

Airport Reports

London City Airport Consultative Committee
19th February 2026



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Airspace and Environment

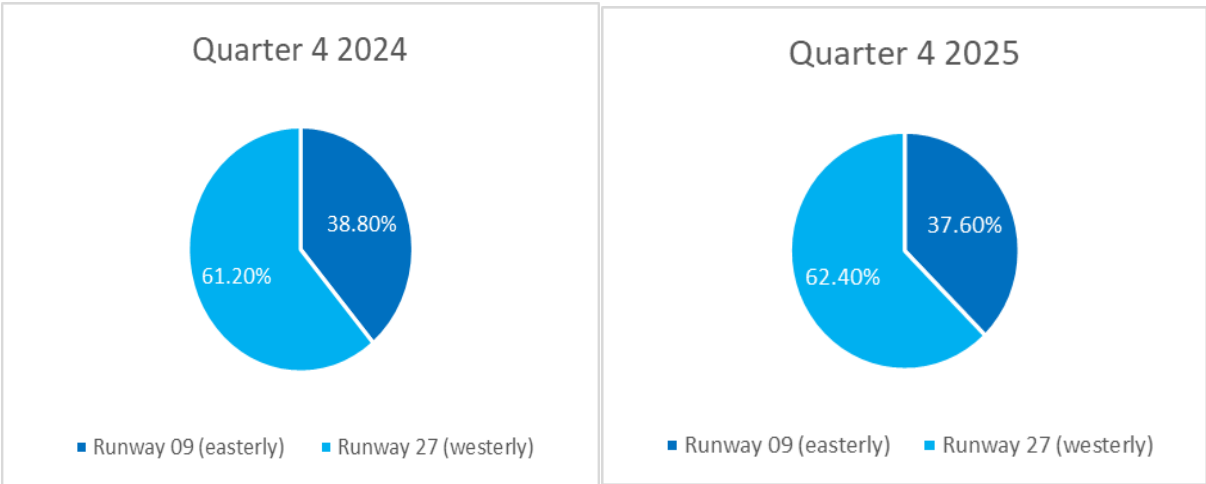
The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

This report covers the period 1st October – 31st December 2025.

1.1 Aircraft Information

Key Stats Dashboard		October	November	December	Q4 Total	
Passengers	2024	335,200	308,303	281,382	924,885	
	2025	338,804	306,058	288,258	933,120	
	Variance	↑	↓	↑	↑	0.89%
Aircraft Scheduled Movements	2024	4,602	4,138	3,755	12,495	
	2025	4,687	4,227	4,011	12,925	
	Variance	↑	↑	↑	↑	3.44%

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.

NMT	Calibration	Data
1	OK	Data received on all days
2	OK	Data were received on all days except 14 November, with partial data on 13 and 15 November, as NMT 2 was offline between approximately 16:00 on 13 November and 09:00 on 15 November. This occurred because the solar battery had depleted. Fresh batteries were replaced at the earliest opportunity.
3	OK	Data received on all days
4	OK	Data received on all days
5	OK	Data received on all days except between 17th to 29th October and parts of 16th and 30th October. It suffered a microphone fault and the new part needed to be shipped from abroad
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 Q4 2025 the rolling 12 months QC total¹ is 9,560

Period	Quota Count Total ¹
Jan-Mar 2025	2,182
April-June 2025	2,483
Jul-Sep 2025	2,480
Oct-Dec 2025	2,415

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 Q4 2025.

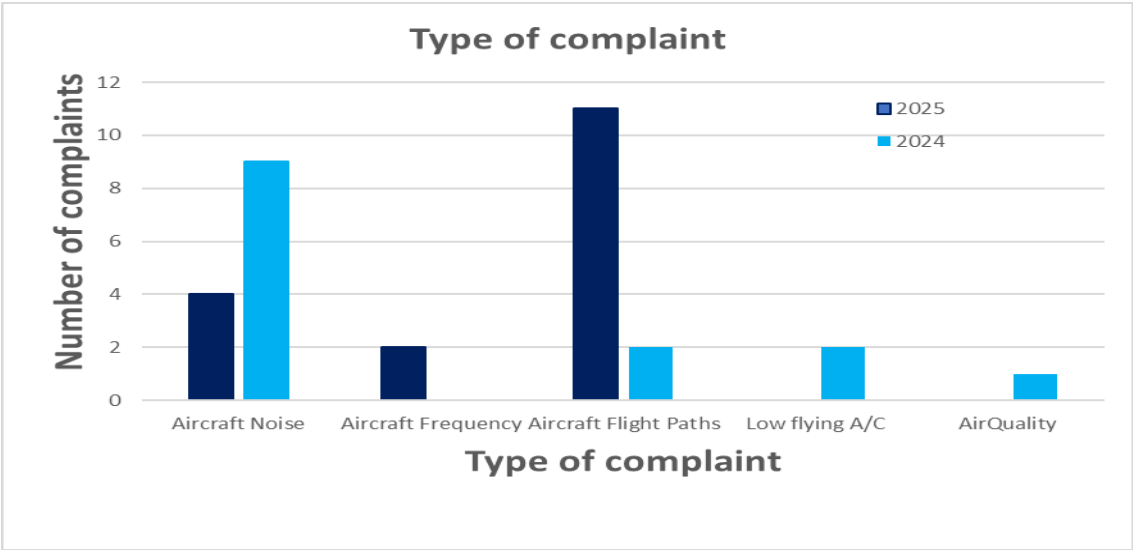
MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
October	0	0	2	191
November	0	0	1	203
December	0	0	0	259
Total	0	0	3	653

1.6 Aircraft complaints & enquiries

In Q4 2025, 17 complaints were recorded, compared with 14 in Q4 2024, reflecting a broadly similar overall level of complaints; General Aircraft Noise complaints reduced from 9 to 4, while Aircraft Flight Path complaints increased from 2 to 11, representing the most common issue raised, and were all submitted by a single complainant.

Lewisham recorded the highest number of complaints in both quarters, increasing from 3 complaints from 2 complainants in Q4 2024 to 13 complaints from 2 complainants in Q4 2025. Of the 13 complaints received in Q4 2025, 12 were submitted by a single repeat complainant.

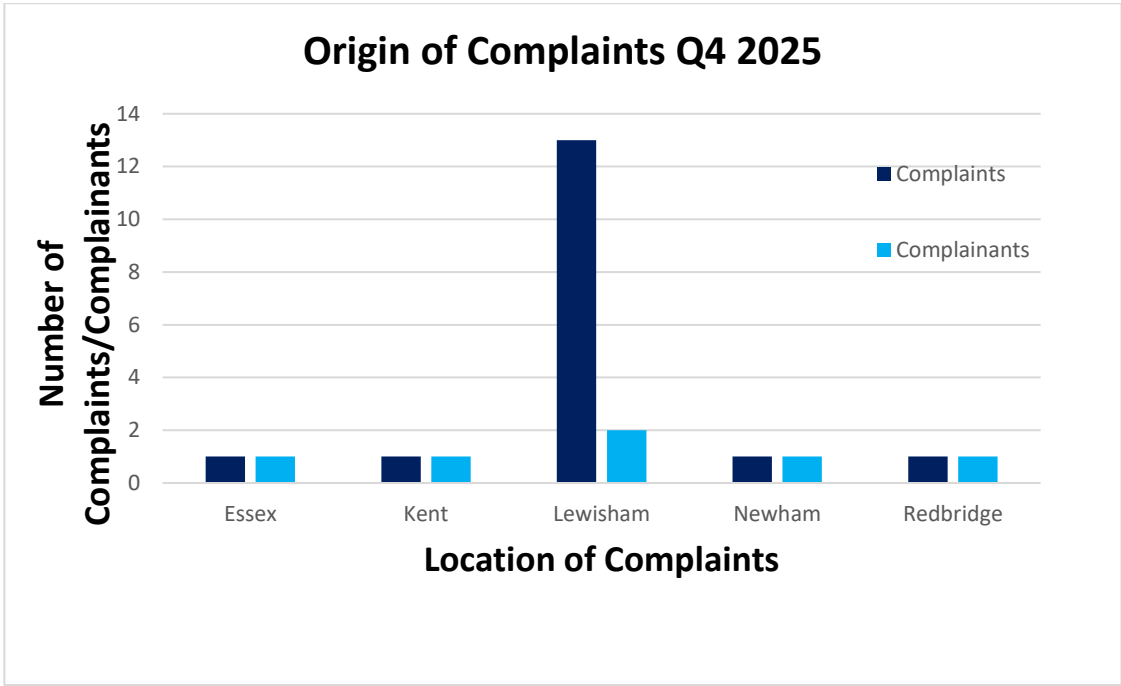
Newham and Redbridge, which each recorded 3 complaints in Q4 2024, saw a reduction to 1 complaint each in Q4 2025.



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

October 2025	3 complaints
November 2025	6 complaints
December 2025	8 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q4 2025.



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: 76 installs 112 surveyed 3 refused	Of 595 properties: 37 installs 68 surveyed 1 refused

2024 APR was published at the end of June 2025, no new properties have 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 Q4 for the 2024 APR, 148 properties have expressed interest, with 68 surveys and 37 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 Q4 2025, 154 properties have expressed interest, with 112 surveys and 76 installations completed, while 3 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 Q4 2025, 124 properties have expressed interest, with 109 surveys and 72 installations completed.

Two surveys and one installation from 2017 APR were conducted in this period.

Overall, this resulted in a 6% take-up rate in the currently ongoing 2024 APR, that started in September 2025; in a 12% 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).

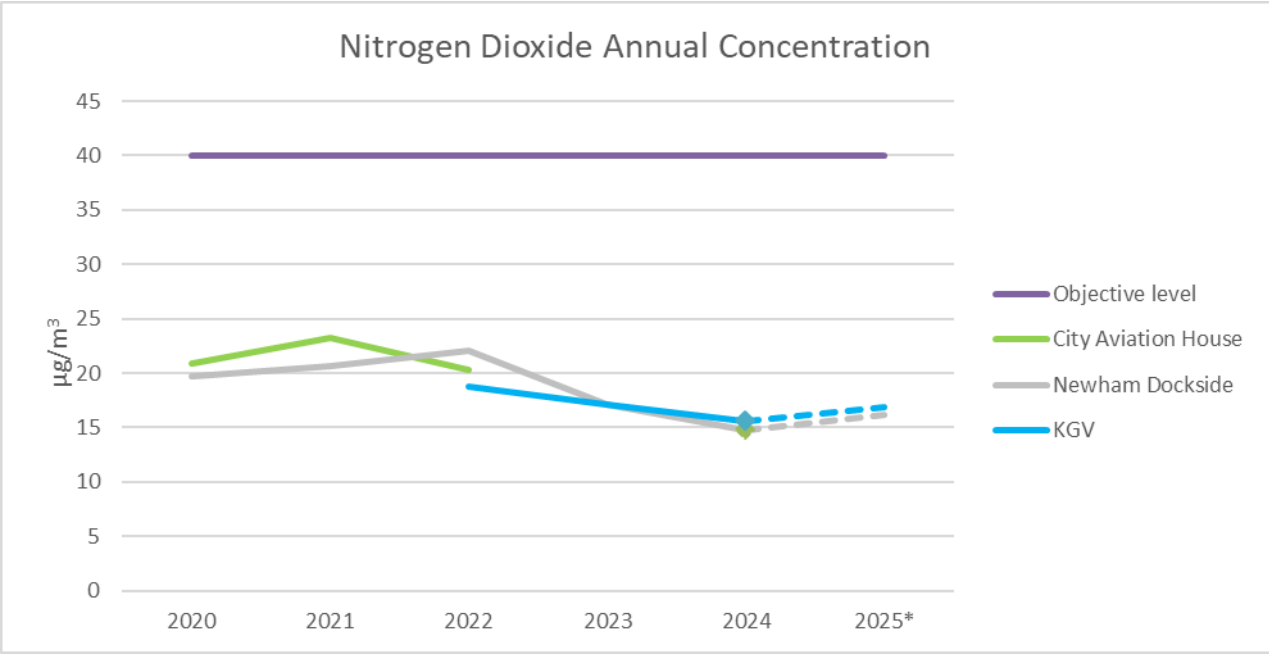
1.8 Air Quality

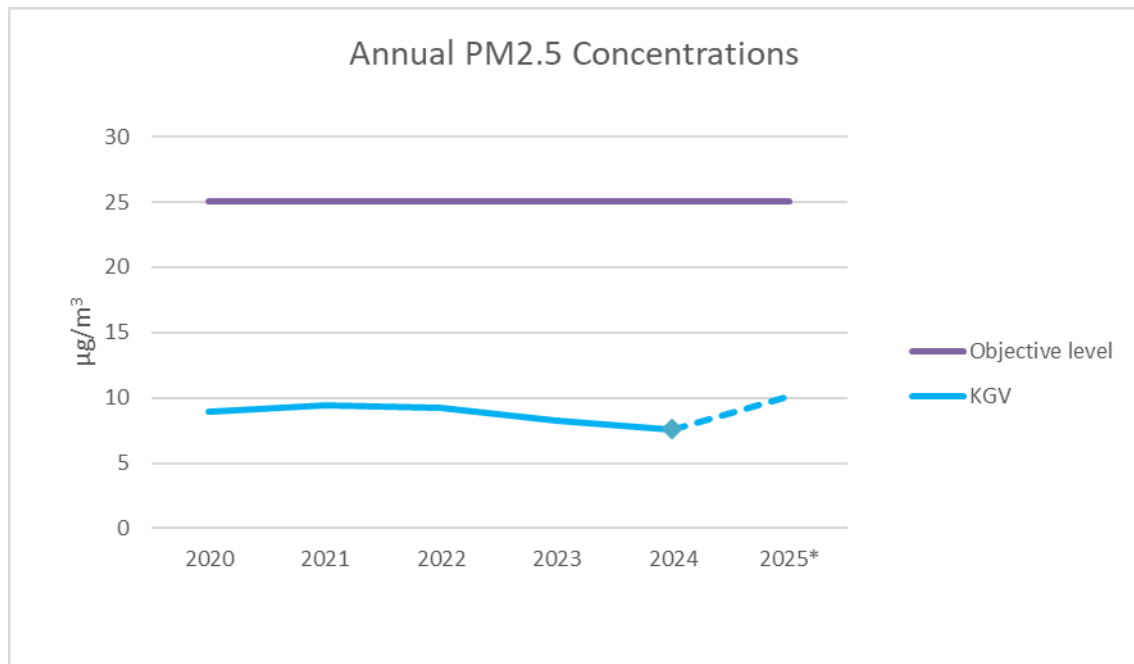
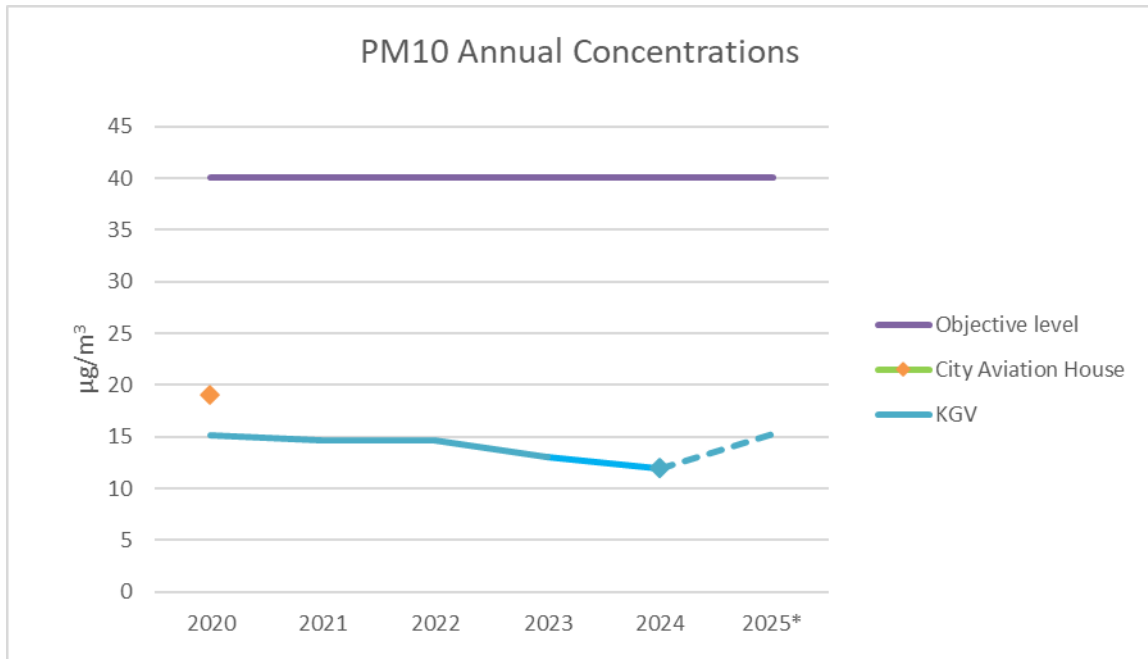
Following the approach of previous years, this report presents air quality data for Q3 2025. Final ratification of the 2024 data (including Q4) will occur after the audit of the automatic analyzers, which has been scheduled for March 2025. The next quarterly report will include the ratified air quality data for 2025.

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 PM10 and PM2.5 monitor was installed at the end of 2018 at KGV Dockside. This monitoring station replaced the PM10 monitor at CAH at the end of Q3 2020. The NOx monitor at CAH was relocated to KGV in May 2022.

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





* Data for 2025 will be ratified in Q1 2026 and is therefore not directly comparable. The figures for 2025 include data up until Q3 2025.

The table below details LCY's air quality performance during Q3 2025. 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	Q3 2025 Performance
NO ₂	Period Mean (µg/m ³)	40	KGV: 10.59 ND: 10.63
	No. 1-Hour Mean > 200 µg/m ³	18 (annually)	KGV: 0 ND: 0
PM10	Period Mean (µg/m ³)	40	KGV: 11.2
	No. 24-Hour Means >50 µg/m ³	35 (annually)	KGV: 0
PM2.5	Period Mean (µg/m ³)	25	KGV: 6.1

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

LCY completed a third-party audit of its full carbon footprint and successfully renewed its Airport Carbon Accreditation (ACA) at Level 4+ Transition. This recognises the airport continued progress in carbon management and absolute emissions reduction.

The final draft of the LCY Sustainability Report is undergoing final sign off. Publication is expected in Q1 2026.

New Air Quality contractor, Ricardo, successfully mobilised and replaced Air Quality Consultants. While the new LCY page is completed, the airport data are made available on the Newham page at https://www.airqualityengland.co.uk/local-authority/?la_id=205



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

Devaviation Development Day – London City Airport hosted a visit from Devaviation a company that works with young aspiring students who all share a passion for the industry. 20 students attended the airport in January where they were given a talk and a behind the scenes tour of the airport.

Work Experience- The airport hosted 10 students for work experience. Students were given an insight into different departments within the airport

2.2 Community Engagement and Volunteering

Volunteering- London City Airport staff volunteered at a range of charities in Q4. Volunteering ranged from Christmas dinners to working with the homeless and foodbanks.

Community Fund – the community fund is open for organisations to apply for grants up to £3000. The previous round of awardees has been notified and a announcement will be made shortly.

Greenwich Business Awards- London City Airport sponsored the Excellence in International Trade for the Greenwich business awards for 2026.



3 Planning

3.1 Planning Compliance

Annual Performance Report (APR)

LCY is currently preparing the 2025 APR, which will detail compliance for the year. This will be published in June in accordance with our S106 obligations with Newham Council.

Permitted Development Notification – Vehicle Control Point Building

In Q4 of 2025, LCY proceeded with the replacement of our Vehicle Control Point (VCP) Building at the western end of the campus. This was required to ensure that the VCP can implement new Baggage Screening CT technology and Full Body Scanners in accordance with the Department of Transport's Next Generation Security Checkpoint mandate. The works were subject to a Permitted Development Notification to Newham Council.

Regular Submissions

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

In January of 2026, LCY also made the Annual Development Management contribution payment to Newham Council. This payment was for £77,671.39.

3.2 Airport Transport Forum

In Q3 of 2025, the airport reported a public and sustainable transport mode share of 67%, including 58% of passengers travelling to the airport by DLR. Once Q4 results are available, LCY will report these as part of the 2025 APR. In 2024, the total passenger public and sustainable transport mode share was 77%, which was 2 percentage points above the target of 75% by the end of 2025.

In 2025, the staff travel survey results indicated that 47% of staff drove to work alone, against a target of 48% of staff driving alone to work by 2025. This means that the airport has exceeded the target by 1%, and represents a 10 percentage point improvement across a three year period. This is evidence of the focus of the airport on sustainable commuting, and the various options available to our staff.

In late 2025, LCY published our new Airport Surface Access Strategy (ASAS), and submitted our new Travel Plan 2026-28 to Newham Council. Our Travel Plan was approved in early 2026, meaning that the airport now has a new suite of travel strategies, which will be reported on in the coming plan period.

The ASAS contains the new targets and measures for the next three year period, with the Airport Surface Access Strategy focusing on key areas of:

1. Building and maintaining of habits
2. Providing sustainable journey options
3. Effective communications
4. Working with partners
5. World class sustainable journey experience

In order to achieve these, LCY has set a draft target of 44% of staff driving alone to work by the end of 2028. In relation to passengers, LCY has set draft targets including and excluding London Taxis of 80% / 70% (including / excluding) of passengers arriving to the airport by sustainable means.

The new Airport Surface Access Strategy and Travel Plan are available on LCY's website.

Drop Off Charging

On 6 January 2026, LCY also implemented drop off charging at the terminal forecourt. In doing so, LCY joins other UK airports in implementing the measure, which is intended to further cut car use and congestion around the airport and work towards the Mayor's target of 80% of journeys by walking, cycling or public transport by 2041. Blue badge holders are exempt from the fee.

We are maintaining regular contact with Newham Council parking officers, to ensure that we can discuss any issues as they emerge through the project implementation in the coming weeks.