

Airport Reports

London City Airport Consultative Committee
9th July 2026



**CITY
AIRPORT**

9th July 2026



Airspace and Environment

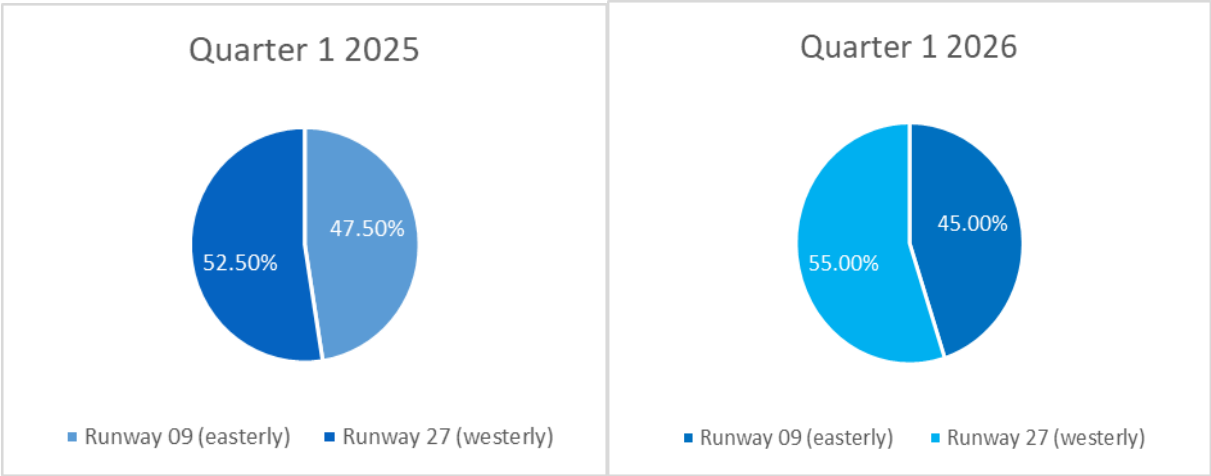
The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

This report covers the period 1st January – 31st March 2026.

1.1 Aircraft Information

Key Stats Dashboard		January	February	March	Q1 Total	
Passengers	2025	230,687	255,040	309,365	795,092	
	2026	226,418	253,285	301,856	781,559	
	Variance	↓	↓	↓	↓	-1.70%
Aircraft Scheduled Movements	2025	3,613	3,784	4,355	11,752	
	2026	3,473	3,764	4,396	11,633	
	Variance	↓	↓	↑	↓	-1.01%

1.2 Runway Utilisation



The use of either end of the runway for departures and arrivals is based on wind direction as aircraft must take off into the wind. Wind direction therefore affects the flight paths of aircraft when arriving and departing from an airport, as each runway end has its own designated routes

1.3 Noise and Track Keeping System Performance

During this quarterly period all Noise Monitors (NMT's) were fully operational, and data received on all days except from the days mentioned below.

NMT	Calibration	Data
1	OK	Data received on all days except between 16th and 24th February and between 28th February and 12th March.
2	OK	Data received on all days except on parts of 25th February.
3	OK	Data received on all days
4	OK	Data received on all days
5	OK	Data received on all days except between 24th and 29th January.
6	OK	Data received on all days

1.4 Quota count

LCY operates a quota count system, whereby aircrafts are banded in 1 dB categories based on their noise certification (adjusted for the 5.5° approach angle), with louder aircraft allocated a higher quota count. The quota budget is 22,000 per calendar year and 742.5 in any one week.

The airport has operated within its quota budget of 742.5 per week for every week during this period.

The airport has also operated within its quota budget of 22,000 for the last 12 months. In Q1 2026 the rolling 12 months QC total¹ is 9,550

Period	Quota Count Total ¹
April-June 2025	2,483
Jul-Sep 2025	2,480
Oct-Dec 2025	2,415
Jan-Mar 2026	2,172

¹ QC totals are rounded to nearest whole number. Rolling totals are sum of unrounded values and therefore may differ slightly from the sum of the relevant quarters.

1.5 Incentives and Penalties Scheme

An incentives and penalties scheme came into full effect on 1st November 2018. The purpose of this scheme is to incentivise aircraft to be flown in a quieter manner by rewarding improved performance and penalising poor performance. Below are the monthly penalties, credit removals and credit awards during Q1 2026.

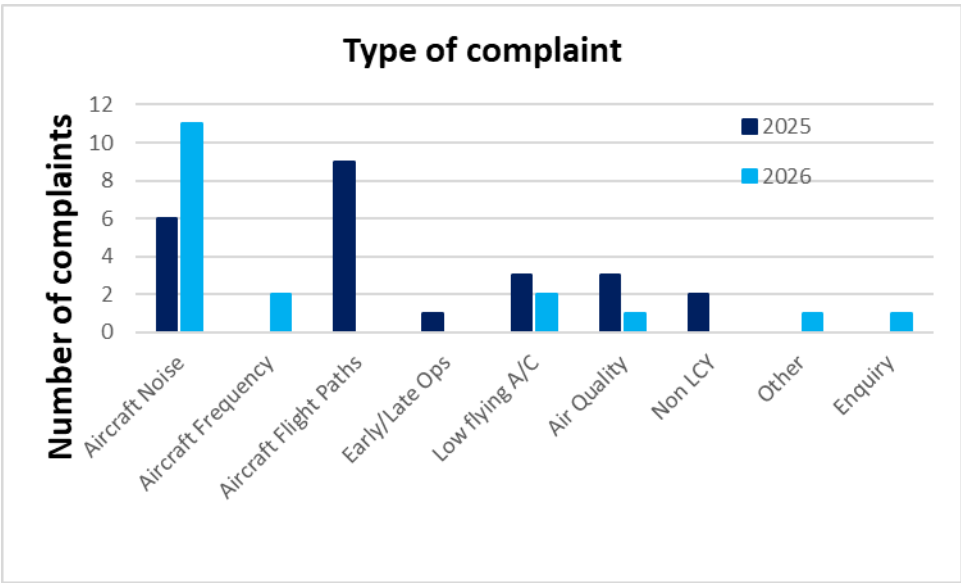
MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
January	0	0	5	202
February	0	0	0	275
March	0	0	0	260
Total	0	0	5	737

¹ QC totals are rounded to nearest whole number. Rolling totals are the sum of unrounded values and therefore may differ slightly from the sum of the relevant quarters.

1.6 Aircraft complaints & enquiries

Complaint levels reduced from 22 in Q1 2025 to 17 in Q1 2026, representing a 23% decrease year-on-year. Complaint activity in 2025 was significantly influenced by repeat submissions from a small number of complainants, including one repeat complainant who accounted for 8 complaints. In contrast, complaints received in 2026 were more evenly distributed across individuals, with fewer repeat submissions observed overall.

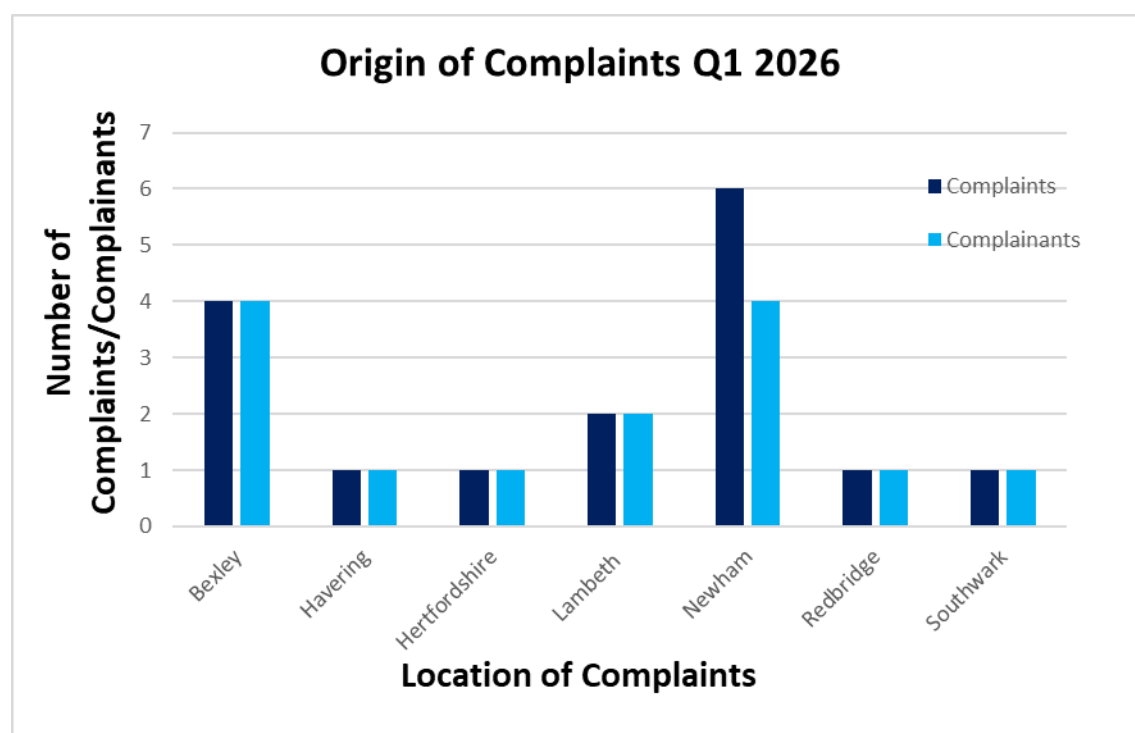
Aircraft noise was the main concern during Q1 2026, accounting for most complaints received. Complaints were mainly received from Newham and Bexley, with Newham generating the highest number of complaints.



The monthly breakdown of total complaints and events generating a complaint relating to London City Airport is as follows:

January 2026	1 complaints
February 2026	6 complaints
March 2026	10 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q1 2026.



1.7 Sound Insulation Scheme

Tier	Explanation	2023 APR	2024 APR
Re-inspections	Properties become eligible for re-inspection when 10 years or more have passed since they were treated.	Of 631 properties: 91 installs 132 surveyed 5 refused	Of 595 properties: 79 installs 123 surveyed 1 refused

The new Annual Performance Report (APR) 2025 is now in preparation to be published at the end of June.

The 2024 APR was published at the end of June 2025, no new properties had entered the scheme due to the noise contours not expanding: 594 residential properties and 1 public building are due for reinspection. Letters to the eligible properties for the 2024 APR were sent at the end of August and follow-up letters were sent on 4th December 2025. As of Q1 for the 2024 APR, 165 properties have expressed interest, with 123 surveys and 79 installations completed, while 1 property declined treatment.

2023 APR was published at the end of June 2024. 628 residential properties and 3 public buildings are due for reinspection. Up to Q1 2026, 154 properties have expressed interest, with 132 surveys and 91 installations completed, while 5 properties declined treatment.

2022 APR was published at the end of June 2023. 472 residential properties and 2 public buildings are due for reinspection. Up to Q1 2026, 124 properties have expressed interest, with 109 surveys and 73 installations completed.

Two surveys from the Pre-2009 APR and two installations from the previous 2017 APR, were completed in this period.

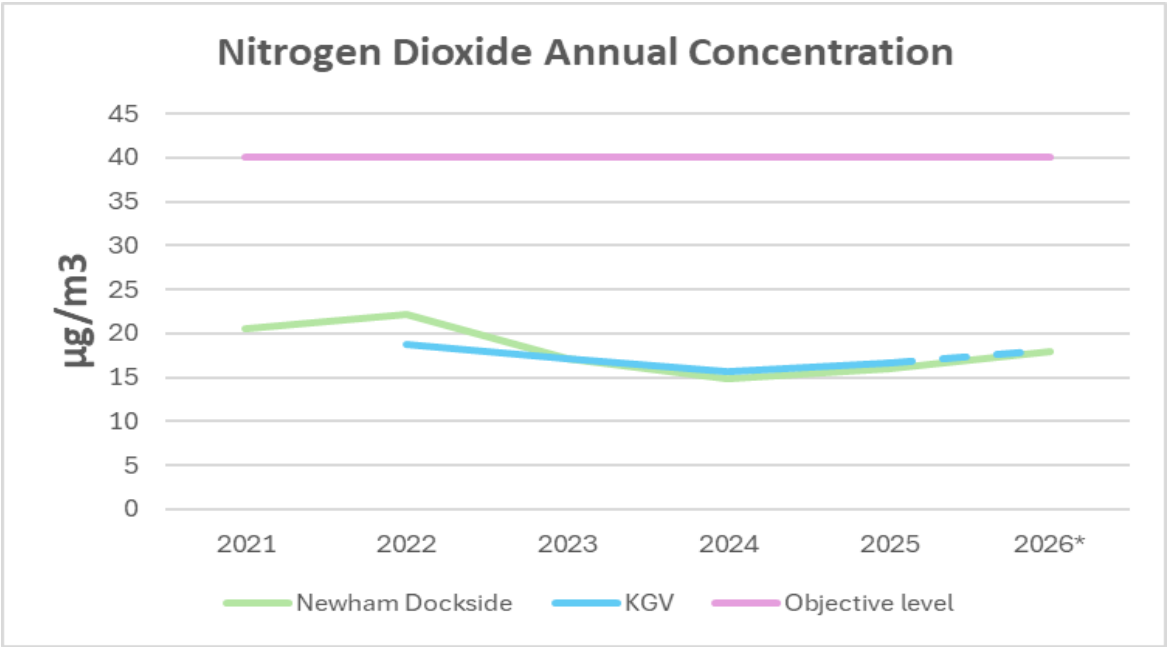
Overall, this resulted in a 13% take-up rate in the currently ongoing 2024 APR, that started in September 2025; in a 14% take-up rate in the 2023 APR, and a 15% take-up rate in the 2022 APR. Obligations to the S106 requirements are fulfilled according to the current schedule and time of the year.

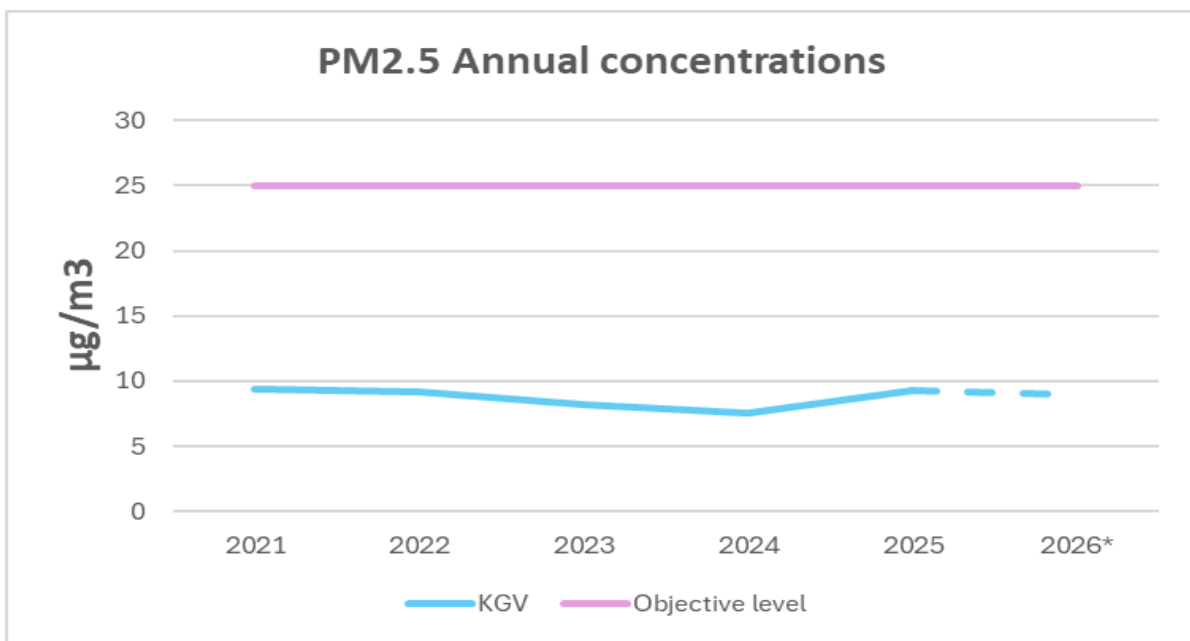
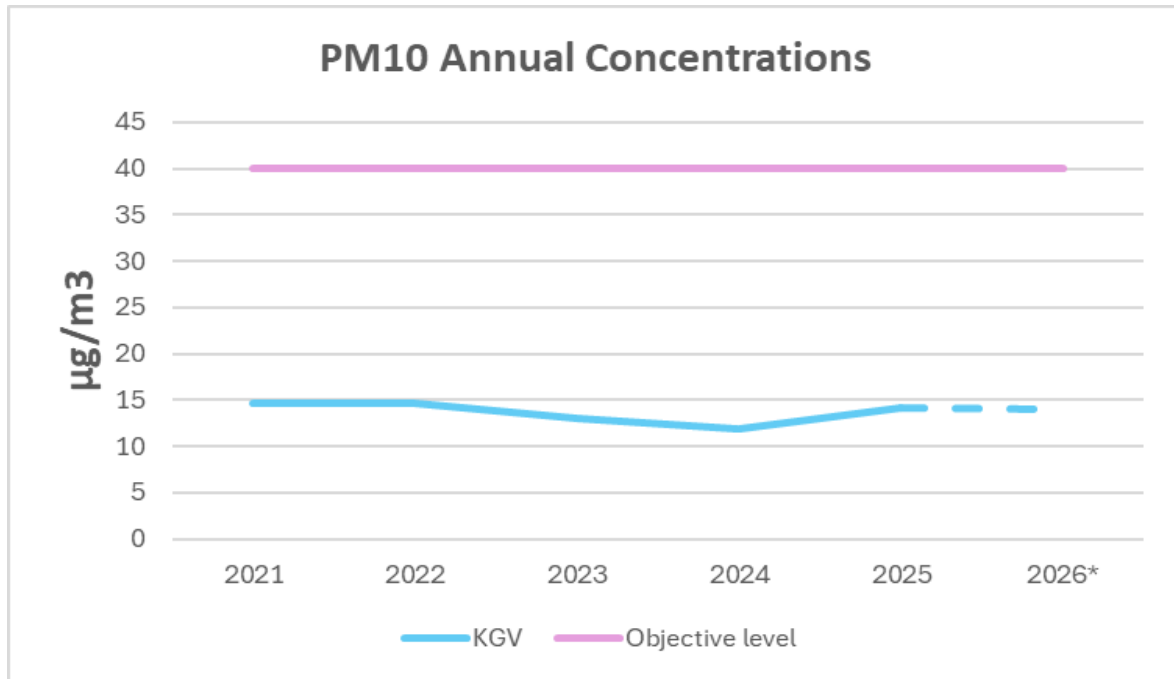
LCY is required to advertise SIS in local newspapers which are in circulation within the area bounded by the 57dB contour. LCY advertised SIS in September and in December 2025 in the Newham Recorder, Docklands & East London Advertiser, and Greenwich Weekender (Greenwich Info is no longer in circulation).

1.8 Air Quality

The graphs below show the levels of Nitrogen Dioxide, PM10 and PM2.5 (three air pollutants) over the last 5 years at LCY compared to the objective levels published in the UK Air Quality Strategy.

The data shows that the levels of these pollutants are below the objective levels, indicating that air quality at LCY is acceptable.





* Data for 2026 will be ratified at the end of the year and is therefore not directly comparable. The figures for 2026 include Q1 data only.

The table below details LCY's air quality performance during Q1 2026. The period mean concentrations of nitrogen dioxide, PM10 and PM2.5 are below the objective levels published in the UK Air Quality Strategy, indicating that air quality at LCY is acceptable.

		Objective Level	Q1 2026 Performance
NO ₂	Period Mean (µg/m ³)	40	KGV: 18.07 ND: 18.02
	No. 1-Hour Mean > 200 µg/m ³	18 (annually)	KGV: 0 ND: 0
PM10	Period Mean (µg/m ³)	40	KGV: 14.01
	No. 24-Hour Means >50 µg/m ³	35 (annually)	KGV: 0
PM2.5	Period Mean (µg/m ³)	25	KGV: 8.94

Other environmental updates

1.9 Airspace Modernisation

Ongoing consultations on the proposed revisions to the Air Navigation Guidance and the revised Air Navigation Directions is underway, alongside changes to CAP1616. These documents will shape the CAA's Airspace Modernisation work for the next several years. Final guidance and the associated policy are expected in Summer 2026.

Mobilisation of the UKADS continues, with the legal establishment process almost completed. Initial design work is anticipated to start in mid-2026.

Further detail on the onboarding process and the management of local issues within design work will be provided in due course, aligned with the updated CAP1616 framework.

1.10 Other environmental updates

New Air Quality contractor, Ricardo, successfully mobilised and replaced Air Quality Consultants. The airport data is now available on LCY's website.

The publication of a single sustainability report covering both 2024 and 2025 performance including third-party audited Scope 2 emissions is upcoming in Q2.

Potential collaboration with Thames21 to improve the habitat of Water Voles in Thamesmead under measure WH6 under the Sustainability and Biodiversity Strategy.

External audit for the ISO 14001 certified Environmental Management System is scheduled for the summer.



2 Community

This report comprises key community updates covering the education, employability, community investment, and community engagement and volunteering since the last meeting of the committee.

2.1 Education

Mock Assessment Centre – 200 year 12 students took part in mock interviews, group tasks and individual tasks to gain experience, exposure and understanding of the process.

2.2 Employability & Skills

Work Experience- London City Airport has hosted 15 students for work experience giving the students an insight into different roles at the airport.

2.3 Community Investment & Supply Chain

Newham Chambers of commerce- the airport sponsored the fifth Newham Chambers Business conference that took place in June

Charity events- London City Airport sponsored the annual NASSA celebration event celebrating 20 years of the charity supporting young people in Newham and wider east London.

2.4 Community Engagement and Volunteering

Community Foodbank support- The airport continues to donate fruits and confiscated liquids to charities in east London.



3 Planning

3.1 Planning Compliance

Annual Performance Report (APR)

LCY has recently completed the 2025 APR, and has submitted it to London Borough of Newham (LBN). This has detailed the airport's compliance with our extant planning permission and associated Section 106 agreement, and is published on LCY's website in accordance with the requirements of the Section 106 agreement. This represents the airport's ninth consecutive year of reporting full compliance against our planning obligations.

Strategy Submissions

In Q2 of 2026, LCY made the following strategy submissions to LBN:

- Ground Engine Running Strategy (required under Condition 48);
- Ground Engine Running and Testing Maintenance Strategy (required under Condition 49);
- Sustainability and Biodiversity Strategy (required under Condition 56);
- Air Quality Monitoring Strategy (required under Condition 57); and
- Air Quality Management Strategy (required under Condition 58).

Each of these strategies is required to be reviewed every three years under the CADP consent. LBN have approved all of the above strategies with the exception of the Sustainability and Biodiversity Strategy, which remains under assessment.

Application for Planning Permission – Ledger Village

In Q2 of 2026 the airport made an application for planning permission, seeking to extend use of the temporary Ledger Village compound to 2033. This part of the site contains essential airport associated uses, and the application seeks to bring the timeframe of this consent into alignment with other temporary planning applications at the site. The application is currently under assessment by Council Officers, and an update will be provided once a decision has been made in relation to this application.

Permitted Development Notification – Mezzanine Stairwell

In Q2 of 2026, LCY also notified Council of Permitted Development, comprising a new emergency egress stairwell from the mezzanine to ground floor. This was associated with fitout of the mezzanine level for a new lounge at the airport. It is anticipated that works will commence in the second half of 2026.

Regular Submissions

LCY have made our regularly required submissions for the quarter, including our regular noise and air quality reporting.

In July of 2026, LCY also made the Annual Monitoring Contribution payment to Newham Council. This payment was for £190,869.40.

3.2 Sustainable Transport

2025 Surface Access Results

As part of the 2025 APR, LCY reported final passenger and staff surface access mode shares towards our 2025 targets. In 2025, 72% of passengers caught sustainable transport modes to the airport. Although this was slightly below the target of 75%, this comprised an overall upwards trend when considered in the context of the 2024 performance (78% sustainable mode share). It is also relevant to note that the decrease in the 2025 performance was largely due to black taxi performance, with public transport mode share only decreasing by 1 percentage point.

In the 2025 APR, LCY also reported that 47% of staff drove alone to work. This comprised a 4 percentage point reduction in the mode share of staff across the campus driving to work, which represents a significant 10 percentage point reduction over three years. This also exceeded the 2025 target, reflective of the airport's continued efforts to promote sustainable commuting by staff across the campus.

Q1 2026 Surface Access Results

In Q1 of 2026, the airport reported its first quarterly passenger mode share results under the Airport Surface Access Strategy 2026-31 (ASAS). The targets under the ASAS for 2028 comprise:

- A transitional passenger mode share target of 80% (including black taxis) and 70% (excluding black taxis) by the end of 2028; and
- A staff target, comprising 44% of staff driving alone to work by the end of 2028.

In Q1 of 2026, the airport reported a passenger mode share of 74% (including black taxis) and 69% (excluding black taxis). LCY will undertake the 2026 staff travel survey later in the year (likely October / November) and will report following.

Travel Plan 2026 Actions

In 2026, LCY commenced a range of new initiatives which have been identified for a future focus under the Travel Plan 2026-28. These initiatives include:

- introduction of a drop off charge at the airport on 6 January 2026 (Measure 04);
- promotion of sustainable travel options to the airport via social media campaign (Measure 15);
- hosting of the Airport's inaugural 'Way to Work' Staff Travel Week, which comprised a range of activities to promote sustainable commuting (Measure 20);
- implementation of a regular bike mechanic to the airport (Measure 21); and
- development of a Sustainable Transport Employee Guide for new starters, which is now available on our website and has been distributed to employers (Measure 34).

As part of Way to Work Week, LCY also published an article focusing on the cycling efforts of one of our customer service team members, John Coventry. This is available at the below link: [London City Airport's inaugural 'Way to Work Week' | London City Airport](#)