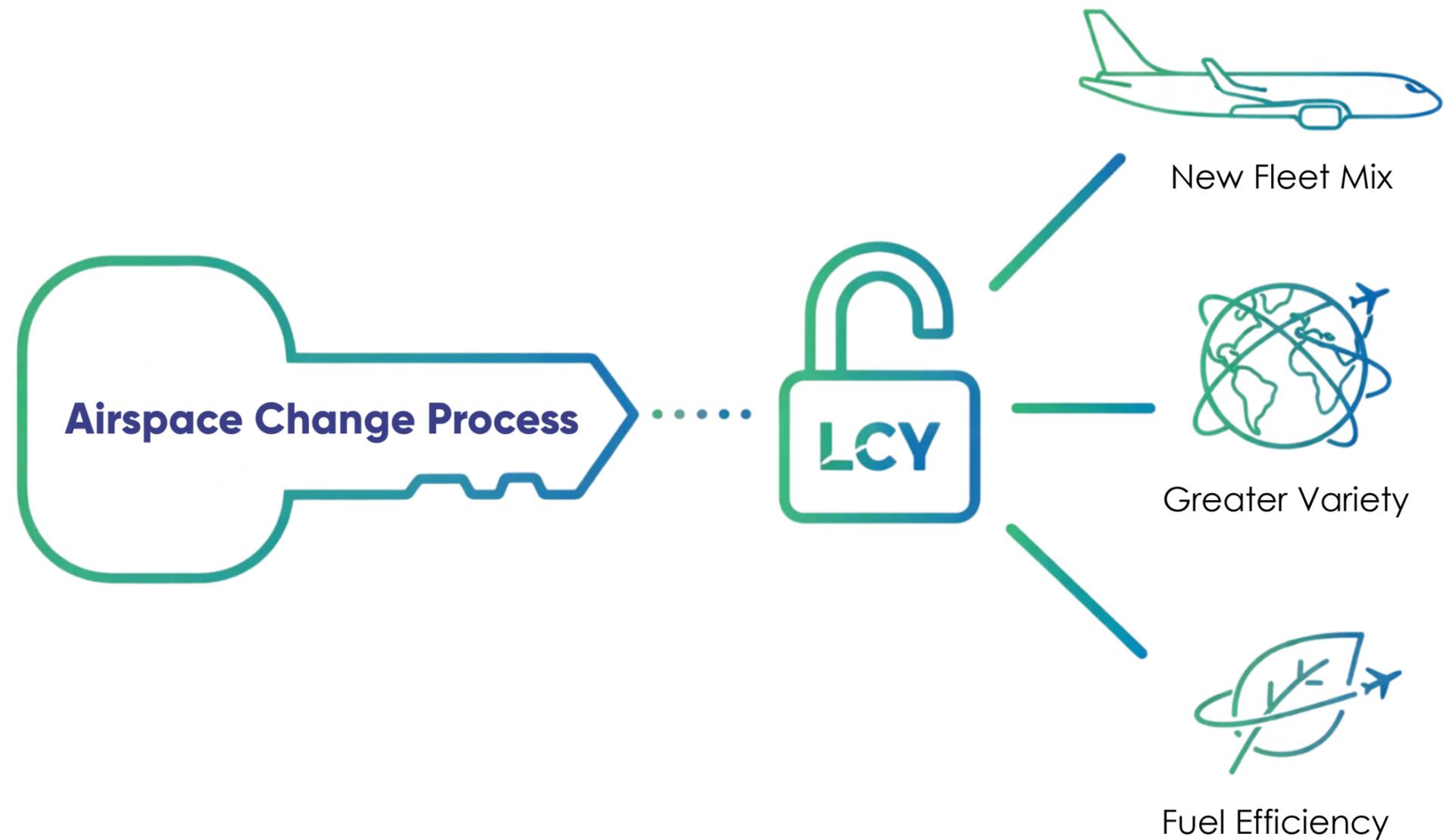


# How Will This Affect the Airport, Passengers, and Communities?

This change is our preferred option to reach our expanded passenger cap of 9 million as approved by the government.

## Through this change, we aim to offer:

- A greater variety of airlines, providing more choice for passengers.
- Greater fare flexibility.
- More fuel-efficient, cleaner aircraft.
- A long-term reduction in flights compared with doing nothing



# What Does “Newer Fleet Mix” Mean?

- The new LCY fleet unlocked by the ACP includes the Airbus A320neo.
- The larger passenger capacity and improved fuel efficiency of the A320neo means that airlines can increase passenger volumes with fewer flights and lower costs.
- For passengers, this may mean a greater choice of airlines and destinations at potentially lower prices, including more leisure destinations.

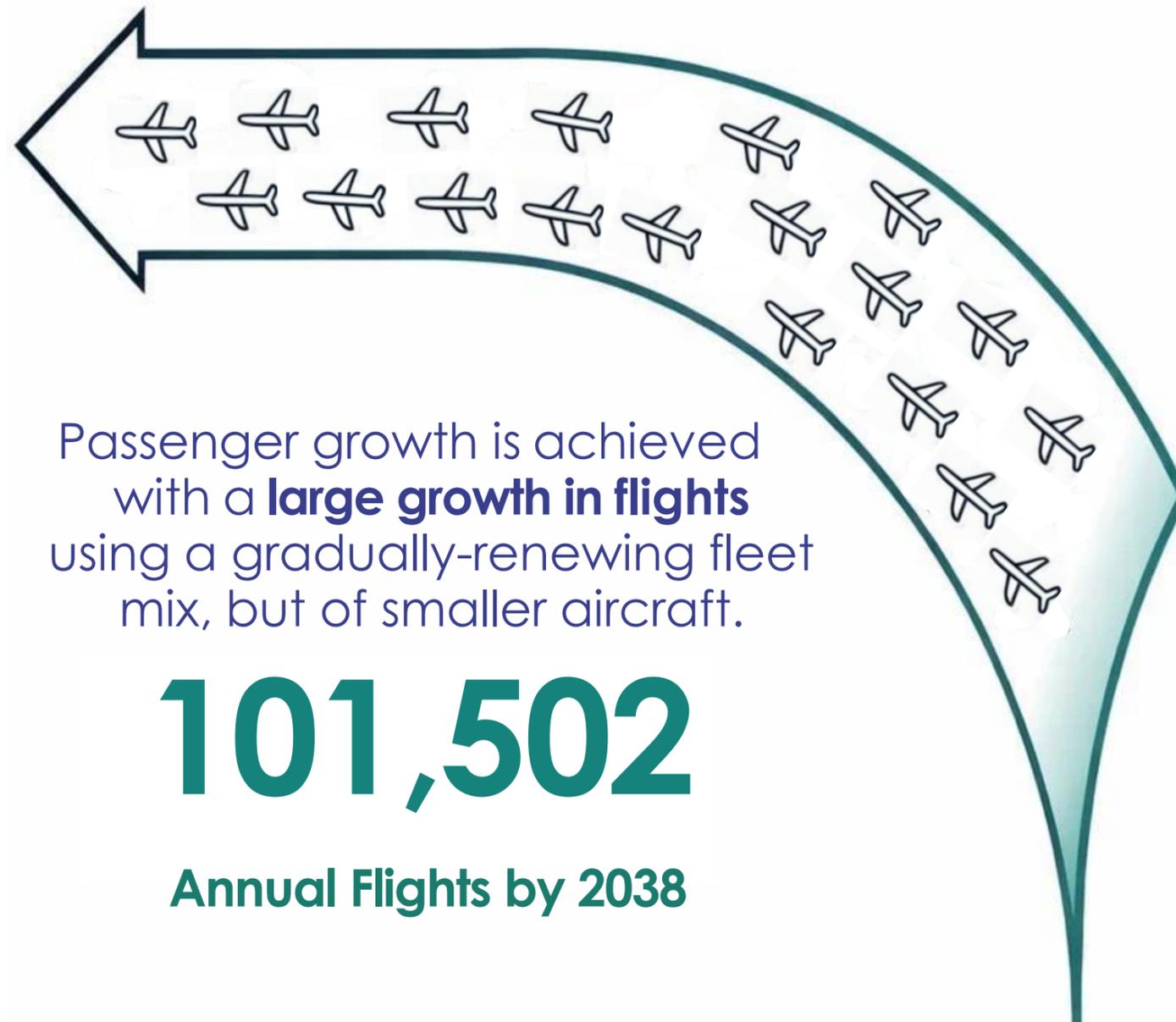


- European carriers have 1,149 Airbus A320neos in their fleets, or on order.
- The A320neo can carry up to 194 passengers, almost twice as many as LCY's most common aircraft, the Embraer E190.
- The A320neo is significantly more fuel efficient than the original A320.

# Two Paths to 9 Million Passengers

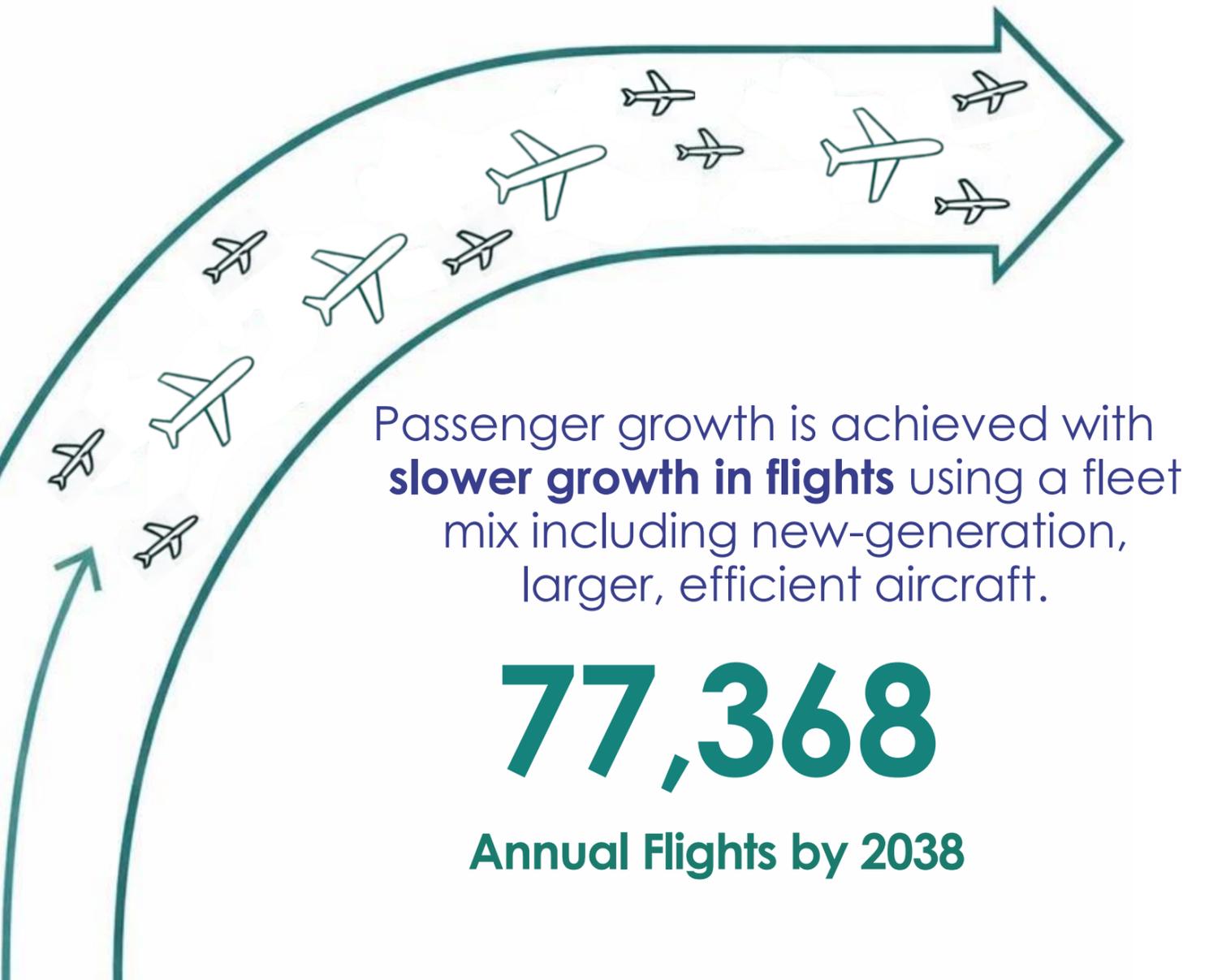
## Future A:

Without this change



## Future B:

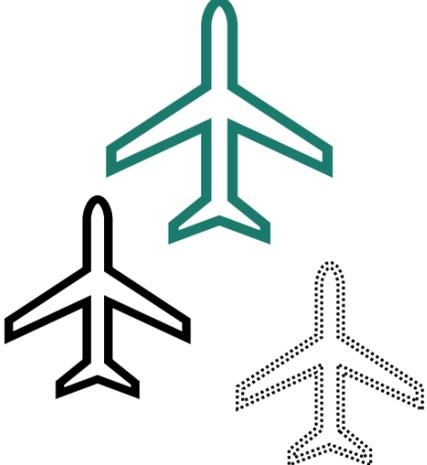
With this change



# The Result: Significantly Slower Growth in Flights Over 12 Years

~ 76,500

Fewer flights over the next 12 years than without the change.



By enabling aircraft with greater passenger capacity, this proposal allows us to accommodate more passengers with fewer aircraft movements over 12 years. This is our key driver.

- Faster passenger growth
- Slower flight growth
- Reduced overall noise, in the long-term
- Reduced overall emissions, in the long-term

## Total Flights over 12 Years (2027-2038)

Without this change	844,652
With this change	768,169

# The Impact: A Quieter Environment for Over 110,000 People Over 12 Years

~ 112,000

Fewer people impacted by daytime noise than without the change.

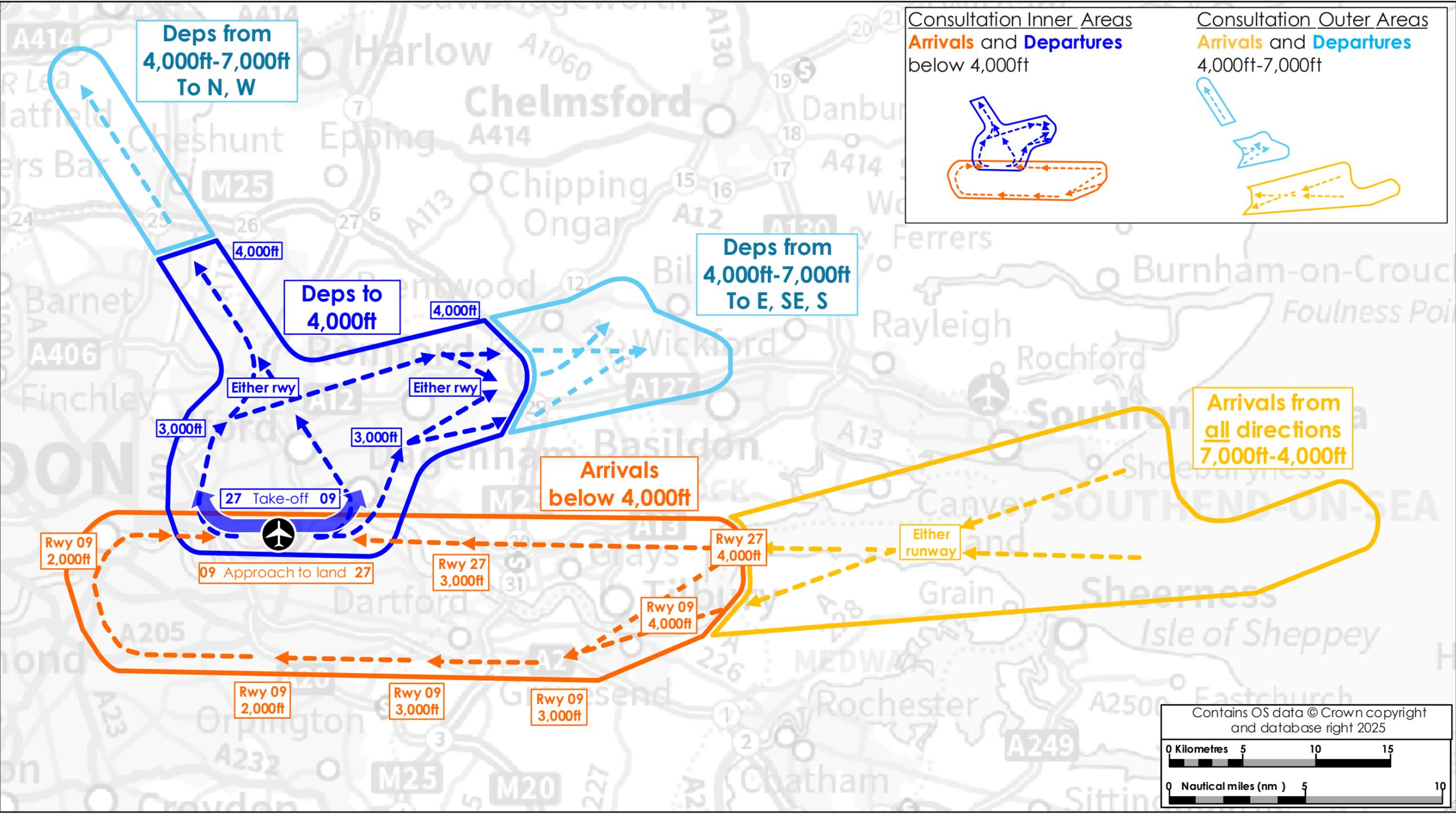


Slower growth of flights leads to a significant reduction in the overall noise impact on our local communities over 12 years.

- The A320neo would be noticeably quieter on take-off than the E190, our current most common aircraft.
- In other phases of flight, it is broadly similar to the rest of the new-generation fleet - sometimes quieter.

~ 10,000 people would experience reduced noise during the sensitive early-morning period (06:30-07:00)

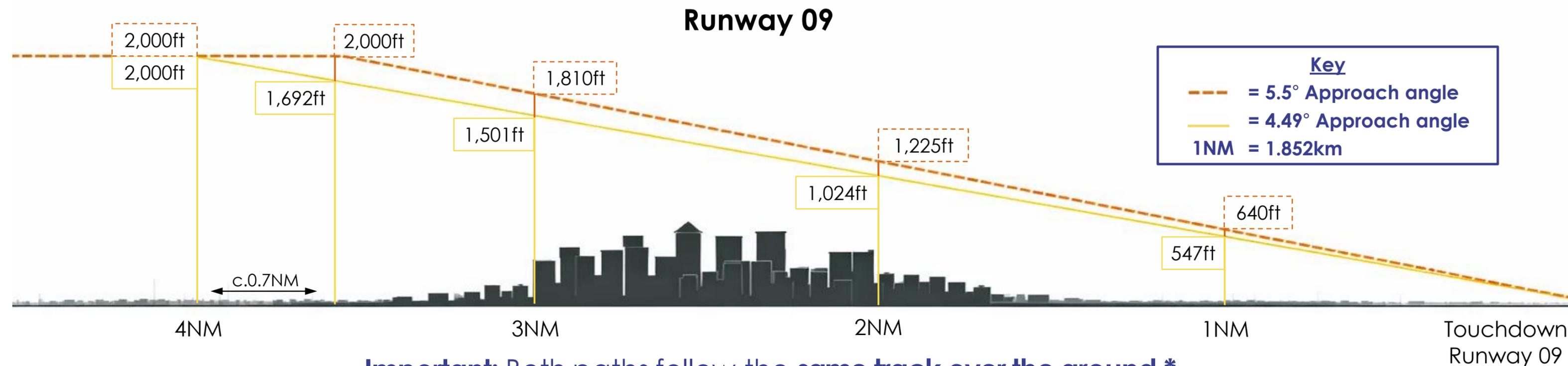
# The Context: Overview of LCY Arrivals and Departures



**Arrivals from all directions** follow the air route network to positions east of the coast, then turn towards the estuary. They descend below 7,000ft east of Southend and continue west descending to 4,000ft. They are then placed on the landing flightpath for **either** Runway 27 (straight in to final approach) **or** Runway 09 (turn left, stay south of LCY, then a right U-turn to final approach).

**Departures from either runway** always turn north, then split to join the best network flow for their destination: **either** to the north and west, **or** to the east/southeast/south.

# Visualising the Change on Final Approach (1)



## Will this create new flightpaths over my home?

**No.** The ground track for arrival and departure routes will **not** change.

This proposal adds a slightly lower vertical profile for a minority of flights in the final few kilometres before landing.

\* The background cityscape is illustrative and not to scale. Full technical assessments and details can be found in our formal consultation material in the links on the final page

## Are aircraft going to be lower for the entire journey?

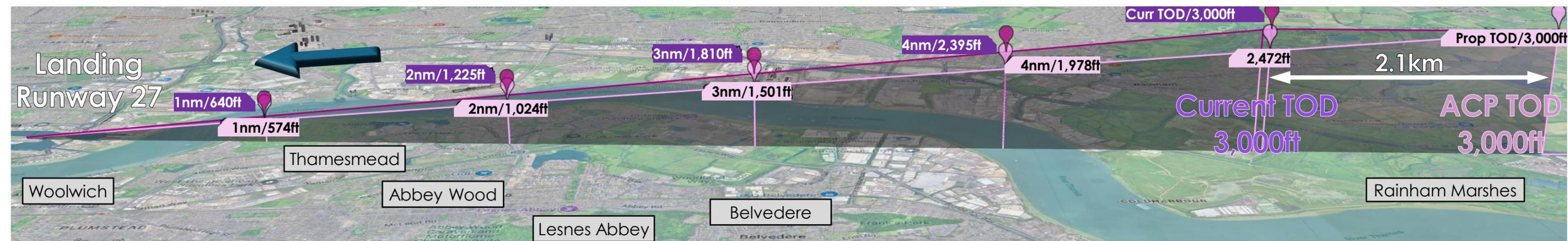
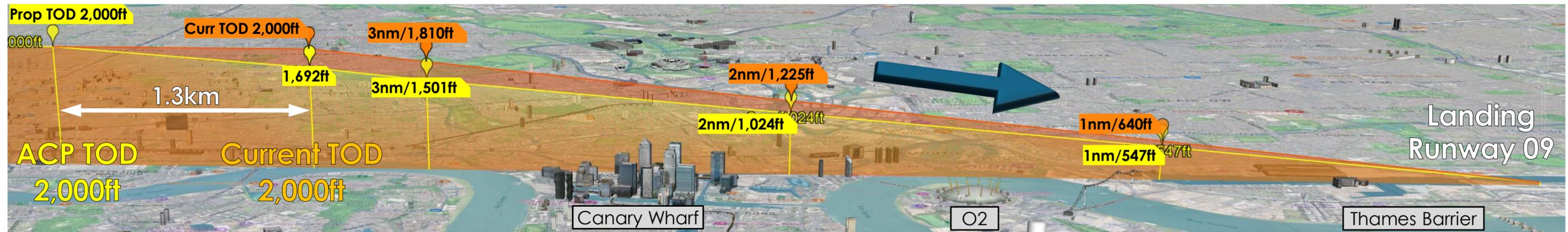
**No.** Aircraft will remain at their current altitudes until they begin their final descent to land, which (for the additional procedure) will start slightly earlier.

For example, on approach from the west (Runway 09), the minority of aircraft would begin descent from 2,000ft about 0.7NM/1.3km further west than they do today.

**The majority would not be affected by this change and would follow the current, dashed line**

# Visualising the Change on Final Approach (2)

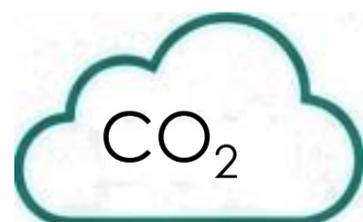
**About the Runway:** LCY has one runway, which can be operated in two directions, known as runway 09, and runway 27. Around two thirds of the time, runway 27 is used, depending on wind direction. Departure routes are unaffected and remain unchanged.



## Understanding the Diagrams:

- TOD (Top Of Descent) is the highest point of the aircraft during this part of the approach procedure, before it starts final descent to land.
- Most of the flight path remains the same, the change is represented by the lighter orange and lighter purple lines in the diagrams.
- The existing path and proposed path converge at touchdown, the maximum difference between the current 5.5° approach and additional 4.49° approach is around 300ft for Runway 09, and 500ft for Runway 27. **Most arrivals would continue to use the 5.5° approaches.**

# Environmental and Economic Outcomes



A saving of **18,380 tonnes of CO<sub>2</sub>** over 12 years.

Fewer flights over 12 years and more fuel-efficient engines on new-generation aircraft.  
No change in local air quality.



A saving of **5,780 tonnes of fuel** over 12 years.

Modern aircraft are significantly more fuel efficient per passenger.



Overall benefit between **£38.4m-97.4m** over 12 years.

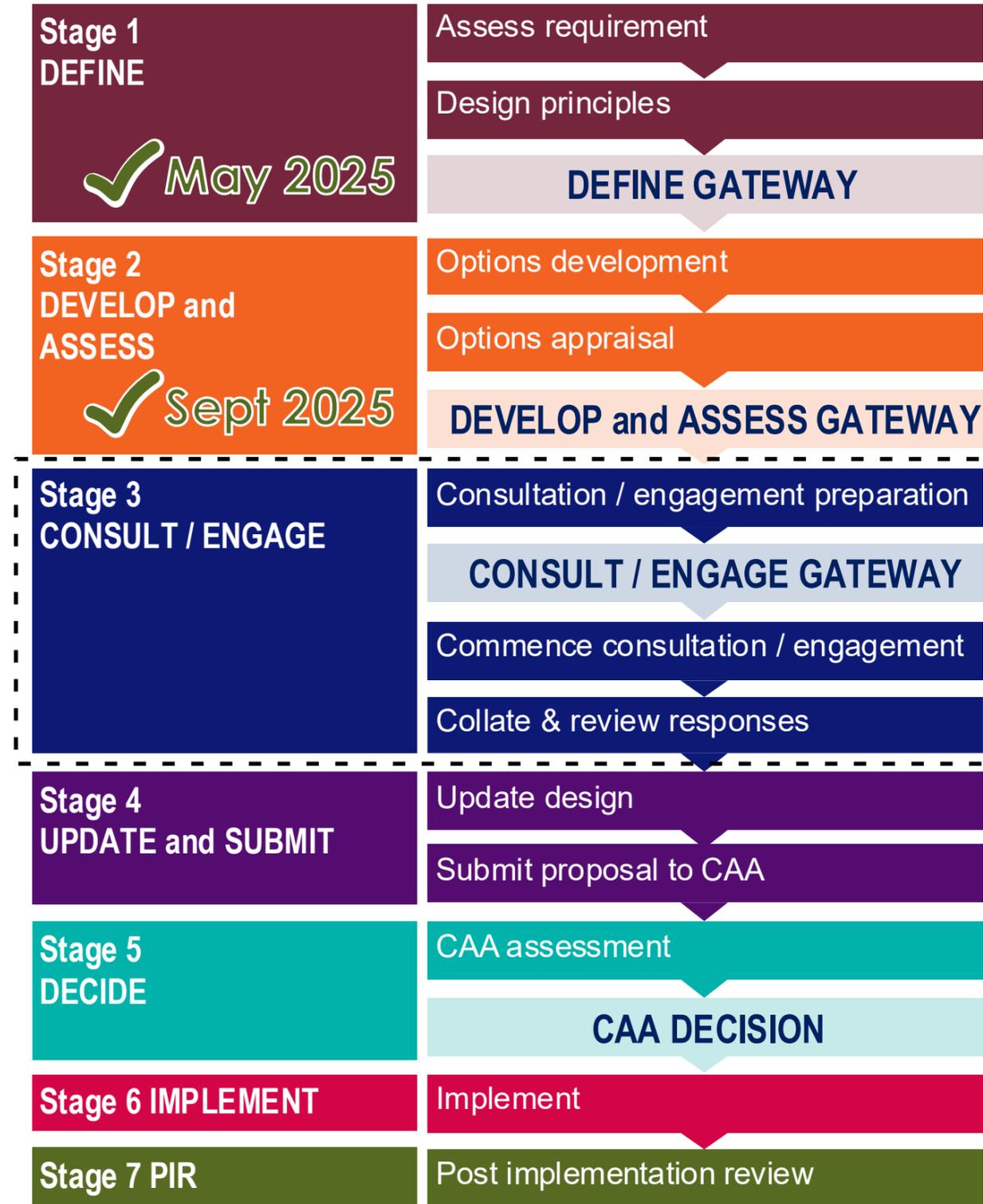
Net Present Value (NPV)  
Calculated based on DfT standard Transport Analysis Guidance (TAG) methods  
Combining noise, emissions and fuel benefits (**£38.4m**) with *potential* passenger access time saving benefits of choosing LCY over other London airports (**£59.1m**)

Appropriate rounding has taken place, the correct final total was rounded from the sum of raw data which is slightly different from adding the two rounded subtotals.

# Where Are We in the Process?

- This proposal is following the formal UK Civil Aviation Authority (CAA) Airspace Change Process defined in CAP1616. This is a Level 1 change, subject to the most stringent requirements.
- Stage 1 was completed in May 2025, and Stage 2 was completed in September 2025.
- You can access the details of all prior stages by exploring our website
- The consultation phase is your opportunity to **have your say** on the proposals.
- All responses will be collated, reviewed, and will inform the final proposal submitted to the CAA.

We are here



# Timeline

CAP1616 Gateways – Completion Dates	Indicative Timeline
Assessment meeting	Complete
Stage 1 - Define	Complete
Stage 2 - Develop and Assess	Complete
Stage 3 - Consult	March – May 2026  We are here
Stage 4 - Update and Submit	July 2026
Stage 5 - Decide	September 2026
Stage 6 - Implement	From January 2027
Stage 7 - Post Implementation Review	At least a year after the first flight

# Have Your Say – We Want to Hear From You



## Consultation Period

**Starts:** Monday 2nd March

**Closes:** Sunday 17th May



**Follow** the [ACP link](#) for a list of drop-in events and webinars



## Find Out More



London City Airport:

[www.LondonCityAirport.com/ACP](http://www.LondonCityAirport.com/ACP)

**Explore** our digital exhibition

**Sign up** to a webinar

**Find** a drop-in event

**Download** all the details you need, from a short summary to sets of complete technical analysis documents



The formal consultation page:

[www.Consultations.AirspaceChange.co.uk/London-City-Airport/RNP-AR-Approaches](http://www.Consultations.AirspaceChange.co.uk/London-City-Airport/RNP-AR-Approaches)

**Read** a summary

**Download** the documentation

**Take** the survey

## How to Respond

**Read** about the ACP

**Understand** how the ACP might affect where you live, work or spend your leisure time

**Tell us** about it!



**Take the survey** by following the [consultation link](#) - even if you think it won't affect you, please tell us!

