

Annual Performance Report 2025



01 June 2026

CEO Foreword

2025 was a year of responsible development for London City Airport. As this Annual Performance Report sets out, we continued to serve more passengers, support local communities and plan for future growth, while once again operating fully in line with the obligations of the 2016 CADP planning permission. I am pleased to share that there were no reported issues of non-compliance in 2025; the ninth consecutive year in which the airport has achieved this standard.

That consistency matters. It reflects the professionalism of our colleagues and partners, and our commitment to operating an airport that is efficient, accountable and responsive to the communities around us. It also provides a strong platform for growth. In 2025, London City Airport welcomed over 3.7 million passengers and handled just over 51,000 air transport movements, both within the limits of the current planning consent. Passenger numbers continued to recover and grow year on year, demonstrating sustained demand for the connectivity our airport provides for London and the wider region.

Our growth must continue to be matched by tangible local benefit. That is why employment, skills and community investment remain central to our approach. In 2025, 33% of new LCY recruits lived in Newham and 77% came from the wider Local Area, while onsite employers recruited 27% of new starters from Newham and 72% from the Local Area. Across the year, 196 colleagues gave 800 hours of volunteering time, benefiting nearly 2,700 east Londoners.

We also continued to invest directly in our local community. In 2025, London City Airport contributed over £1.5 million to the London Borough of Newham under the 2016 CADP Planning Agreement, supporting a wide range of schemes, including those which drive local employment and education. These contributions sit alongside the practical support we provide through our wider engagement programmes, including STEM in Aviation, Women in Aviation, youth mentoring, internships and our annual Meet the Buyer event. The STEM in Aviation event alone welcomed over 500 students from 24 local schools in 2025, helping to raise awareness of future careers in aviation, engineering and technology.

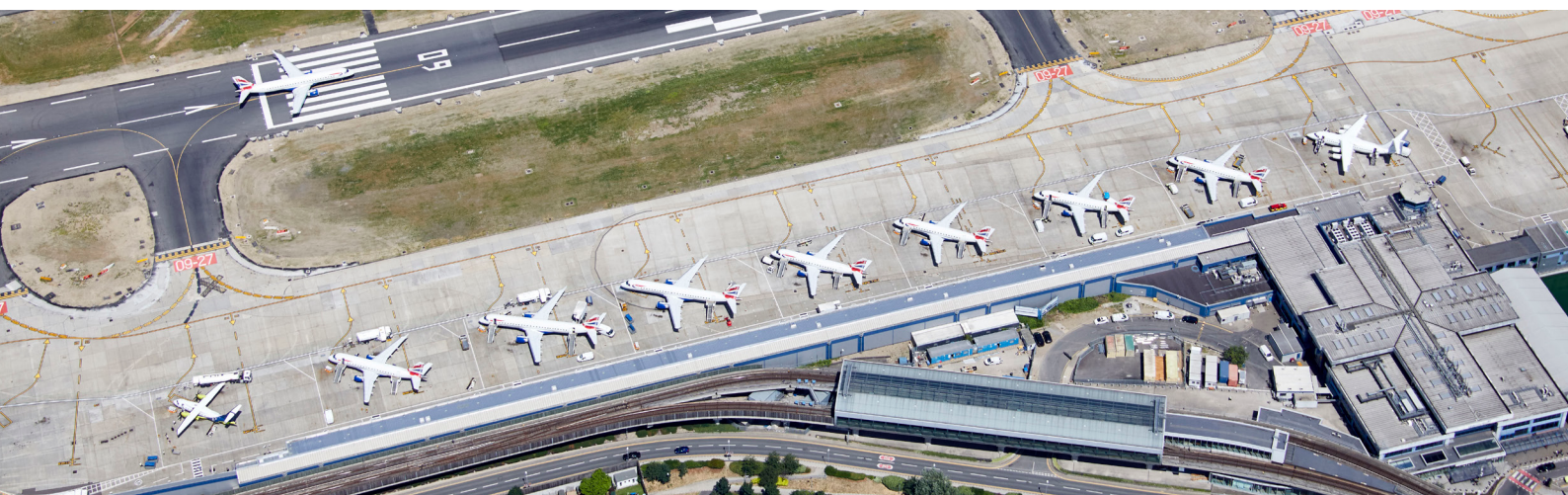


Alongside this local impact, we maintained a strong environmental and operational performance. In 2025, the airport complied with all environmental controls, retained Level 4+ 'Transition' certification under Airport Carbon Accreditation, and remained within planning limits for noise and air quality. The airport received 111 complaints relating to operations during the year, equivalent to 2.1 complaints per thousand aircraft movements, a reduction from 3.5 in 2024 and still the lowest rate of any London airport.

Surface access also remained a clear priority. London City Airport continued to record the highest sustainable transport mode share of any UK airport, with 72% of passengers travelling by public or sustainable modes in 2025. For staff, the proportion driving alone to work fell to 47%, a four-percentage-point improvement on 2024 and a ten-percentage-point improvement over the three-year Travel Plan period. These outcomes reflect sustained work with partners to improve connectivity, expand travel options and encourage more sustainable journeys to and from the airport.

Looking ahead, we remain focused on how future growth can be delivered responsibly. Following the Government's approval in 2024 to increase the airport's annual passenger cap from 6.5 million to 9 million, we submitted an Airspace Change Proposal in January 2025 to enable the operation of new-generation aircraft such as the Airbus A320neo through a shallower approach procedure. At the end of 2025, that application remained under assessment by the Civil Aviation Authority.

London City Airport has now been serving east London for almost four decades. Our ambition for the years ahead is clear: to continue growing in a way that is responsible, compliantly and of real value to our neighbours, while strengthening the role the airport plays in supporting London's connectivity, jobs and opportunity. My thanks go to our colleagues, our partners and the London Borough of Newham for their continued engagement and support, and to everyone taking the time to read this report.



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1 Introduction



The CADP1 Permission

1.1.1

The City Airport Development Programme (2016 CADP) planning permission is the current operational consent at London City Airport (the Airport or LCY) and includes a comprehensive set of controls including 97 conditions and over 100 Section 106 obligations (the Planning Agreement), which cover a variety of issues including operations, construction mitigation, environment, employment, surface access and a programme of regular reporting.

1.1.2

The 2016 CADP permission was granted in July 2016 by the Secretaries of State for Communities and Local Government and Transport and allows for new airfield infrastructure and extended passenger facilities for up to 6.5 million passengers per annum (mppa) and 111,000 Air Transport Movements (ATMs) per year.¹

1.1.3

In August of 2024, the Government approved London City Airport's plans to increase its annual passenger cap from 6.5mppa to 9mppa, and to fly three extra flights in the first half hour of operations during the week (known as the 2024 consent).

1.1.4

As of the end of 2025, the 2024 consent had been approved but had not been implemented. Therefore, the 2016 permission remains the extant consent relevant to this report. .



¹ The previous permission and associated Planning Agreement fell away upon triggering the 2016 CADP permission in October 2017. The saved provisions from the 2009 Agreement are set out in Clause 10 of the 2016 CADP S106 Planning Agreement.

CADP1 APR Requirements

1.2.1

The 2016 CADP permission requires the submission of an Annual Performance Report (APR) to the Local Planning Authority (London Borough of Newham or LBN) by 1 June each year in respect of performance and compliance with the 2016 CADP permission in the preceding calendar year. Reasonable endeavours to ensure publication on the website of the London City Airport Consultative Committee (LCYCC) by 30 June are also required. The full reporting requirements for the APR under the 2016 CADP1 permission are listed at Annex 1.

1.2.2

In November 2023, a new website for the LCACC was launched, which included a rebranding to LCYCC. The LCYCC continues to serve the legal role and purpose of the LCACC. The acronym LCYCC is used throughout this report instead of LCACC.

1.2.3

As well as quarterly reporting of specific operational and noise performance data, the 2016 CADP permission requires a rolling programme of compliance meetings with LBN to monitor and report planning compliance throughout the year.

1.2.4

The quarterly reviews are supported by a number of technical working groups which meet regularly to track progress on more detailed matters of compliance including environment and operations, surface access, education and employment.

1.3 Airport Approvals Update

1.3.1

In 2025, passenger numbers at LCY continued to improve from the years prior, which reflected a continued recovery in passenger numbers relative to 2024. In total, more than 3.7 million² passengers used the Airport in 2025.

1.3.2

All regular compliance reporting occurred in 2025, with the exception of construction reporting as the CADP1 build remains on hold.

1.3.3

The Airport continues to monitor the extent and profile of passenger recovery with no decision yet taken on when construction of CADP1 scheme will restart. Several non-material amendments to the CADP1 permission have been approved by LBN to date.

1.3.4

The status of the 2024 CADP permission does not affect the compliance reported in this APR, which is based on the existing active 2016 CADP permission only.

1.3.5

On 27 January 2025, LCY began an Airspace Change Proposal (ACP) process with the Civil Aviation Authority (CAA) to allow Airbus A320neo operations at the airport. The ACP is seeking a new flight procedure Required Navigation Performance Authorisation Required or RNPAR, which would alter the approach angle for this aircraft type at each runway end. As of the end of 2025, this application is still being assessed by the Civil Aviation Authority, and has no bearing on this APR.

² A total of 3,732,815 people used LCY in 2025.

1.4

2025 Annual Performance Report

1.4.1

This APR demonstrates that in 2025 there were no reported issues of non-compliance with the 2016 CADP permission. This is the ninth year in succession that the Airport has reported full compliance with the 2016 CADP permission³.

1.4.2

The structure and reporting requirements of the 2025 APR were reviewed and agreed in writing by LBN between February and May 2026.

1.4.3

As no CADP construction took place in 2025 it was agreed with the LBN that there was no requirement to have a section on CADP construction in the 2025 APR.

1.4.4

A draft of the 2025 APR was provided to LBN for review in May 2026. Several comments were received from LBN and, where appropriate, these have been addressed in the final APR which was submitted to LBN on 29 May 2026. The APR is available to download from the Airport's website and LCYCC website at the following links (from 30 June):

- <https://www.londoncityairport.com/corporate/corporate-info/reports-and-publications>
- <https://www.lcycc.org/meetings-and-reports>

1.4.5

The APR focusses on reporting key headlines across four themes:

- Environment (Section 2);
- Employment and Local Procurement (Section 3);
- Surface Access (Section 4); and
- Financial Contributions and Payments (Section 5).

1.4.6

Additional information on the Airport's ongoing community engagement programme can also be accessed via the following link:

- <https://www.londoncityairport.com/corporate/our-community>

³LBN did note an alleged minor compliance issue relating to 2018, which was disputed by the Airport and the matter since closed.

2 Environment

2.1 2025 Highlights

2.1.1

LCY environment on a page



2.2 Operations

2.2.1

In 2025, the Airport handled around 51,000 Air Transport Movements (ATMs)⁴, compared to 83,000 ATMs in 2019 (the peak year of operations). This comprised a marginal increase in ATMs compared to 2024. All movements were well within the movements limits and times conditioned under the CADP consent.

2.2.2

In 2025, the airport handled approximately 3.7 million⁵ passengers, compared to 3.6 million passengers in 2024 and 5.1 million passengers in 2019. This remains well beneath the cap of 6.5 million passengers under the 2016 CADP consent.

2.2.3

The growth in passenger numbers was realised through additional regular services, which included the following:

- The commencement of BA CityFlyer services to Madrid, which assist with connections to South America through the Iberia network.
- The continuation of BA CityFlyer's summer and winter schedules, including seasonal destinations such as Faro, Thessaloniki, Skiathos, Mykonos, Split, Geneva and Chambéry.

2.2.4

The Airport handled two emergency operations in 2025. These were:

- On 31 March, an HM Coastguard helicopter made an unscheduled landing at LCY to refuel, during an emergency search and rescue operation in the River Thames.
- On 30 December, a Police helicopter made an unscheduled landing at LCY, due to tail rotor issues.

Due to the emergency nature of both events involving the preservation of life, and the allowance of the planning consent to facilitate such events, LBN was informed of the occurrences which were then closed out. In both cases, the category of each flight in line with the CAP493 policy (Civil Aviation Authority) clearly delineated the emergency nature of each event.

2.2.5

Additional details on the operations at the airport are described throughout this chapter.



⁴ There were 51,164 ATMs recorded in 2025, as noted in Annex 2, Appendix 10 'Number of Aircraft Operating at LCA'.

⁵ The airport handled 3,732,815 passengers in 2025.

2.3 Aircraft Noise Categorisation Scheme (ANCS)

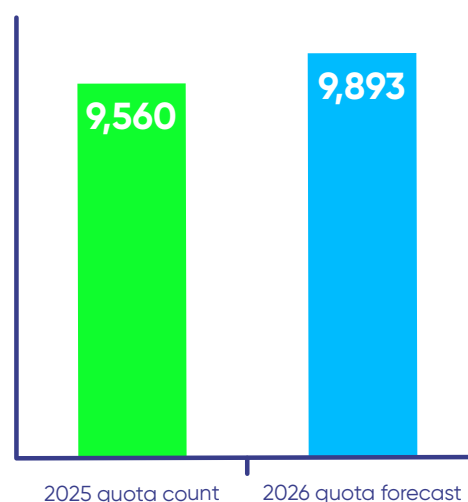
2.3.1

The ANCS uses manufacturers' independently assessed noise certification data to categorise each aircraft that uses the Airport, considering side-line, flyover and approach noise. The scheme ensures that no noisier aircraft than currently operate at the Airport will be allowed to do so in the future and provides a more robust approach to categorising aircraft based on noise.

2.3.2

The ANCS noise quota count system mirrors the approach adopted by other UK airports to control noise at night but applies this to daytime operations at LCY. It requires a quota count (QC) to be allocated to each aircraft based on certified noise levels. Performance against the quota budget is then calculated by multiplying the number of departures and arrivals by the respective QC score for each aircraft type, with a quota budget set at 22,000 per calendar year, as well as a budget of 742.5 in any given week. All aircraft operated fully within these limits in 2025, with a QC of 9,560 recorded. The QC forecast for 2026 is 9,893. A comparison of the 2025 Quota Count and the 2026 Quota Forecast is provided at Figure 2.1.

Figure 2.1: Quota Count for 2025 comparison with Quota Forecast for 2026



2.3.3

The Embraer E195-E2 was approved under the ANCS in 2023 by LBN. The Embraer E195-E2 is part of the new generation of aircraft which would service the Airport into the future, making use of aerodynamic and technological improvements to increase passenger capacity and range compared to current generation aircraft. The new generation aircraft also offer substantially enhanced noise and emissions performance, with lowest fuel consumption per seat of all aircraft flying to LCY. Helvetic Airways commenced use of the Embraer E195-E2 from Zurich to LCY on 26

March 2025, and has used the aircraft regularly since that time.

2.3.4

Two new aircraft were approved under the ANCS in February 2025 by LBN; the Dassault Falcon 6X and the Beechcraft B360. Approval was given by letter on 28 February 2025.

2.3.5

The full ANCS report is available at Annex 3.

2.4

Noise Management and Mitigation Strategy (NOMMS)

2.4.1

The NOMMS came into force on 18 August 2017 and was amended in March 2019. In 2022, the NOMMS was subject to a further review as required by Condition 31.

2.4.2

The NOMMS includes details of current schemes in place to manage and monitor aircraft noise such as:

- The combined noise and track monitoring system;
- Quiet operating procedures;
- Penalties and incentives;
- The control of ground noise;
- The Airport consultative committee;
- Annual noise contours;
- Integrity of NOMMS;
- Auxiliary Power Units;
- Reverse thrust; and
- The Sound Insulation Scheme

The full report on the operation of NOMMS in 2025 is in Annex 2.

2.4.3

The noise contour for 2025 is reported in the NOMMS Report at Annex 2, Appendix 5. In 2025, the 57dB⁶ contour area was 6.0km², and in 2026 it is forecast that the 57dB contour area will be 6.1km². The slight increase between the 2025 actual noise contour and the 2026 forecast noise contour is reflective of a forecast increase in the number of aircraft movements in 2026.

2.4.4

In 2025, as required by Schedule 8 of the Section 106 agreement, a verification report was undertaken to determine the appropriate calculation procedure for producing the airport noise contours. The resulting noise model area was expanded to allow wider assessment where required, and making use of an update in the software used from AEDT 3d to AEDT 3g. This submission was made to LBN in June 2025, and was approved on 2 July 2025 by LBN. The updated methodology has been utilised in the calculations at Annex 2.

2.4.5

The current and forecast contour areas comply with the 9.1km² 57dB contour area limit contained within the 2016 CADP consent, and remain smaller than the pre-pandemic 57dB contour area of 8.0km² reported in 2019.

2.4.6

Noise management and mitigation operations operated effectively throughout the year. The detailed NOMMS report is included at Annex 2, read in conjunction with the ANCS Report at Annex 3.



⁶ For the purposes of this section 57dB is taken to mean 57dBLAeq,16h Actual Average mode summer daytime contour, as prescribed by 2016 CADP Condition 33.

2.5

Incentives and Penalties Scheme

2.5.1

The Incentives and Penalties Scheme (IPS) is included as part of the NOMMS (Condition 31) and includes:

- incentives to encourage airlines to operate aircraft more quietly, rewarding those airlines with credits towards partnering with the Airport to deliver a Community Fund each year; and
- a fixed financial penalty of £600 (per decibel) for infringement of an upper noise limit to penalise airline producing departure noise above the expected range for an aircraft.

All financial penalties are added to the Community Fund each year.

2.5.2

A summary of fixed penalties, credit awards and credit removals for 2025 by airline are provided at Annex 2.

The Community Fund is a minimum of £75,000, made available on an annual basis and distributed via a Board of Trustees to local not-for-profit organisations and charities. Since inception in May 2019, more than £560,000 has been granted, directly benefitting over 150 local charities and organisations in East London, including the 30 that were awarded funding in 2025. In 2025, an additional £10,000 was allocated to the Community Fund in accordance with measure WH4 of the approved Sustainability and Biodiversity Strategy (see Annex 7). Further details on the fund and the 2025 awardees are provided at Annex 4 and can also be found via the link below:

- <https://www.londoncityairport.com/corporate/our-community/community-investment/community-fund>

2.5.3

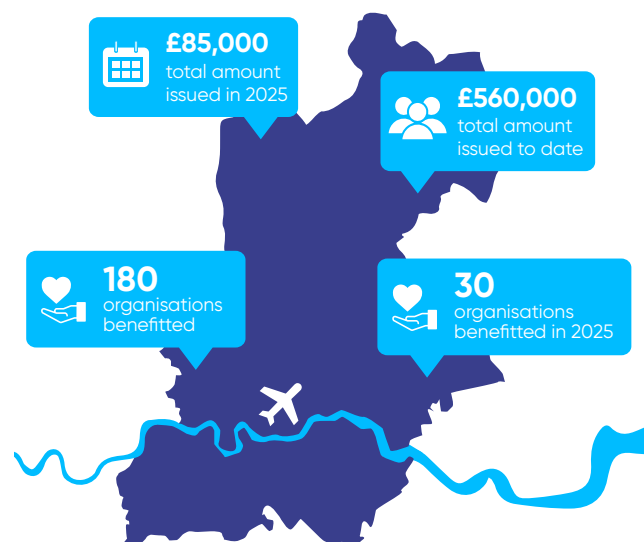
The most improved airline in 2025 was ITA Airways, who will be invited to partner with LCY in delivering the Community Fund in 2026. This is the second year where ITA Airways was the most improved airline, which is a result of a significant improvement in the noise due to the implementation of the new generation Airbus A220-100 on its Milan and Rome services.



2.5.4

Further details on the performance of the IPS are included at Annex 2, and copies of the Annual Community and Airline Report, as well as the list of the 2025 Community Project Fund awardees are provided at Annex 4.

Figure 2.2: Summary of London City Airport Community Fund Benefits as of December 2025



2.6

Ground Noise and Ground Power

2.6.1

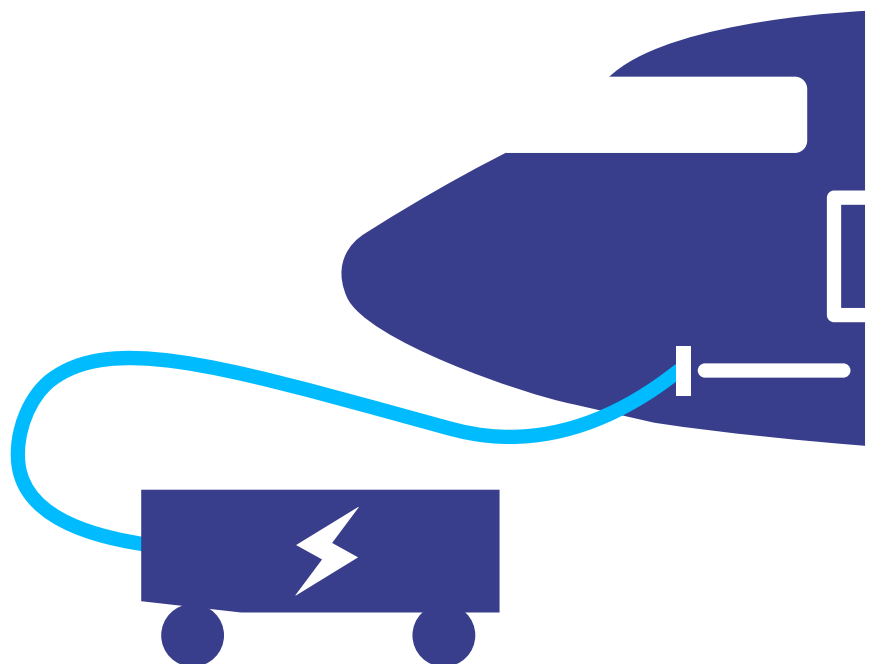
The ground running of aircraft engines is required for testing and maintenance purposes. Ground running noise levels at LCY in 2025 were below the Ground Running Noise Limit (Condition 51). Details are included in the report on the operation of the NOMMS at Annex 2.

2.6.2

The Ground Engine Running Strategy approved by LBN (Condition 48) provides annual summaries by airline and aircraft for Engine Run on Stand time (ERS); Taxi Time for Departure (TTD); and Taxi Time for Arrivals (TTA). A summary of the TTA; TTD; and ERS for 2025 is included at Annex 2.

2.6.3

Throughout 2025 ground power continued to be fully provided by fixed electric ground power units and battery powered mobile ground power units. The use of ground power is provided in the Air Quality Action Plan Progress Update at Annex 6.



2.7

Air Quality

2.7.1

The Airport operates a comprehensive air quality monitoring network, with no recorded breaches since monitoring began in 2006. The Airport uses the government's established set of air quality standards and objectives to protect human health, which are for use by the local authorities as prescribed within the Air Quality (England) Regulations 2000, and the Air Quality (England) (Amendment) Regulations 2002 Statutory Instrument (2002).

2.7.2

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 has set two legally binding targets for PM_{2.5} to be achieved by 2040, with compliance against these targets to be based on national monitoring undertaken by Defra, however there is no way to project 2025 concentrations forwards to 2040 at this stage. Consideration has also been given to the WHO guidelines for annual mean PM_{2.5} concentrations.

2.7.3

During 2025 the network comprised two automatic monitoring stations⁷. One located to the north of Royal Albert Dock adjacent to the Newham Dockside building (LCA-ND); and one adjacent to the King George V House (LCA-KGV)⁸.

2.7.4

These automatic sites were supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) located at 16 sites in and around the Airport boundary.

2.7.5

The pollutants measured include nitrogen oxides (NO_x), nitrogen dioxide (NO₂), fine particulate matter (PM₁₀) and, since the end of 2018, very fine particulate matter (PM_{2.5}).

2.7.6

Ambient air quality is monitored continuously and results are shared in real time online. Our monitoring data shows that all concentrations are consistently below the UK air quality objectives for all the pollutants monitored over the past five years. The annual mean NO₂ concentrations for 2021–2025 are shown at Table 2.1 below.

Table 2.1: Annual Mean NO₂ Concentrations for 2021–2025

Monitor Location	2021	2022	2023	2024	2025
City Aviation House (automatic monitor)	23.2	22.7	17.1	14.8	16.6
Newham Dockside (automatic monitor)	20.6	22.1	17.1	15.6	16.0
Straight Road	21.9	20.9	17.4	14.0	13.4
Gallions Way	23.2	19.7	15.5	14.1	14.8
Brixham Street	20.3	18.7	13.8	13.4	12.0
Eastern end of the University of East London	26	25.7	19.4	16.7	16.3

⁷ A third monitor was operational between 1 January and 31 May 2022 and was decommissioned on 1 June 2022. LCA-KGV was upgraded to incorporate a NO₂ analyser on 1 June 2022, and now operates as a replacement to the previous third monitor.

⁸ LCA-ND measures NO₂, LCA-KGV measures PM₁₀, PM_{2.5} and NO₂.

2.7.7

In 2025, there were no exceedances of the annual mean objectives for PM10, PM2.5 or nitrogen dioxide (NO₂):

- The annual mean PM10 concentrations at the onsite monitoring station was 14.2µg/m³, well below the objective value of 40µg/m³;
- There was one recorded exceedance of the PM10 24-hour mean objective of 50µg/m³ against a national target of 35 exceedances in a calendar year;
- The annual mean PM2.5 concentration was 9.3µg/m³, well below the UK limit value of 20µg/m³ and below the GLA target of 10µg/m³;
- The annual mean NO₂ concentrations at the King George House monitoring station was 16.6µg/m³, and at the Newham Dockside monitoring station was 16.0µg/m³, with both results well below the objective value of 40µg/m³;
- There were no instances during the year where the 1-hour mean objective value (200µg/m³) was exceeded (against a national target of 18 exceedances in a calendar year). A one-hour exceedance was recorded at Bexley (Belvedere), some distance from LCY, however this is identified to be an anomaly rather than a likely actual exceedance.

2.7.8

Observed peaks of all pollutants measured correlated with that of other London background sites. This suggests that these occurrences were principally attributable to regional sources.

2.7.9

Quarterly air quality data was reported to the LCYCC and posted online throughout 2025. This data, together with other results for the 2025 calendar year, are summarised in the Annual Air Quality Report, which is included at Annex 5.

2.7.10

A progress update against the targets set out in Air Quality Management System is included at Annex 6.

2.8

CADP1 Sound Insulation Scheme and Purchase Scheme

2.8.1

Under the 2016 CADP permission, the Airport operates an improved three tier Sound Insulation Scheme (SIS), offering sound insulation treatment to eligible residential properties within the 57dB LAeq,16h (Tier 1) and 66 dB LAeq,16h (Tier 2) and a 63 dB LAeq,16h (Tier 3: Intermediate) noise contours. The 3 tier schemes are set out in the S106 Planning Agreement Annexures 2, 7 and 12 and comprise:

Tier 1: offers properties that are eligible under the scheme acoustic ventilation, and any existing single glazed properties are offered 100% of the cost for replacement standard thermal glazed windows or secondary glazing, whichever is preferred;

Tier 2: offers improved secondary glazing or high-performance double glazing, together with acoustic ventilation; and

Tier 3: (intermediate): offers secondary glazing and acoustic ventilation or, alternatively, a contribution of £3,000 (index linked) towards high performance acoustic double glazing and acoustic ventilation.

2.8.2

Those residents that would prefer the high-performance double-glazing option may choose to treat only one or two rooms, such as those which are most affected by aircraft noise, as opposed to all rooms.

2.8.3

The eligibility contours are reviewed on an annual basis. Due to relatively fewer ATMs in 2025 (~51,000) compared to the peak year (~83,000 in 2019) the noise contour area remains less than the peak year. As a result, no new properties became eligible under the 2016 CADP three tier SIS in this APR (see Annex 2, Appendix 8).

2.9 SIS Performance

2.9.1

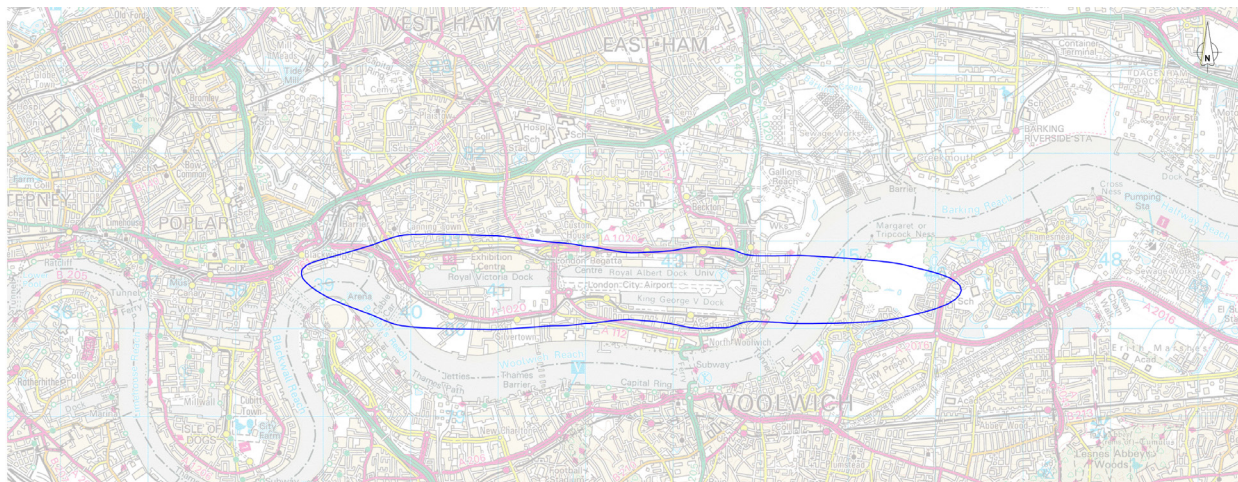
The following noise contours are relevant to SIS and are presented in Annex 2, Appendix 5:

- Actual 57 dB (2025 actual contour)
- Actual 63 dB (2025 actual contour)
- Actual 66 dB (2025 actual contour)
- Predicted reduced 57 dB (2026 best estimate forecast contour)
- Predicted reduced 63 dB (2026 best estimate forecast contour)
- Predicted reduced 66 dB (2026 best estimate forecast contour)
- 1998 57 dB

2.9.2

The 2025 Actual Summer Average Mode 57 dB is shown at Figure 2.2 below.

Figure 2.2: 2025 Actual Summer Average Mode 57dB



2.9.3

The primary purpose of the noise contours listed above is to determine the eligibility boundaries of the SIS and / or Purchase Scheme under the terms of Schedule 9 of the 2016 CADP Planning Agreement. Further details are provided at Annex 2.

2.9.4

This APR identifies a total of 116 residential properties which previously had SIS works carried out and have become eligible for re-inspection in the 2025 APR (Annex 2, Appendix 8). One public building has become eligible for re-inspection this year. Properties become eligible for reinspection 10 years after treatment, with replacements provided for any mechanical parts if they are no longer fit for purpose.

2.9.5**The following update is provided for the properties which were eligible for works from previous APRs:**

- The 2024 APR had identified 595 properties which became eligible for re-inspection, comprising 594 residential properties and 1 public building.
- Letters were sent to occupants, leaseholders and freeholders on 28 August 2025 and 4 December 2025. The Airport also published advertisements and information about the SIS in September and December 2025 with the following local newspapers:
 - Newham Recorder;
 - Docklands & East London Advertiser; and
 - Greenwich Weekender.
- As of the end of 2025, of the 595 properties eligible for re-inspection:
 - 148 properties had responded to the re-inspection letters;
 - 68 properties had been surveyed to confirm if works were required;
 - 37 properties had been subject to installation works; and
 - 1 property declined treatment.
- An additional 42 properties were treated from previous APRs, including:
 - 2 installations from pre-2009 APR years;
 - 1 installation from the 2009 APR year
 - 1 installation from the 2017 APR year;
 - 38 installations from the 2023 APR year re-inspections.
- Table 2.2 summarises the status of eligible properties from the 2024 and 2025 APRs.

Table 2.2: Summary of Eligible Properties under 2024 and 2025 APRs

APR Year	2024	2025
New Properties Eligible for Works	0	0
Residential Properties Eligible for Re-Inspection	594	116
Public Building Eligible for Re-Inspection	1	1
Responses Received	148	-
Properties Surveyed	68	-
Properties Subject to Installation Works	37	-

2.9.6

As per previous years, the timing of re-inspection notifications means that some responses and works are likely to continue into 2026, and will be reported in the 2026 APR.

2.9.7

The Airport held monthly meetings with the LBN throughout 2025 to provide an update on the SIS delivery. Following the commencement of the Neighbouring Authority Agreement (NAA) with LBTH, officers from LBTH have also attended the monthly meetings since September 2023. LBN, LBTH and the Royal Borough of Greenwich (RBG) were also invited to quarterly meetings throughout 2025.

2.9.8

Details of the SIS performance is included in the NOMMS report at Annex 2.

2.10 Neighbouring Authority Agreement

2.10.1

The S106 Planning Agreement Schedule 9, Part 9 makes provision for the Airport to enter into a binding NAA with any London borough within whose administrative boundary the Actual 57dB Contour falls. The current relevant London Boroughs are Tower Hamlets (LBTH) and Greenwich (RBG). The form of the NAA is provided at Annexure 13 of the 2016 CADP Planning Agreement

2.10.2

The NAA with LBTH was completed and signed in 2023 and is now operational. As a result of this, LBTH continued to attend regular SIS meetings in 2025.

2.10.3

RBG confirmed in June 2022 that they did not want to enter into an NAA at this stage, a position which was reconfirmed in 2025. In 2025, RBG were invited to quarterly updates on the implementation of the SIS, where updates were provided on the status of the scheme implementation.

2.11 Sustainability and Biodiversity

2.11.1

A progress update is provided for the Sustainability and Biodiversity Strategy targets at Annex 7.

2.11.2

Key developments in sustainability and biodiversity for 2025 included:

- Maintenance of our Level 4+ 'Transition' certification for the Airport Carbon Accreditation (ACA) programme, a status achieved by just eight airports in the UK.
- Partnership with Sugi to create a pocket Forest for Langdon Academy in East Ham.

- Partnership with Street Trees for Living to plant trees for Baring Primary School in Lewisham.
- Introduction of a new coffee cup recycling scheme, enhancing our efforts to tackle single use plastics.

2.11.3

There was no CADP construction in 2025 and therefore no information to report in this APR on the management of construction waste.



2.12

Environment Complaints / Enquiries

2.12.1

The annual incidence of environmental complaints and enquiries relating to Airport operations remains the lowest of any London airport, with 2.1 complaints per thousand aircraft movements for 2025. This compares with 3.5 complaints per thousand aircraft movements in 2024.

2.12.2

In 2025, 111 complaints were received compared to 176 complaints in 2024, representing a reduction of 65 complaints (37%). The number of individual complainants also reduced from 109 in 2024 to 53 in 2025.

2.12.3

In 2025, 111 complaints were received from 53 complainants. Of these, 53 complaints (48%) were submitted by 2 repeat complainants.

2.12.4

Although the number of repeat complainants reduced compared to 2024 (from seven to two), complaint activity in 2025 was more concentrated, with 53 complaints submitted by those two individuals compared to 48 complaints received from seven repeat complainants in 2024. Complaints were received throughout the year, with a noticeable concentration during late spring and summer months, particularly between May and July 2025.

2.12.5

No environmental enquiries were received in 2025.

2.12.6

There were 11 environmental complaints received in 2025 that did not relate to Airport operations. A breakdown of complaints by area is provided in Table 2.3 and Figure 2.3 shows a full breakdown of the types of complaint received.

2.12.7

Of the 111 complaints received relating to the Airport:

- 48 related to aircraft noise;
- 35 related to aircraft flight paths;
- 10 related to aircraft frequency;
- 8 related to low flying aircraft;
- 7 related to air quality;
- 1 related to other matters; and
- 2 related to early / late operations.

Table 2.3 shows a full breakdown of the types of complaint received.

2.12.8

All complaints were investigated in accordance with the Airport's environmental complaints procedure and reported in summary to LBN. All complaints were reported within 15 days of receipt as required by the 2016 CADP planning permission. The Airport also reports environmental complaints and enquiries to the LCYCC as part of the Quarterly Airport Environment Report.

2.12.9

No CADP build took place in 2025 and therefore there have not been any enquiries relating to CADP construction.

Figure 2.3: LCY Complaints Received in 2025

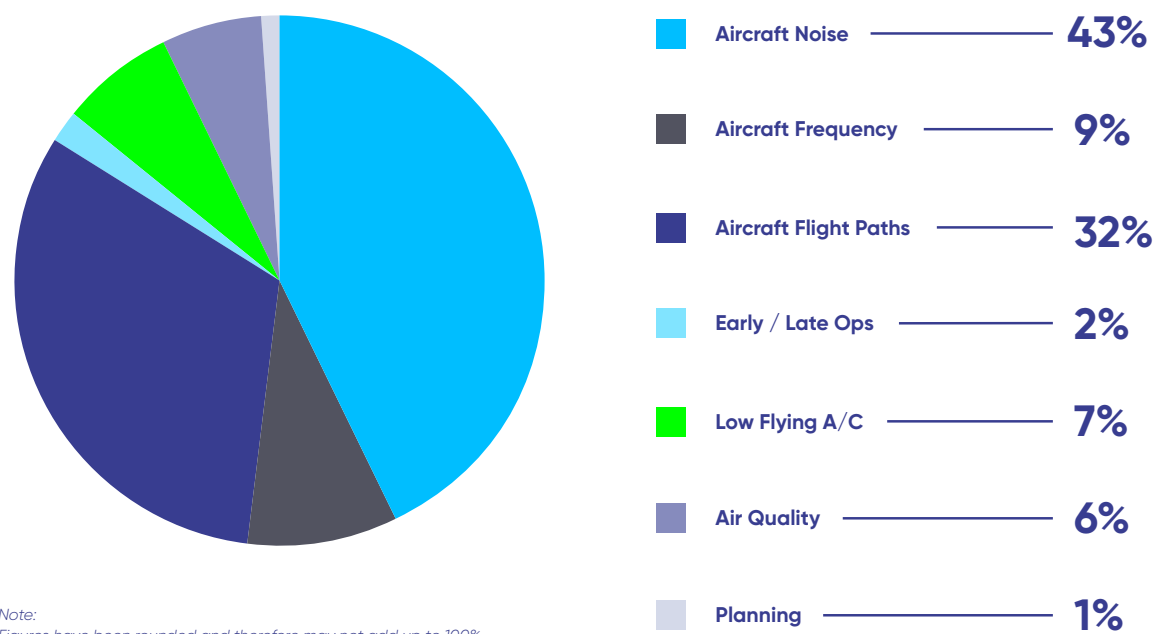


Figure 2.4: Number of correspondents and individuals by area



Table 2.3: Number of Correspondents and Individuals by Area

Administrative Area	No of Complaints and Enquiries	No of Individuals	Average Number of Complaints or Enquiries per Person
Barking and Dagenham	2	2	1
Bexley	2	1	2
Essex	3	2	1.5
Greenwich	4	4	1
Hackney	1	1	1
Havering	3	3	1
Kent	3	3	1
Lambeth	4	2	2
Lewisham	40	4	10
Newham	31	16	1.9
Redbridge	2	2	1
Southwark	3	2	1.5
Thurrock	1	1	1
Tower Hamlets	8	6	1.3
Unknown	1	1	1
Waltham Forest	3	3	1
Total 2024 APR	111	53	

3 Employment, Local Procurement and Education

3.1 2025 Highlights

3.1.1

LCY's Employment, Local Procurement and Education on a page



617
2,158

Employees at LCY

Employees at the
airport campus

In 2025...

196

staff at the airport
volunteered...

800

hours to the benefit of
approximately...

2,700

East Londoners

2,158

Employees worked
onsite in 2025

31

Employers at the
airport campus



Employees recruited by
onsite in 2025

27%

Lived in Newham

72%

Lived in the Local Area



The Airport hosted the 2025

'Meet the Buyer'

event in November 2025



Employees recruited by
LCY in 2025

33%

Lived in Newham

77%

Lived in the Local Area

The Airport hosted a range of education
based programmes in 2025, including:

'Women in Aviation' programme

The UEL Diversity of Thought programme

Annual STEM in Aviation event

3.2 LCY Employees

3.2.1

The Airport is committed to use reasonable endeavours to ensure that at least 70% of its new recruits for jobs advertised are residents of the Local Area, including 50% of new recruits being from Newham. A copy of LCY's Employment Policy is provided at Annex 10.

3.2.2

A summary of performance for 2025 is included below.

- As of 31 December 2025, there were 617 LCY employees (463FT and 154PT), equating to 544 Full Time Equivalent (FTE¹⁰) jobs.
- 33% of the employees recruited by LCY in 2025 lived in Newham.
- 77% of the employees recruited by LCY in 2025 were from the Local Area.

Figure 3.1: London Borough of Newham, and the Local Area



3.2.3

As demonstrated above, LCY has seen a significant increase in the local employment percentages in relation to the S106 agreement targets. This has included a 3% increase in the number of LCY employees recruited from Newham (up from 30% in 2024), as well as a 10% increase in the number of employees recruited by LCY from the Local Area (up from 67% in 2024).



¹⁰ Full Time Equivalent (FTE) jobs are calculated based on each employers full time working week, pro rata.

3.2.4

For the Newham target of 50%, although the airport has not achieved this target, the 2025 figure presents a substantial movement and positive progression towards the target. This is consistent with our findings in the 2024 Annual Performance Report, which showed a stronger performance in H2 2024.

3.2.5

For the Local Area target of 70%, the airport has achieved and exceeded this target by 7%. This comprises a 10-percentage point improvement on the 2024 Local Area recruitment level, and demonstrates the airports clear and consistent commitment to hiring within the Local Area. We also believe that the strong Local Area recruitment is a result of improved north-south connectivity facilitated by the launch of the SL2 Superloop (in 2024), as well as the 129 bus service extension and completion of the Silvertown Tunnel in 2025.

3.2.6

LCY has also continued to pursue various measures to promote local employment in 2025, which have included the following actions:

- Drafting of a series of 'Day in the Life' videos, which will be shared potential interested applicants to show how various different jobs are like day-to-day at LCY. These include roles such as security and ramp, and are intended to be shared by LCY, as well as Our Newham Work when discussing with potential applicants from the local community.
- Continued inclusion of an HR representative at the LCY / LBN Quarterly Strategic Reviews, to assist in detailing the actions undertaken to work towards the employment targets, as well as to explain 'on the ground' projects throughout the year.

- Publication of the Inside E16 newsletter online, and distribution to key drop points to improve distribution of the careers page contained within.
- Attendance at 6 job fairs by LCY over the course of 2025 across LBN and the Local Area, including:
 - Three at Stratford;
 - One in Canning Town
 - One in Havering; and
 - One Webinar / Social Values recruitment programme.
- Strong collaboration with Our Newham Work, working with candidates through the assessment process at LCY.
- Ongoing work with local candidates through the assessment process, including providing space for Our Newham Work to engage with candidates on assessment days.

Further measures will be discussed at the Employment Partnership Board in 2026, where we will seek to explore further actions which can be undertaken with LBN and Our Newham Work.

3.2.7

In 2025, LCY also paid its employment (£979,454.36) and education (£171,761.78) contributions to LBN, to fund initiatives to improve employment and education opportunities (see Section 5.1).

3.2.8

In 2025, LCY also paid its employment (£979,454.36) and education (£171,761.78) contributions to LBN, to fund initiatives to improve employment and education opportunities (see Section 5.1).

3.2.9

Key recruitment challenges which remain include the lack of early morning public transport services to the airport, as well as issues relating to mandatory security / background checks, and certain roles requiring drivers' licences and employability requirements for candidates. An update on our progress with TfL in relation to earlier running of DLR services is provided in Section 4.

3.2.10

Opportunities that were offered to local candidates in 2025 included a Building Services Compliance Manager, as well as ramp service agents, customers service agents and security officers.

3.2.11

In 2025, the airport also continued its focus on internal promotions and secondments. These roles were detailed in our Quarterly Strategic Review meetings with LBN.

3.3 Onsite Employment

3.3.1

The CADP1 S106 Planning Agreement requires that all onsite employers use reasonable endeavours to ensure that at least 40% of new recruits for jobs advertised at the Airport are residents of Newham and at least 70% are filled by residents living in the local area.

3.3.2

On 31 December 2025 there were:

- 2,158 employees working onsite (1,550FT and 608PT), equating to 1,878 Full Time Equivalent (FTE) jobs.
- 31 employers operating onsite; a complete list of these is included at Annex 8.
- 27% of new recruits employed onsite employers lived in Newham.
- 72% of new recruits employed onsite lived in the Local Area.

3.3.3

The total number of staff employed at the Airport in December of 2025 was 2,158, which represents an increase of 98 employees compared to 2024. This is underpinned by growth of LCY, partners and Border Force / police staff working at the airport.

3.3.4

In 2025, the campus employment percentages were approximately the same as 2024. Specifically, the 2025 results comprised a 2% reduction in the number of Onsite staff employed from Newham, and a 1% reduction in the number of Onsite staff employed from the Local Area. These percentages remain similar to previous years, and the target for onsite employment from the Local Area continues to be met and exceeded.



3.3.5

A range of measures continued to be implemented through 2025 to ensure that LCY attracted local talent from LBN and the Local Area, including:

- Continued close work between Our Newham Work and the Airport, in facilitating discussions with various employers at the site.
- Provision of additional updates at the Employment Forum in 2025, to ascertain feedback on the results provided and ensure that reasonable endeavours are being used by employers at the Airport campus.
- Provision for local hiring objectives in concessionary contracts.
- Identification of local hiring objectives through the Bi-Annual Employers Forum.
- Publication of employment opportunities at the Airport through the Inside E16 newsletter (also identified at Section 3.1).
- Distribution of the E16 newsletter to key drop points, and publication of the newsletter online to increase circulation of job opportunities on site (also identified at Section 3.1).

In 2025, LCY also established a new working group of larger employers at the campus, with the key focus of distributing developments in relation to local employment and surface access. This is supplementary to that required by way of the Employers Forum under the Section 106 agreement, and it is intended that additional employers would be added to this group over time on an 'opt in' basis. Noting that LCY has limited control over recruitment practices of other businesses at the airport, this is seen as an effective measure of linking employers to resources and opportunities for local hiring. A focus of the Employment Partnership Board in 2026 will be ways to encourage other employers to recruit from Newham.

3.3.6

There are 22 other contractors and subcontractors working at the Airport on a regular basis, but these are not based on-site and are therefore not included in the figures reported in this section.

3.4

City Airport Development Supply Chain Opportunities

3.4.1

The 2016 CADP Planning Agreement Schedule 11 Part 1 (e) requires that all CADP contractors use reasonable endeavours to ensure that at least 40% of new recruits for jobs which related to the construction of CADP are residents in Newham.

3.4.2

No CADP construction works took place in 2025, and therefore there are no recruitment figures to report in this APR.



3.5

CADP1 Procurement & Contractors

3.5.1

There were no procurement opportunities on the CADP build in 2025 given the pause of construction.

3.5.2

Despite the pause of CADP, in 2025 LCY procured over £466,500 worth of goods and services from LBN, and approximately £7.3 million worth of goods and services from the Local Area, demonstrating the airport's clear continued investment in the surrounding area.

3.5.3

LCY hosted the 'Meet the Buyer' and East London Business Summit on 20 November 2025. This comprised our longstanding 'Meet the Buyer' event, but also sought to build on the momentum of this event by expanding as part of a wider business summit.

3.6

Community Engagement & Opportunities

3.6.1

The Airport is a responsible and inclusive business, that ensures local communities' benefit from its presence through a variety of activities stemming from four key objectives

- recruiting people from local areas into jobs available at the Airport wherever possible;
- creating pathways into employment for East Londoners through awareness raising and skills training;
- raising aspirations of young people through education programmes with a focus on STEM to address a skills gap and diversity within the aviation industry; and
- investing in community partnerships with a particular focus on stronger, safer and healthier communities.

3.6.2

Education Programmes

LCY has an established network of support for education programmes in the local area, working closely with local schools, colleges and universities.

The following education initiatives were pursued in 2025:

- The hosting of LCY's fifth 'Women in Aviation' programme, which comprises a three-month programme to support over 300 local women from 10 schools in gaining knowledge, understanding and awareness of the STEM / aviation field. This programme is intended to enable these women to gain awareness of career paths available to them in aviation. Over the past five years, this programme has seen over 1,500 young women participate. This year, the winner of the programme was Bow School, Tower Hamlets, with the Palmer Catholic Academy in Redbridge coming runner up.
- The hosting of the annual STEM in Aviation event by LCY, which in 2025 hosted over 500 students from 24 local schools. The STEM in

aviation event provides an opportunity for students to meet a range of businesses in the aviation and STEM fields. This year Boeing, British Airways CityFlyer, Embraer, NATS, Accenture, UKPNS, and UEL hosted activities and spoke about careers at the event.

- This year, LCY also developed and launched four new STEM in Aviation online learning resources covering 'Future of Flight', Airspace Modernisation, Decarbonisation and Green Jobs. These materials have been created for schools and educators, so that accessible insight can be provided into the future of the aviation industry.
- The continuation of the UEL Diversity of Thought programme, which comprised a paid twelve-week internship for two UEL students. These students were able to gain knowledge, understand different roles at the airport, and gain experience within the aviation field. The internship programme comprised rotation of the students through different departments and was positively received by the students and staff at the airport alike. To date, LCY has supported six UEL students through this programme.
- The LCY 'Youth Mentoring' programme, where students were mentored by 10-12 volunteers from LCY, covering topics such as employability skills, resilience and goal setting. Since launching, the programme has supported 72 students with up to 44 staff volunteering 8 hours each.

3.6.3

Volunteering and Community Programmes

In 2025, LCY maintained several existing volunteering programmes, as well as growing and extending the system to maximise the positive impact of the Airport in the surrounding community. Throughout the year, 196 staff from LCY volunteered 800 hours in a variety of different activities. These activities benefitted nearly 2,700 east Londoners throughout the year of which 1,167 were students.

3.6.4

The programmes run by LCY in 2025 included supporting:

- local food banks;
- homeless shelters;
- community gardens / centres;
- community support networks;
- biodiversity programmes; and
- education programmes.



3.6.5

To supplement the volunteering programmes available, LCY increased its volunteering policy to 16 hours annually in 2024. This policy enables staff to go out and support the local community, and the benefit of this policy is evidenced through the increased number of volunteering hours by LCY staff.

3.6.6

LCY supported a number of community partnerships during the year and sponsored the Newham Chamber of Commerce Business Award 'Sole/Micro Trader of the Year' and the Royal Greenwich Business Awards.

3.7

Employer's Forum

3.7.1

The 2016 CADP Planning Agreement Schedule 11, paragraph 1.2 requires LCY to hold an Employer's Forum twice per calendar year. These were held in June and November in 2025.

3.7.2

All employers at the Airport and external stakeholders (such as Our Newham Work) are invited to attend each Forum meeting. The meetings enable LCY, other Airport employers, and stakeholders to collectively share information on recruitment opportunities, qualification and skill requirements, pre-employment and post-employment training availability and recruitment initiatives, to increase recruitment from LBN and the Local Area.

3.7.3

In addition to the Employer's Forum, LCY continued to liaise regularly with LBN on the Airport's employment situation throughout 2025.



3.8 Employment, Local Procurement Initiatives

3.8.1

LCY and LBN held bi-annual Employment Partnership Board and Technical Working Groups (EPB/TWG) in 2025 to identify how LCY can further support the upskilling of Newham and Local Area residents to increase their success in obtaining roles at the Airport.

3.8.2

The joint initiatives established through the EPB/TWG in 2025 included the following:

- Potential resources which could be offered to candidates between LCY and Our Newham Work, to assist potential candidates in understanding life working at the airport.
- Movement of staff around at LCY, including the high number of staff who are promoted or moved to new roles over the course of their employment at the airport.
- Working with Our Newham Work and candidates to ensure that Newham candidates are signed up and getting support throughout the assessment process.
- Promoting Our Newham Work to individual employers at the airport in 2025.



4 Surface Access

4.1 2025 Headlines

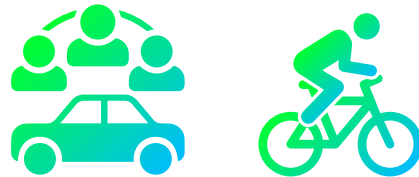
4.1.1

Passenger use of public and sustainable transport¹¹ was reported at 72% for 2025. This comprises a moderate 5 percentage point reduction on the 2024 passenger mode share, however, still supports a longer-term improvement in passenger mode share to the airport over time. Specifically, although the mode share falls just short of the 75% target set out in the Travel Plan, the results continue to show a movement at the airport towards public and sustainable passenger transport, with the airport continuing to have the highest sustainable transport mode share of any airport in the UK.



4.1.2

The mode share of staff travelling alone by car to work was identified as 47% in the 2025 Staff Travel Survey. This comprises a 4-percentage point improvement from 2024 and demonstrates that LCY was able to exceed the Travel Plan target of 48% mode share for staff travelling by car alone to work by 2025. This is a significant accomplishment for the airport, which has put substantial work into improving sustainable transport options for our staff in recent years. .



4.1.3

No CADP construction works took place in 2025 and therefore there are no construction traffic figures to report.

72%

use of public and sustainable transport by passengers
(5 percentage point reduction on 2024, continued medium term improvement from years prior)

49%

of staff driving alone to work
(4 percentage point improvement on 2024)

¹¹ Sustainable travel is defined under the LCY Travel Plan includes modes DLR / train / tube, bus, London taxi, walk and cycle as defined in the 2023-2025 Travel Plan

4.2 Passenger Travel

4.2.1

In 2025, the combined total mode share of passengers travelling by public and sustainable transport was 72%. This represents a 5-percentage point reduction from 2024, with the reduction generally comprising:

- an increase in ride share mode share of 7 percentage points, particularly through Q2 and Q3 (reducing in Q4);
- a decrease in private car mode share of 3 percentage points;
- a small decrease in DLR mode share of 2 percentage points; and
- a small decrease in taxi mode share of 2 percentage points.

Bus mode share also increased by 1 percentage point in 2025.

4.2.2

The Travel Plan requires the results of passenger travel surveys to be included in the APR, which is provided at Table 4.1 below.

Table 4.1: Summary Passenger Travel Statistics 2023-2025¹²

Mode	2025 (%)	2024 (%)	2023 (%)
DLR	59	61	55
Bus	3	2	1
London Taxi	9	11	11
Minicab	4	2	8
Ride Sharing/Transport as a Service (e.g. Uber)	17	10	14
Private Car (+Car Rental)	7	10	8
Other/Transfer	-	-	-
Walking/Cycling	1	2	2

¹² Individual percentage points may not add up to the final published percentage due to rounding

4.2.3

In relation to the rise in ride share mode share (7%), LCY is continuing to review the passenger data received for 2025 and will provide an update on this to the ATF. Potential reasons for this increase could include:

- a continued move to leisure travel increasing the portion of passengers who are more likely to travel by ride share to an airport;
- a potential targeted campaign by ride share services over the summer of 2025, when ride share mode share was at its highest; and
- the comparative travel time impacts of the Silvertown Tunnel between destinations south of the River Thames and LCY.

4.2.4

However, it is positive to note that a portion of this increase is likely due to people moving from private car to ride share, with impact on public transport mode share minimal. A small DLR mode share decrease and an increase in bus mode share mean that public transport mode share only fell by 1%.

4.2.5

In particular, the improvement in bus mode share is likely due to the extension of the 129 bus service in April 2025, which provides a direct connection from the airport to the south of the River Thames for the first time, whilst also providing additional connectivity through Beckton to Galleons Reach.

4.2.6

LCY will continue to monitor the data through 2026, to continue to establish potential trends and understand the reasoning behind them where possible. It is anticipated that the implementation of a drop off charge in January 2026 will have a positive impact on the public and sustainable transport mode share in the medium term.



4.3

Staff Travel

4.3.1

The Travel Plan requires that the results of staff travel surveys are included in the APR. In 2025, the survey was undertaken between 1 October and 12 November. All onsite employees were invited to take part in the survey, which had a response rate of 21%. This comprised 434 staff members from employers across the campus.

4.3.2

The main modes of staff travel used in the 2023 staff survey were single occupancy car (47%), and DLR/ train/tube (29%). The results for all modes are shown in Table 4.2, and the full results are provided in Annex 11.

Table 4.2: Staff Travel Survey Mode of Transport to Work Results

Mode	2025 (%)	2024 (%)
Car (alone)	47	51
Rail (DLR/Tube/Train)	29	27
Bus	9	9
Walk	5	5
Cycle	5	1
Motorcycle	1	1
Carshare	2	5
London Taxi/Minicab	1	1
Other	0	2

4.3.3

The number of staff travelling alone by car to work reduced by 4 percentage points from that reported in the 2024 APR (51%). This represents a ten-percentage point reduction in the number of staff driving alone to work over the Travel Plan period (57% in 2022 to 47% in 2025), and means that the airport has exceeded the staff sustainable travel target contained in the Travel Plan by 1%. Specific areas of growth in 2025 included bus mode share (1% increase), Rail (2% increase) and cycle (4% increase), which is reflective of the various measures enforced and run by LCY through the travel plan period.

4.3.4

A key barrier to more staff travelling to the Airport by sustainable modes is the lack of early morning DLR services. Work undertaken by LCY shows that the highest car mode share by staff occurs in the hours before DLR services begin. The potential addition of earlier morning DLR services to LCY will be a focus for future engagement as the new DLR rolling stock is delivered through 2026.

4.3.5

In the staff travel survey, staff were asked what time they start and finish work, what would encourage them to use public and sustainable travel modes more, and whether they work from home, amongst other questions.

The responses are provided in Annex 11.



4.4

Construction Traffic Management

4.4.1

The Use of the River Thames for Construction strategy was approved in 2017 and requires the monitoring and reporting of movement of materials by road (HGV) and the Thames (barge). There was no CADP construction traffic in 2025 and therefore no movements by road or the Thames.

4.5

Travel Plan

4.5.1

The 2023–2025 Travel Plan (Condition 71) was approved in March 2023. This comprises an update to the 2019 Travel Plan and sets out the measures between 2023 and 2025 which will help the Airport to achieve the aims of its Surface Access Strategy (2017–2025) (ASAS). The 2023 Travel Plan provides an update to the remaining period of the ASAS, with both documents scoped to 2025.

4.5.2

Progress on delivery of the 2023–2025 Travel Plan during 2025 was presented to LBN at the LCY Newham Surface Access workshop, held on 20 January 2026.

4.5.3

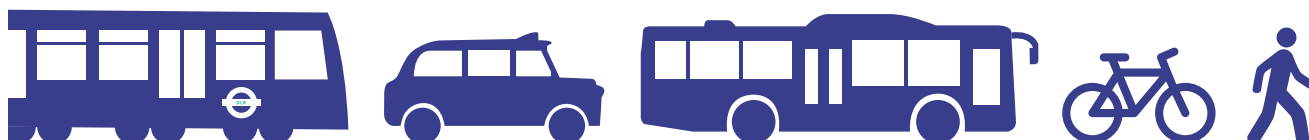
In this workshop, progress on each of the individual actions was discussed, and LBN confirmed that the annual Travel Plan update requirement was satisfied as part of this meeting. The progress register for 2025 has been provided at Annex 12 of this APR.

4.5.4

A new ASAS and Travel Plan will come into effect in 2026, which will set out a path to achieve new sustainable staff and passenger targets. Both the ASAS and the Travel Plan were submitted to LBN in December of 2025. Both strategies were also consulted internally and externally through development, including consultation with the Airport Transport Forum in 2025.

4.6

Surface Access Initiatives



4.6.1

The Airport continues to promote the use of public and sustainable transport, by both our passengers and staff. LCY continues to work with a wide range of stakeholders to achieve the objective of developing initiatives to improve sustainable surface access, infrastructure and information to the campus. Our stakeholders include the Airport Transport Forum (ATF) members, LBN, TfL, bus operators and the DLR.

4.6.2

Key measures updated in 2025 at the Airport include the following:

- Launch of a new comprehensive bicycle registration system across the site, facilitating a single system of bicycle cage access for all employees across all six secure storage cages. The system, whereby users can register using their pass and a QR code, removes a significant barrier to cycle use.
- Work with TfL to finance and upgrade of 16 x 2 sided wayfinding signs at Stratford Station (32 sign faces total) to provide clearer direction between the Elizabeth Line and the DLR towards the airport.
- Work with TfL to deliver on-train Elizabeth Line interchange announcements for London City Airport at Stratford Station.
- Promotion and on-site support of the rollout of the new 129 bus route extension, providing the first cross river bus connection directly from LCY to Lewisham and Greenwich, as well as to Beckton and Galleons Reach.

- Support of the rollout of new DLR trains, which offer air conditioning, increased capacity, walk through carriages, spaces for wheelchairs and improved on train information. LCY financially supported the provision of the DLR trains equivalent to two trains.
- Participation in promotional events, including TravelWise week and Better Bike Month.
- Maintenance of our internal staff 'Way to Work' brand, which provided a point of contact for transport related queries, and facilitated communication of travel related benefits.

4.6.3

Further action updates are provided at Annex 12.



Way to Work

4.7

Airport Transport Forum

4.7.1

The ATF met twice in 2025, in June and December.

4.7.2

The forum provides an opportunity to discuss transport developments in the vicinity of LCY with key stakeholders, as well as report on measures being progressed by LCY to meet the agreed sustainable transport targets through completion of actions under the Travel Plan.



4.7.3

In terms of specific matters, the forum discussed matters including the following:

- Consultation regarding the future Travel Plan 2026–28, as well as the new Surface Access Strategy 2026–31.
- Development of drop off charging at LCY, which has been implemented as of early 2026 (and will be discussed further in the next APR).
- The implementation of the 129 bus route to the airport, including operational rollout by TfL as well as feedback on the free travel period of the cross river bus route.
- The rollout of updated wayfinding signage at Stratford Station, to improve connectivity between the Elizabeth Line and the DLR to LCY station.
- The rollout of new rolling stock for the DLR, as well as the need for earlier DLR services to the airport.
- Developments across the area, including in Silvertown, Knights Road, Excel and Canary Wharf.

5 Financial Contributions & Payments



2025 Headlines

5.1.1

In 2025, LCY paid £1,520,775.69 of financial contributions to LBN under the 2016 CADP Planning Agreement.

These are listed below.

- Development Management Contribution – £75,086.17 paid in January 2025 [S106 Schedule 14, paragraph 4]
- Annual Monitoring Contribution – £185,170.43 paid in July 2025 [S106 Schedule 14, paragraph 3]
- Employment Contribution – £979,454.36 paid in October 2025 [S106 Schedule 5, paragraph 3]
- Education Contribution – £171,761.78 paid in October 2025 [S106 Schedule 5, paragraph 3]
- Environmental Health Monitoring Contribution – £109,302.95 paid in October 2025 [S106 Schedule 13, Paragraph 5]

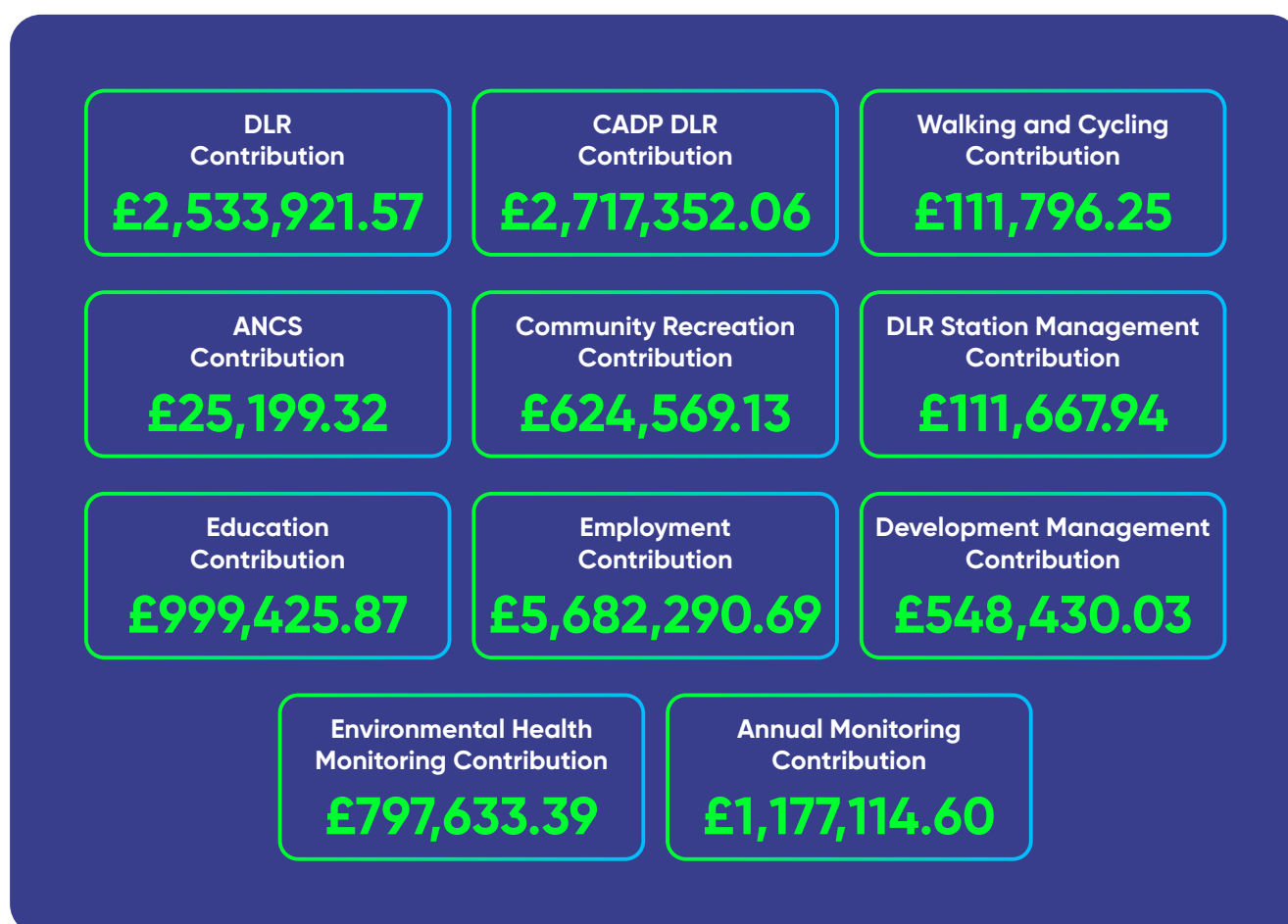
5.1.2

In 2025, the final payment of the Education contribution was made under the 2016 CADP Planning Agreement, meaning that this contribution is now satisfied.



Table 5.1: 2016 CADP S106 Planning Agreement Financial Contributions 2017–2025¹³

Contribution	Payments to Date*	Payment Status
DLR Contribution	£2,533,921.57	Payment fulfilled
CADP DLR	£2,717,352.06	Payment fulfilled
Walking and Cycling	£111,796.25	Payment fulfilled
ANCS	£25,199.32	Payment fulfilled
Community Recreation	£624,569.13	Payment fulfilled
DLR Station Management	£111,667.94	Second instalment of £100,000 + RPI remains, will resume once passenger numbers reach 4.5m
Education	£999,425.87	Payment fulfilled
Employment	£5,682,290.69	Final instalment of £627,246 + RPI remaining Obligation satisfied after October 2026
Development Management	£548,430.03	£50,000 + RPI paid annually until occupation (of all phases) of 2016 CADP
Environmental Health Monitoring	£797,633.39	£70,000 + RPI paid annually until practical completion (of all phases) of 2016 CADP
Annual Monitoring	£1,177,114.60	£120,000 + RPI recurring, paid annually



¹³ These payments include RPI and do not include the 2026 Development Management Contribution, which was made in 2026 prior to the publication of this report.

5.2

Claims Under the Planning Agreement Compensation Schemes

5.2.1

The Value Compensation Scheme (VCS); Noise Insulation Payments Scheme (NIPS) and 69dB Purchase Scheme were all operated in 2025. The first-generation NIPS scheme became operational on 28 February 2016, and will close on 28 February 2026. The second-generation VCS and NIPS schemes became operational under the 2016 CADP permission in October 2017.

5.2.2

There were no claims under any of the compensation schemes in 2025.

5.3

Wake Turbulence

5.3.1

In 2022 LBN approved a review of the Wake Turbulence Strategy at Annexure 11 of the S106 Planning Agreement and an amendment to Schedule 12, paragraph 3.3 of the S106 Planning Agreement to insert a threshold below which aircraft would not need to be assessed in terms of their wake turbulence. Provision was also added to require a review of the Wake Turbulence Study within three months of any reported instance of wake turbulence.

5.3.2

On 26th March 2025, the Embraer E195-E2 aircraft commenced operations at LCY. This aircraft exceeds the 60,000kg Maximum Take Off Weight identified under the Section 106 agreement, and therefore a Review was undertaken of the Wake Turbulence Study. The Embraer E195-E2 remains lighter than the Airbus A318 (being the heaviest aircraft approved to operate at LCY), and no wake turbulence issues have been identified by or reported to LCY. Therefore, no changes have been proposed to the Wake Turbulence Study.

5.3.3

No other aircraft approved in 2025 exceeded the 60,000kg Maximum Take Off Weight under the Section 106, and therefore did not need to be assessed in relation to wake turbulence.

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