

London City Airport Consultative Committee

From: Stuart Innes
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TCN Consultation,
NATS,
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RG1 4BR

Dear Sirs

Terminal Control North - Proposed Revision – Consultation

This letter confirms comments already submitted via your online facility.

These proposed revisions, the reasons for them and the impact on London City Airport (LCY) were outlined by representatives of NATS at a special meeting of the Consultative Committee held at the Airport on Friday 9th May. It was a most helpful and informative briefing, with opportunities for questions and discussion. The Committee was most appreciative and I was asked to express their thanks to the representatives of NATS (Peter Jaques, Clive Grant and Kevin Briscoe) who gave up the time to attend.

The principal effects on LCY are:

- a) A new holding point for London City arrivals from the west, north and east. The current hold sits over Southend and allows just two aircraft to hold at 4,000ft and 5,000ft. The new hold would lie to the north of Southend, east of Maldon and south of West Mersea. This could hold aircraft at up to six higher levels — between 6,000ft and 11,000ft - which NATS believe would reduce noise and improve fuel efficiency.
- b) Changes to London City departure routes. These aim to accommodate the jet aircraft which now use the airport which have different flight profiles to the propeller driven aircraft for which the present departure routes were designed. Thus the first turn for departing flights would be wider. Jet aircraft already fly a wider turn but establishing this as a formal route would allow air traffic control more easily to predict aircraft positions and this in NATS view would significantly enhance safety.
- c) Changes to London City departures heading north. These would avoid the area of the new hold. Departures which currently pass through congested airspace at Brookmans Park in Hertfordshire, would be re-routed away from this area further to the north-east with the route designed to P-RNAV standards. Aircraft can follow a P-RNAV designed route more accurately than a conventionally designed route. This means departing aircraft will normally be more concentrated along the centre of a route.
- d) No change to London City arrivals from the south.

The Committee looked at these proposed changes in considerable depth and there were many questions, not least about the impact of the changes on local residents and on planned developments in the local area.

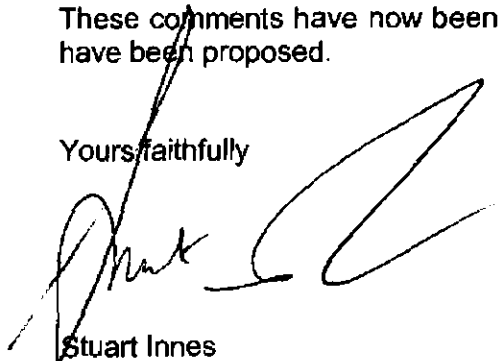
The Committee concluded that although the proposals meant that many aircraft would be obliged to travel greater distances the overall impact would be to secure a safer, more orderly flow of traffic. This was to be recommended and, moreover, although there would certainly be winners and losers, the overall number of people affected by overflying aircraft would be substantially reduced.

The Committee noted that the proposed new holding point at Maldon/West Mersea had given rise to local controversy because it would involve aircraft circling over an area of tranquility. However, the experience of those living under such holding points in London was that although such aircraft could often be seen the noise impact at 6000 feet was minimal.

Members noted that NATS would be briefing Newham officers on the proposals the following week but there was concern that NATS had thus far not been asked for such briefings by the London Boroughs of Tower Hamlets, Barking and Dagenham and Greenwich. Members felt very strongly that those Boroughs should examine the proposals in detail and offer comments if needs be. The NATS representatives undertook to redouble their efforts to make contact with the responsible officers of those Boroughs.

These comments have now been seen by all members of the Committee and no changes have been proposed.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Stuart Innes', written over a large, light-colored scribble or background mark.

Stuart Innes
Secretary
London City Airport Consultative Committee