

Airport Reports

London City Airport Consultative Committee
4th December 2025

LONDON

**CITY
AIRPORT**

4th December 2025



Contents

1	Airspace and Environment.....	3
1.1	Aircraft Information	3
1.2	Runway Utilisation.....	4
1.3	Noise and Track Keeping System Performance.	4
1.4	Quota count	5
1.5	Incentives and Penalties Scheme	5
1.6	Aircraft complaints & enquiries.....	6
1.7	Sound Insulation Scheme	7
1.8	Air Quality.....	8

	Other environmental updates.....	10
1.9	Airspace Modernisation	10
1.10	Other environmental updates	10
2	Community	12
2.1	Education	12
2.2	Community Engagement and Volunteering ...	12
3	Planning	13
3.1	Planning Compliance.....	13
3.2	Airport Transport Forum	14



1 Airspace and Environment

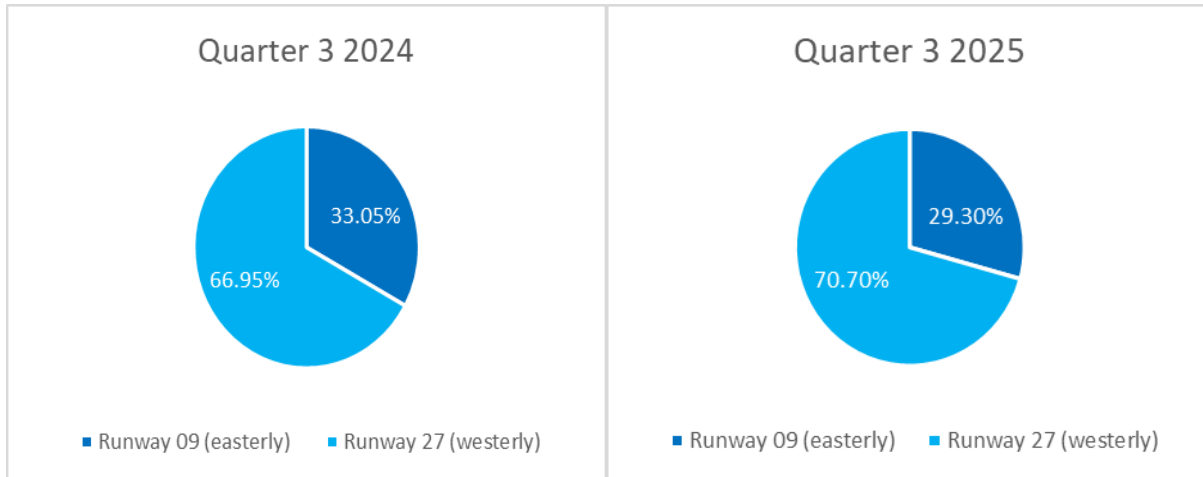
The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

This report covers the period 1st July– 30th September 2025.

1.1 Aircraft Information

Key Stats Dashboard		July	August	September	Q3 Total
Passengers	2024	329,053	311,516	325,014	965,583
	2025	349,929	324,054	342,503	1,016,486
	Variance	↑	↑	↑	↑
Aircraft Scheduled Movements	2024	4,227	3,953	4,344	12,524
	2025	4,373	4,092	4,575	13,040
	Variance	↑	↑	↑	↑

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 received on all days
3	OK	Data received on all days
4	OK	Data received on all days
5	OK	Data received on all days
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 5.5o 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 Q3 2025 the rolling 12 months QC total is 9,473

Period	Quota Count Total ¹
Oct-Dec 2024	2,328
Jan-Mar 2025	2,182
April-June 2025	2,483
Jul-Sep 2025	2,480

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.

1.5 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 Q3 2025.

MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
July	0	0	0	160
August	0	0	0	157
September	0	0	5	211
Total	0	0	5	528

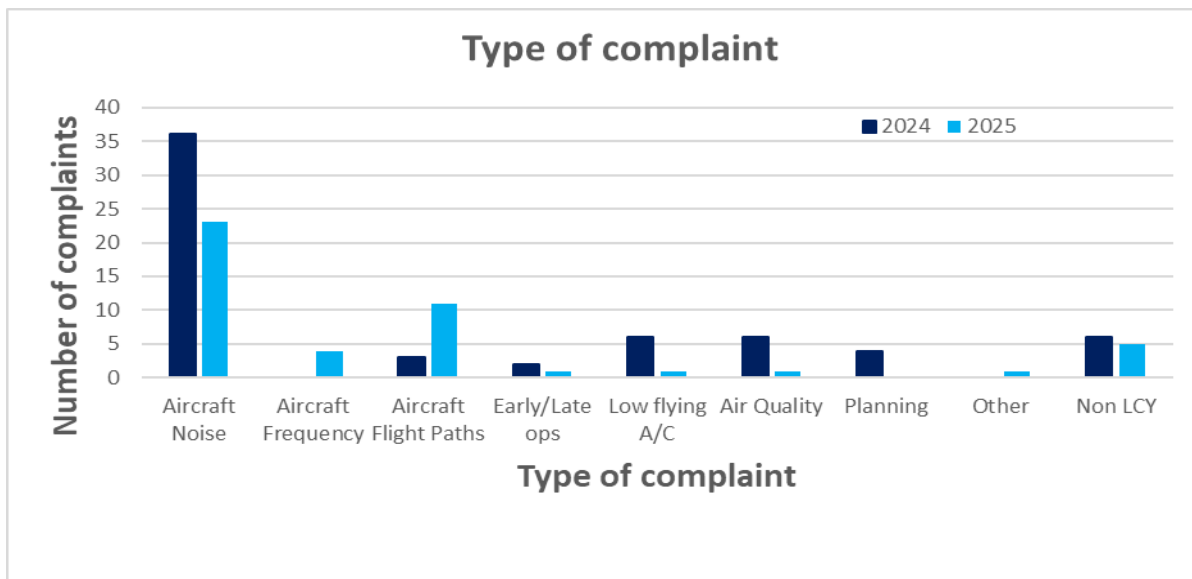
1.6 Aircraft complaints & enquiries

In Q3 2025, LCY received a total of 47 correspondences, of which 41 were complaints related to LCY operations, and 6 were unrelated to LCY operations. This represents a 28.1% decrease in complaints compared to the 57 received in Q3 2024.

Newham had 13 complaints from 6 complainants in 2024, which remained similar at 13 complaints but increased to 7 complainants in 2025.

Lewisham recorded 7 complaints from 1 complainant in 2024, which rose to 11 complaints from 3 complainants in 2025.

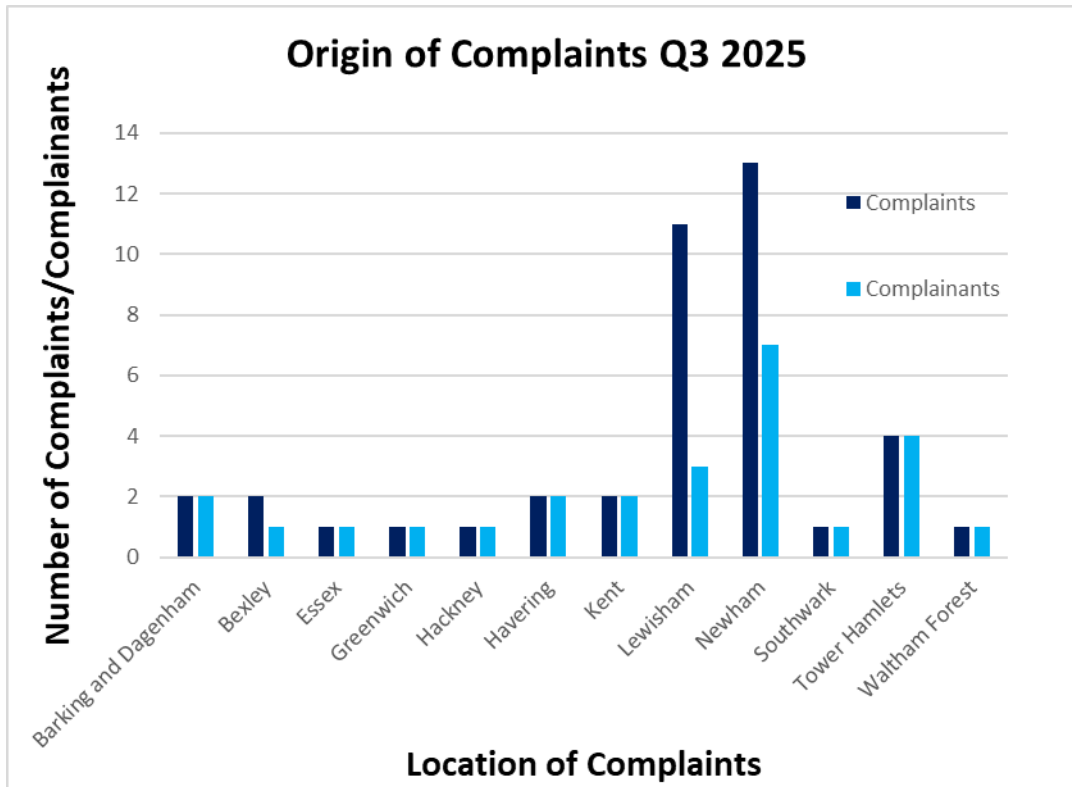
In total, there were 41 complaints made by 26 complainants across 12 boroughs. The highest number of complaints came from Newham (13 complaints from 7 complainants), followed by Lewisham (11 complaints from 3 complainants) and Tower Hamlets (4 complaints from 4 complainants). Most other boroughs had between 1 and 2 complaints, each generally made by one or two complainants.



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

July 2025	24 complaints
August 2025	6 complaints
September 2025	11 complaints

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q3 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: <ul style="list-style-type: none"> • 70 installs • 98 surveyed 2 refused	Of 595 properties: <ul style="list-style-type: none"> • 11 installs • 23 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 are due to be sent again at the beginning of December. As of Q3 for the 2024 APR, 86 properties have expressed interest, with 23 surveys and 11 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 Q3 2025, 150 properties have expressed interest, with 98 surveys and 70 installations completed, while 2 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 Q3 2025, 123 properties have expressed interest, with 108 surveys and 72 installations completed.

One survey from 2017 APR was conducted in this period.

Overall, this resulted in a 15% take-up rate in the 2022 APR, a 11% take-up rate in the 2023 APR and currently, in the ongoing 2024 APR that started in September 2025, a 2% take-up rate.

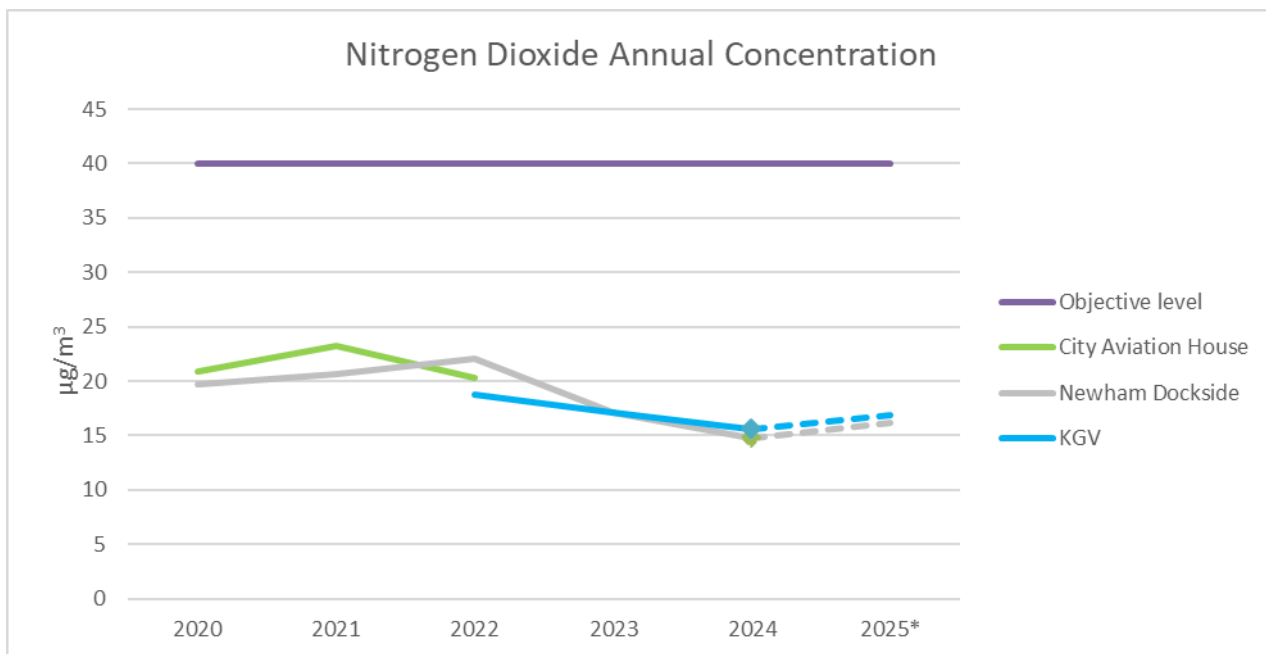
LCY needs to advertise SIS in local newspapers which are in circulation within the area bounded by the 57dB contour. LCY advertised SIS in September 2025 in the Newham Recorder, Docklands & East London Advertiser, and Greenwich Weekender (Greenwich Info is no longer in circulation). A second round of SIS advertisements related to the 2024 APR is due to be published in December 2025.

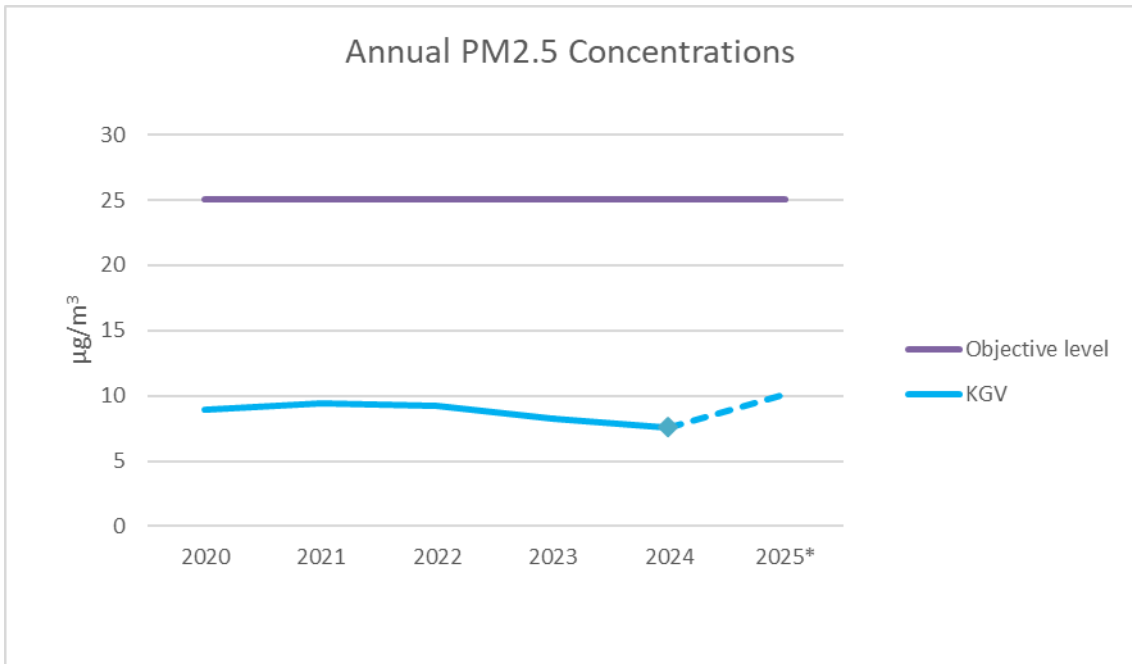
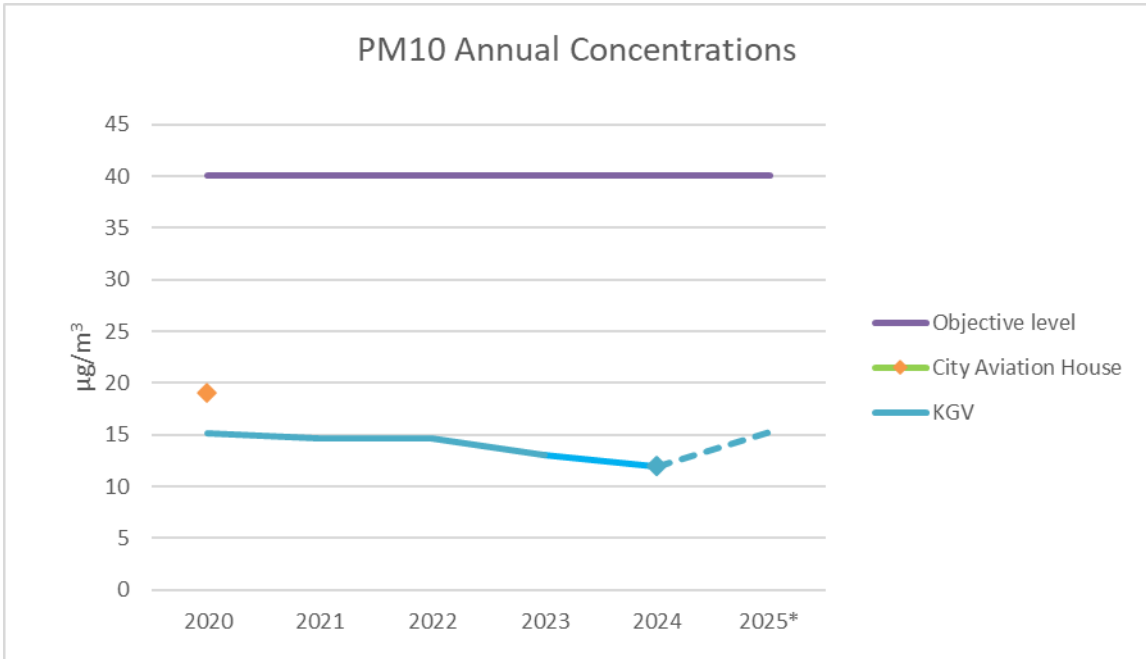
1.8 Air Quality

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 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	Q2 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

Works are ongoing to mobilise UK Airspace Design Services (UKADS) and have the service fully functioning in the upcoming months. To enable this, modifications are required to NERL's air traffic services licence to give NERL the task of providing the UKADS.

In addition, these modifications propose replacing the role of ACOG with a residual coordination role that would still be carried out by NERL, which will be called the UK Airspace Coordination Service (UKACS). The UKADS will initially focus on modernising the airspace around London, while the UKACS will coordinate the strategically important, interdependent airspace changes necessary for modernisation at airports outside the scope of the UKADS.

These changes are supported by a series of policy documents, some of which are also subject to consultation which will continue in the new year.

1.10 Other environmental updates

As part of ongoing efforts to comply with the Simpler Recycling legislation, LCY has continued to focus on improving waste management and recycling practices across the Airport. LCY has completed a series of material and waste management assessments with key concession partners. The follow-up assessment was carried out in September, and the updated recommendations have been shared with the concessions to support compliance with the Simpler Recycling legislation. Together, we continue to improve our processes and strengthen our efforts to meet the requirements of the new legislation.

LCY remains committed to improving waste management and sustainability. Building on earlier progress, the Coffee Cup Recycling Scheme is now fully embedded across the airport and continues to deliver positive outcomes. Airside bins have been upgraded with pods to separate liquids from cups, improving recycling efficiency. The scheme ensures that used coffee cups are collected separately and sent for specialist recycling, where both the paper and plastic lining are recovered and repurposed into new products. Early results indicate encouraging improvements in waste reduction and recycling performance.

Additionally, LCY liaised with concessions to assess food waste volumes and explore opportunities for food donation. The discussions concluded that current food waste levels remain low, and even when combined,

do not meet the minimum threshold required for redistribution. While this may be revisited in the future, food donation is not currently a viable option. LCY will continue to monitor food waste levels and seek opportunities to enhance responsible food waste management in line with the Simpler Recycling legislation.

The £5k sustainability and biodiversity measure WH5 has been awarded to Street for Trees, who have submitted the proposal to plant 4 trees at Baring Primary school in Lewisham, caring for them to ensure they thrive, while educating students about biodiversity, ecology, and the benefits of trees.



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

STEM in Aviation Programme – Over 500 students from east London schools participated in the airports annual STEM in Aviation Day. The theme for the event was the 'Future of Flight' focusing on how new technologies and innovations can deliver future solutions for the aviation sector and help reduce carbon emissions.

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

Westminster university: We hosted a group of master's students from Westminster University for the annual visit. Students gained an insight into the LCY operations as they had a lecture from the airports Director of Aerodrome operations.

2.2 Community Engagement and Volunteering

Festive volunteering: Members of staff volunteered to support charities across east and southeast London over the festive period. Helping at homeless centres to supporting with Christmas lunches.

2.3 Community Investment & Supply Chain

Community Fund – the latest round of the community fund is now open for applications.

Newham Chambers Business Awards- London City Airport sponsored the Newham Chambers business awards. The airport sponsored the CSR category.

East London Business Summit ft Meet the Buyer- the annual East London Business Summit took place in November. The event had over 300 delegates in attendance who participated in seminars, suppliers meetings and visited different exhibition stands.



3 Planning

3.1 Planning Compliance

Annual Performance Report (APR)

The APR for 2024, which details the airport's compliance against the CADP1 planning permission and associated S106 agreement was reported to the LBN Strategic Development Committee on 11 November 2025. Full compliance was reported to LBN for this report for the eighth consecutive year.

We will shortly commence on the 2025 APR drafting process.

Submissions

LCY have made our regularly required submissions in Q3, including the regular Noise and Air Quality Reports.

In October of 2025, LCY also made payments to LBN for the Education, Employment and Environmental Health Monitoring contributions, which had the following values:

Payment	Amount
Environmental Health Monitoring Payment	£109,302.95
Employment Contribution	£979,454.36
Education Contribution	£171,761.78

Of the above contributions, the Education Contribution paid in October of 2025 was the final education contribution required under the extant Section 106 agreement.

3.2 Airport Transport Forum

The current LCY Travel Plan (LBN ref: 22/02830/AOD) was approved in March 2023, and we are in the process of finalising this Travel Plan. In October 2025, LCY closed out each of the travel plan actions with LBN officers, as we move to transition to the new Surface Access Strategy and Travel Plan in 2026.

In 2024, the total passenger public and sustainable transport mode share was 77%, comprising an 8-percentage point improvement on the mode share reported for 2023. This means that for 2024, the airport was 2 percentage points above the target of 75% by the end of 2025.

In 2024, the staff travel survey results indicated that 51% of staff drove to work alone, against a target of 48% of staff driving alone to work by 2025. This is an improvement of 2% from the 2023 result, and shows continued progression towards our target. The 2025 staff travel survey was recently undertaken over October / November. Once the results of this year's survey are known, we will report this to the LCYCC.

The LCY Airport Surface Access Strategy and LCY Travel Plan are both close to being finalised and submitted to LBN. These contain 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 draft Travel Plan will contain the measures which LCY will undertake towards these targets.

The new Airport Surface Access Strategy and Travel Plan will be published on LCY's website once they have been submitted to LBN in late 2025.

3.3 Airspace Change Process – RNP AR

We are currently in Stage 3 of the ACP process. Work continues on the environmental and aeronautical information that we will consult upon in the new year.

The next steps in the process are to submit our consultation strategy and assessment documents to the CAA for endorsement in January. Once this approach has been signed off, we will commence an 8-week public consultation beginning in March 2026. Feedback from this consultation will help to provide the final refinement to our airspace design, which will eventually be submitted to the CAA to take forward into Stage 4.

The entire ACP process is summarised below:

