

FAQs Week 3

Issue	Date	Changes this issue (most recent first)
Week 3	25/03/2026	Updated after first round of webinars
Launch	02/03/2026	Example FAQs for launch

Frequently Asked Questions FAQs

ACP-2025-003



1. Introduction

1.1 This FAQ document is a living document

1.1.1 It will be updated periodically, please check back throughout the consultation.

1.1.2 We recommend spending time getting familiar with the core consultation materials:

- The **primary information** for this consultation is thoroughly explained in the main Consultation Document
- The **technical information** on environmental and economic impacts is provided in the Full Options Appraisal (FOA) document, with more detail available in technical Annexes A-E
- The way we will **conduct this consultation** is detailed in the Consultation Strategy document

1.2 What this document is for, and what it is not

1.2.1 We expect the FAQs to reference the main documents wherever possible.

1.2.2 For example, during Q&A sessions we may identify common themes where an alternative interpretation would assist stakeholders, or where it may be useful to add details on the wider airspace change and consultation processes.

1.2.3 If so, we will provide an update here, but not every question asked will become an FAQ. This document is for all stakeholders to access supplemental information on general topics after we identify such a need.

1.2.4 All the data has been published in accordance with process requirements. Requests for individual analysis reports, for data types not part of the required set, or for existing data in a different format, will all be declined.

1.2.5 This document does not replace the main documents, nor is it intended to act as a summary – the main documents should always be the first point of reference.

1.2.6 Should more refined details on a topic of interest become available during the consultation, they will be added here.

2. FAQs

2.1 Can you tell me exactly how this will affect me?

2.1.1 It would not be proportionate for us to provide individual responses upon request – see paragraph 1.2.4 above.

2.1.2 The consultation document and other downloadable material provides sufficient information for you to identify how your specific area may be affected by this change. Your circumstances and experience of how the airport affects you are unique.

2.2 Is this related to the large airspace modernisation all London airports are doing?

2.2.1 No, this modest change is entirely separate. Please see the consultation document section 3.3.

2.3 Why did you not change the Runway 09 arrival flightpaths for respite, as fed back in Stage 2?

2.3.1 We did research into this and there would be safety concerns for the outer offset due to the proximity of Heathrow. The maximum 500m offset (outer or inner) would also only have imperceptible changes in noise impacts.

2.3.2 See consultation document Section 4 for a full explanation of how we developed this proposal from Stage 2.

2.4 I added up the numbers in the data tables and they don't match the total stated at the bottom. Why?

2.4.1 We present data using rounding to significant figures or to the nearest whole number, but the totals are based on raw data which is then rounded, so there will be small differences. See our explanation on data rounding in the consultation document section 3.9.

2.5 Is the A320neo bigger and noisier than current aircraft?

2.5.1 While the A320neo does carry more passengers than the Embraer E195-E2, the A320neo is actually **shorter by 3.9m (12ft 10in)**. Its **wingspan** is only 0.7m (2ft 3in) wider.

2.5.2 The A320neo has a **wider** fuselage (almost a metre/3ft 3in wider than the Embraer) which means it is 6 seats wide (3-aisle-3) instead of 4 (2-aisle-2).

2.5.3 Our most common current aircraft, the Embraer E190, is about 1.4m (4ft 7in) shorter than the A320neo, and its wingspan is about 7m (23ft) narrower. It also has 4 seats across (2-aisle-2).

2.5.4 **Important:** Even though the A320neo carries more passengers, it is **not noticeably noisier**, and is **quieter on take-off** than our most common E190.

2.5.5 **Section 5.4 of the consultation document** shows that, for **arrivals in the final 5km**, the A320neo is very similar in noise levels to the current fleet, so much so that the differences are not likely to be perceptible (ref: Figures 16/17/18 on p.30/31). The differences in altitude due to the shallower final approach have also been accounted for.

2.5.6 The same section also shows that, for **take-offs and departures in the first 5km**, the A320neo is noticeably **quieter** than the E190, and is also imperceptibly different from the E195-E2 (ref: Figures 19/20/21 on p.31/32).

2.5.7 See below for scale diagrams:

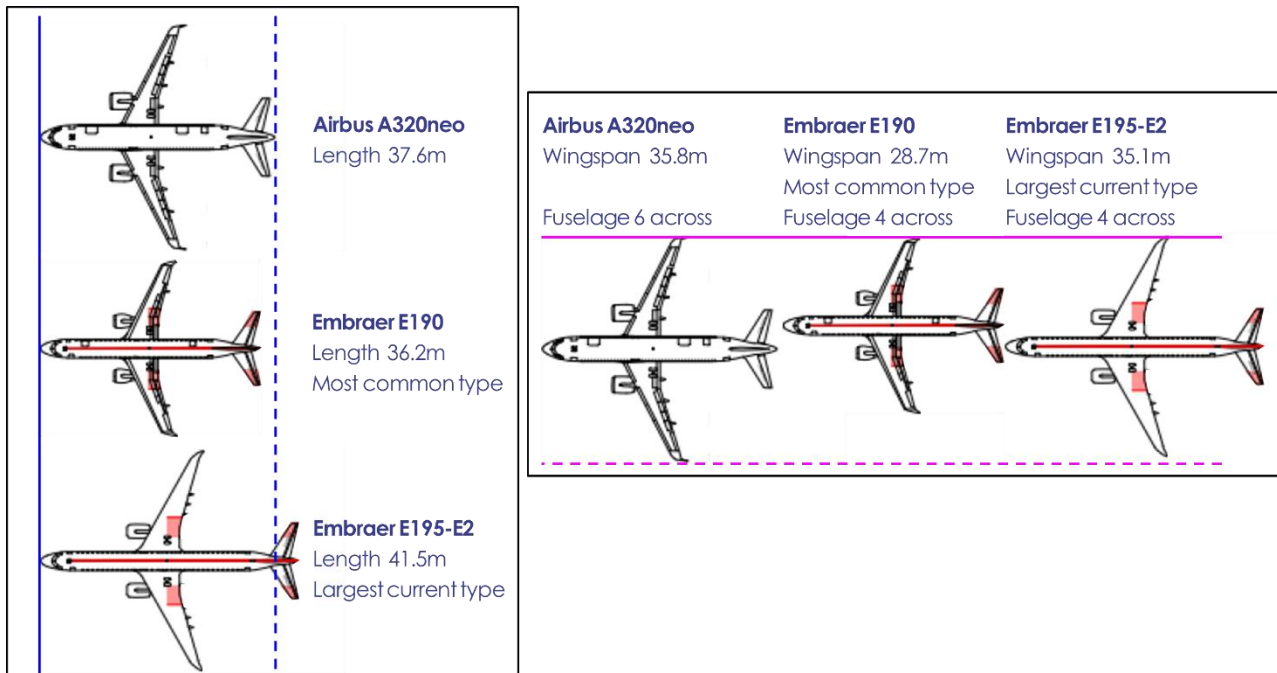


Figure 1 FAQ: Aircraft size comparison

2.6 Will this change affect helicopters such as air ambulances?

2.6.1 No, we would not expect this to have any operational impact on helicopter operations in the vicinity (air ambulance, police, military or civilian). Standard air traffic procedures would not change for such traffic, nor for other general aviation or military flights.

2.6.2 See Consultation Document section 6.3.

2.7 The proposal talks about the airspace change but says nothing about the impact of 9 million passengers per year.

2.7.1 The airport has planning permission to operate up to a cap of 9 million passengers per annum. This passenger cap was secured by a planning permission granted in 2024 by the Secretaries of State for Transport, and for Housing, Communities and Local Government following a Public Inquiry. The application to grow to 9 million passengers was accompanied by a full Environmental Impact Assessment which examined the impacts of noise, air quality, surface access, carbon emissions, public health along with other cumulative impacts. In coming to their decision, the Secretaries of State found that all environmental impacts were acceptable and sufficiently mitigated.

2.7.2 Since the impact of 9 million passengers has already been assessed and approved under our planning permission, the airspace change proposal does not need to revisit these impacts. Instead, it focuses on the impacts and benefits of the specific change itself.

2.8 London City Airport is a relatively small airport, how can it handle 9 million passengers a year?

2.8.1 London City Airport's forecast growth to 9 million passengers a year is expected to take place gradually over the next decade. This long lead-in period allows the airport to expand and upgrade our core infrastructure in a phased and controlled way, including additional gate capacity, expanded terminal space, and the supporting systems needed to maintain a reliable and positive passenger experience.

2.8.2 Further detail on these passenger forecasts can be found in Section 3.8 of the main consultation document.

2.8.3 For context, the airport handled just under 4 million passengers in 2025, whereas before the pandemic it handled over 5 million passengers in 2019. That means there is immediate headroom within the existing terminal and airfield before any major works are required. The airport is already planning for future needs and continues to benefit from the previously approved extension plans, which provides a solid foundation for managing growth sustainably.

Placeholders for future FAQs:

2.9 Question XXX

2.9.1 Answer XXX

2.9.2 Answer XXX

2.10 Question XXX

2.10.1 Answer XXX

2.10.2 Answer XXX

2.11 Question XXX

2.11.1 Answer XXX

2.11.2 Answer XXX

2.12 Question XXX

2.12.1 Answer XXX

2.12.2 Answer XXX

2.13 Question XXX

2.13.1 Answer XXX

2.13.2 Answer XXX

End of Frequently Asked Questions FAQs