

Airport Reports

London City Airport Consultative Committee
4th September 2025

LONDON



**CITY
AIRPORT**

4th September 2025



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1 Airspace and Environment

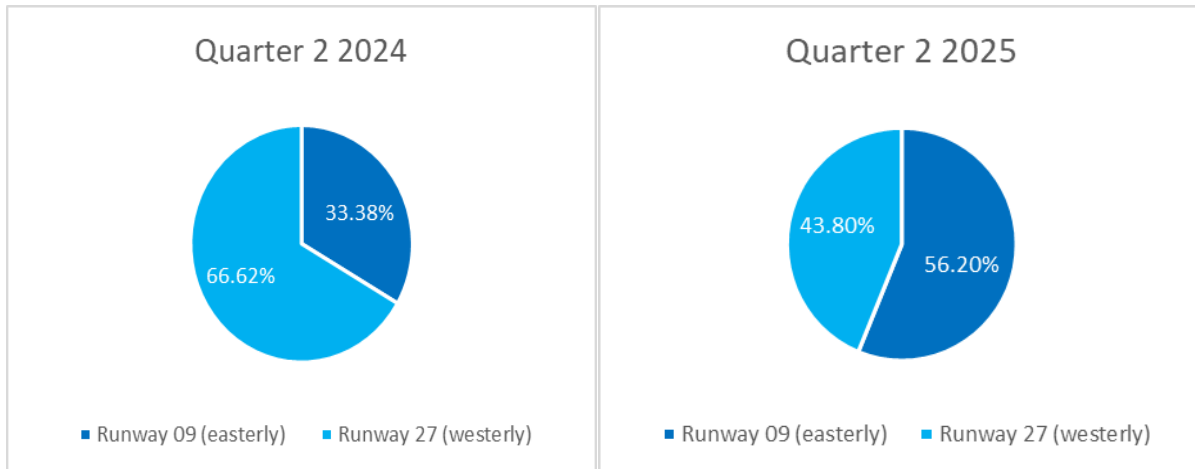
The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

This report covers the period 1st April – 30th June 2025.

1.1 Aircraft Information

| Key Stats Dashboard | | April | May | June | Q2 Total |
|------------------------------|----------|---------|---------|---------|----------|
| Passengers | 2024 | 291,402 | 319,841 | 320,983 | 932,226 |
| | 2025 | 313,953 | 321,190 | 352,974 | 988,117 |
| | Variance | ↑ | ↑ | ↑ | ↑ |
| Aircraft Scheduled Movements | 2024 | 4,332 | 4,590 | 4,298 | 13,220 |
| | 2025 | 4,305 | 4,410 | 4,451 | 13,166 |
| | 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 5.5° 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 Q2 2025 the rolling 12 months QC total¹ is 9,354

| Period | Quota Count Total ¹ |
|------------------------|--------------------------------|
| Jul – Sep 2024 | 2,361 |
| Oct-Dec 2024 | 2,328 |
| Jan-Mar 2025 | 2,182 |
| April-June 2025 | 2,483 |

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 Q2 2025.

| MONTH | Fixed Penalty | Fixed Penalties (total Value) | Credit Removal | Credit Awards |
|--------------|---------------|----------------------------------|----------------|---------------|
| April | 0 | 0 | 1 | 241 |
| May | 0 | 0 | 0 | 237 |
| June | 0 | 0 | 0 | 183 |
| Total | 0 | 0 | 1 | 661 |

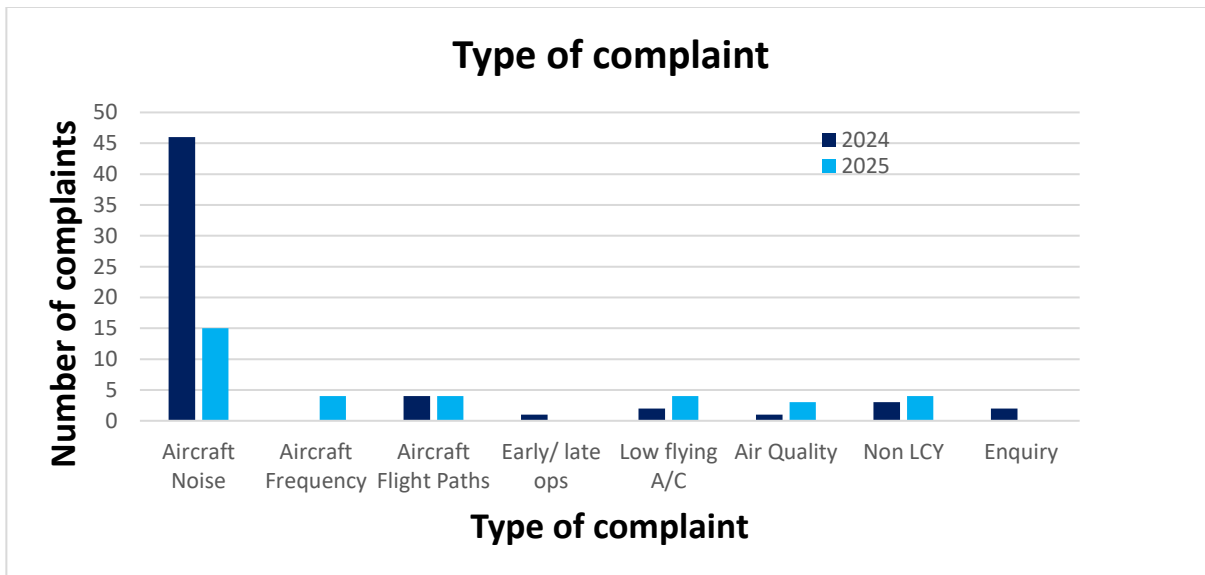
1.6 Aircraft complaints & enquiries

In Q2 2025, LCY received a total of 34 correspondences, including 30 complaints related to LCY operations, 4 of which were unrelated to LCY operations. This represents a 44.44% decrease in complaints compared to the 54 received in Q2 2024.

Lewisham accounted for most complaints in Q2 2024, with 15 complaints from 8 different complainants. By contrast, in Q2 2025, the borough's complaints dropped to 7, all submitted by a single complainant, suggesting concentrated repeat reporting rather than a widespread issue in this quarter.

Newham: Complaints rose from 5 (5 complainants) in Q2 2024 to 13 (6 complainants) in Q2 2025.

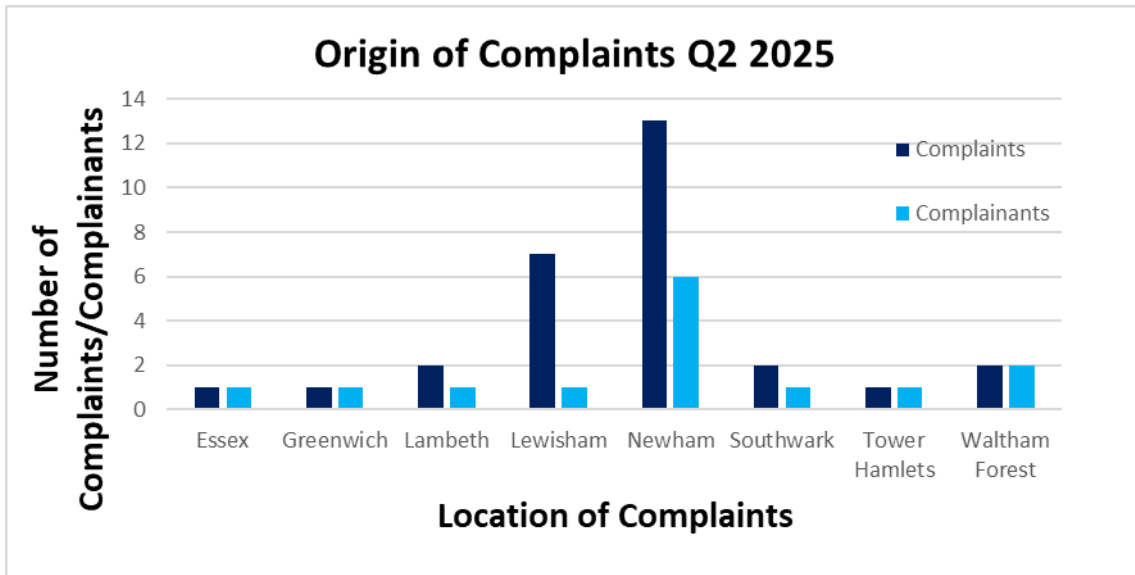
Overall, the pattern shifted from broadly distributed complaints in 2024 to more concentrated complaints in 2025, with clear repeat complainant activity in Lewisham and Newham.



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

| | |
|------------|---------------|
| April 2025 | 6 complaints |
| May 2025 | 9 complaints |
| June 2025 | 15 complaints |

The chart below shows the breakdown of complaints related to the number of complainants and from which boroughs these were received for Q2 2025.



1.7 Sound Insulation Scheme

| Tier | Explanation | 2022 APR | 2023 APR |
|----------------|---|--|--|
| Re-inspections | Properties become eligible for re-inspection when 10 years or more have passed since they were treated. | Of 474 properties: <ul style="list-style-type: none"> • 72 installs • 108 surveyed | Of 631 properties: <ul style="list-style-type: none"> • 69 installs • 97 surveyed • 2 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 will be sent at the end of August.

2023 APR was published at the end of June 2024. 628 residential properties and 3 public buildings are due for reinspection. The reinspection letters for the 2023 APR were sent on 28th August and follow up letters were sent on 4th December 2024. Up to Q2, approximately 150 properties have expressed interest, with 97 surveys and 69 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 Q2 for the 2022 APR, approximately 123 properties have expressed interest, with 108 surveys and 72 installations completed.

Overall, this resulted, a 15% take-up rate in the 2022 APR and currently 11% take-up rate in the 2023 APR.

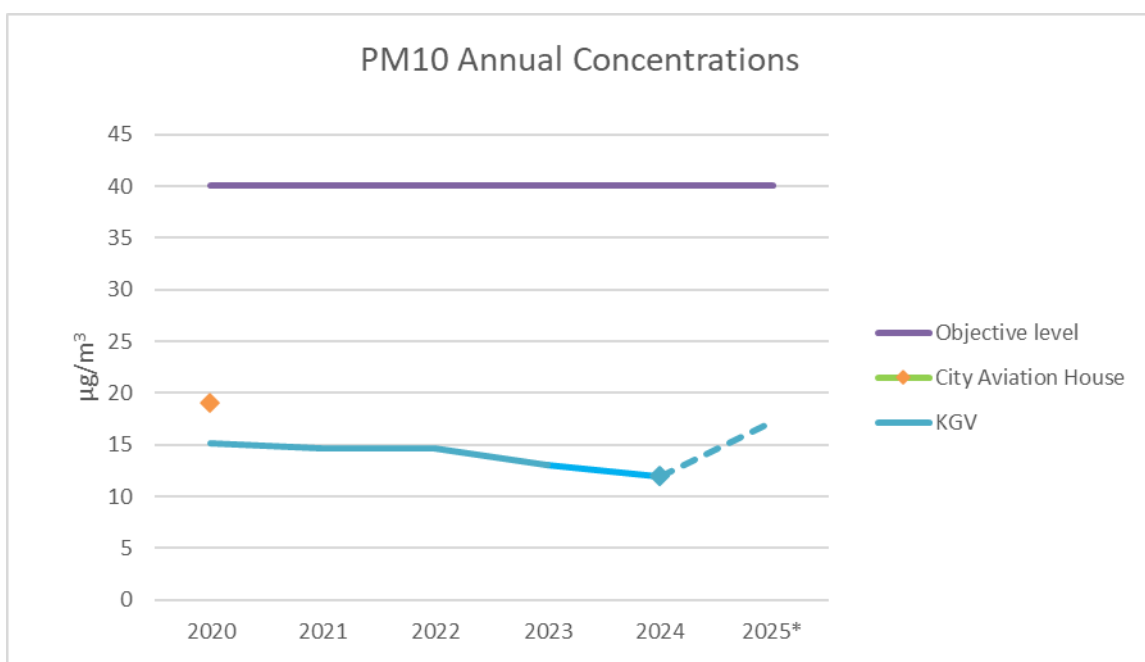
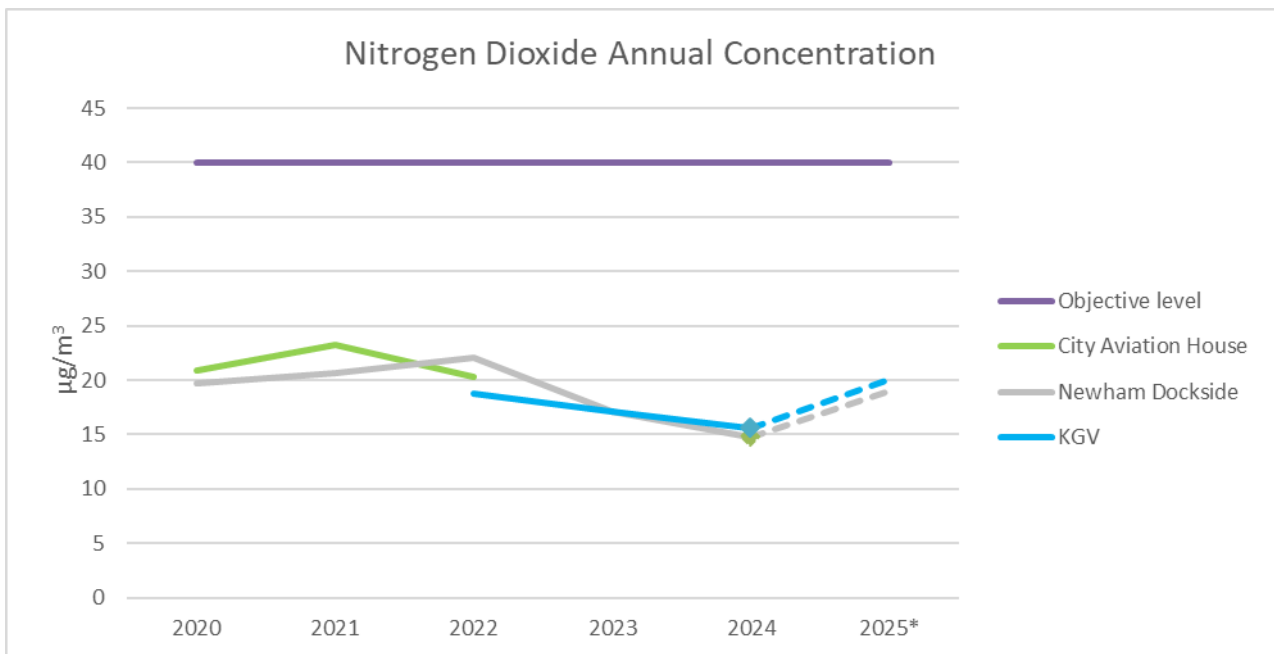
LCY needs to advertise SIS in local newspapers which are in circulation within the area bounded by the 57dB contour. LCY advertised SIS in September and December 2024 in the Newham Recorder, Docklands & East London Advertiser, and Greenwich Weekender (Greenwich Info is no longer in circulation). SIS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

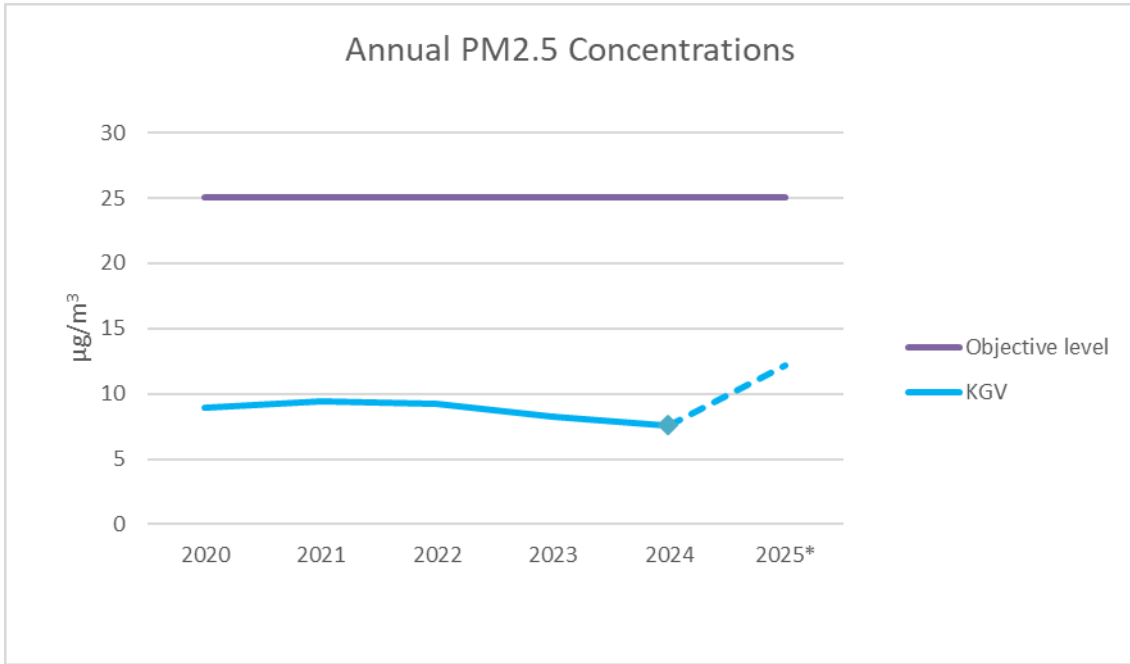
1.8 Air Quality

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 Q2 2025.

The table below details LCY's air quality performance during Q2 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: 13 ND: 12.7 |
| | No. 1-Hour Mean > 200 µg/m ³ | 18 (annually) | KGV: 0 ND: 0 |
| PM10 | Period Mean (µg/m ³) | 40 | KGV: 15.2 |
| | No. 24-Hour Means >50 µg/m ³ | 35 (annually) | KGV: 0 |
| PM2.5 | Period Mean (µg/m ³) | 25 | KGV: 9.4 |

Other environmental updates

1.9 Airspace Modernisation

Outcomes of the UKADS consultation were shared by the DfT and CAA in July via dedicated engagement sessions. Key updates included confirmation that NERL will be tasked with providing the UKADS by the end of this year. Also, the UKADS will initially focus on modernising airspace around London, including airspace change required for any Heathrow third runway.



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 – The annual STEM in Aviation Programme will be taking place in November 2025.

2.2 Community Investment & Supply Chain

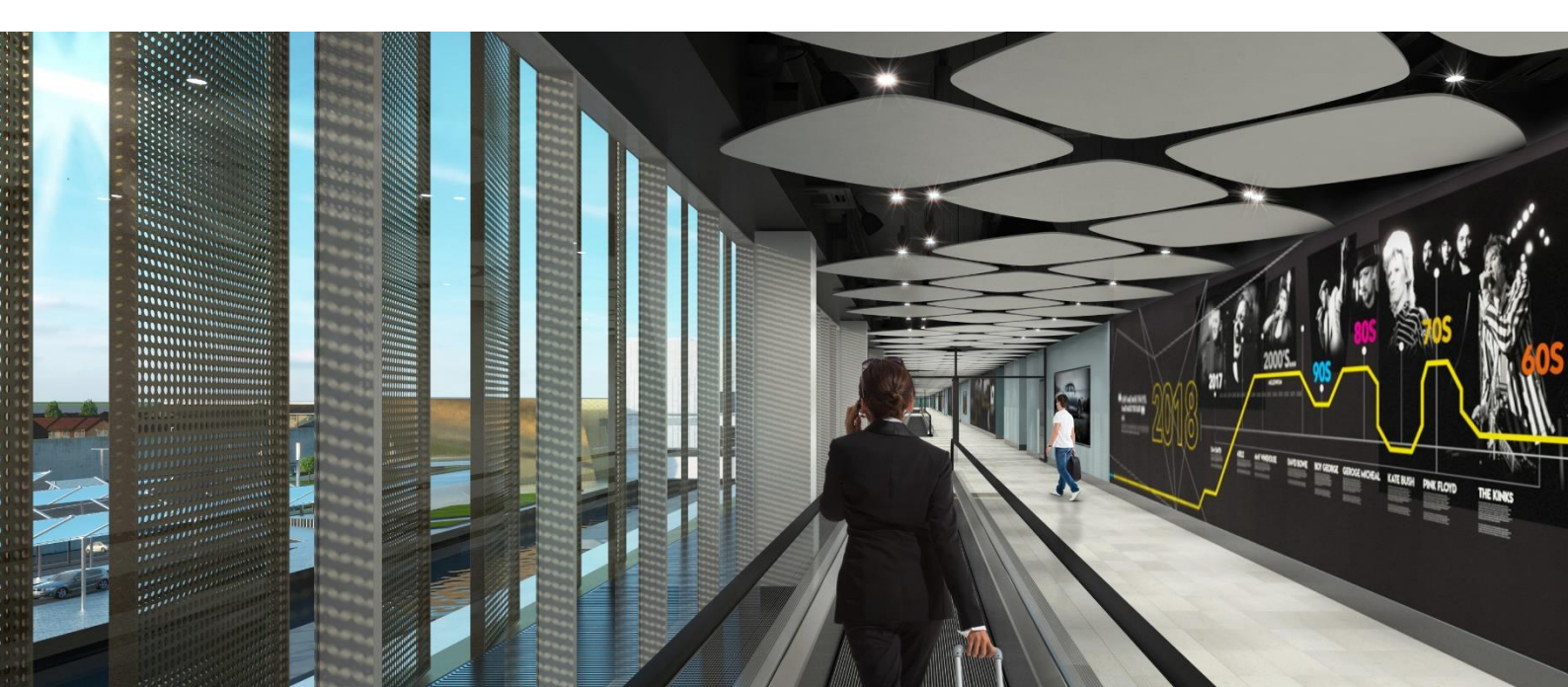
Community Fund - the latest tranche of the community fund has closed, and charities will be contacted in due course to be notified if they have been awarded the fund.

East London Business Summit featuring Meet the Buyer Event- The annual LCY Meet the Buyer event will be taking place in October. Based on engagement with SME's we have decided to turn the event into a business summit, there will be different workshops throughout the day.

2.3 Community Engagement and Volunteering

Diversity of Thought programme- As part of the airports relationship with the University of East London (UEL). LCY had two interns from the university who have recently completed their internship at the airport. The interns had the opportunity to work closely with the airports sustainability team and help deliver STEM content across East London schools.

Volunteering- Staff from the airport participated in a charity football match to raise funds for Richard House Children hospice.



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 has been published. The APR is available on Airport website and the LCYCC website. This is the eighth year that the airport has reported full compliance against the relevant planning requirements and obligations with Newham Council.

Noise Contour Verification Report

On 24 June 2025, LCY submitted the updated Noise Contour Verification Report to LBN, which is required by Schedule 8, Paragraph 3 of the Section 106 agreement. This report is required to be submitted every three years for the Council's written approval, and communicates the methodology for calculations of the noise contours, which is used in demonstrating the airport's compliance with the maximum 9.1km² noise contour requirement of the CADP planning permission. This report was approved by LBN on 2 July 2025.

Regular Submissions

LCY have made our regularly required submissions in Q2, including the regular Noise and Air Quality Reports. LCY also made the Annual Monitoring Payment to LBN, which in 2025 was £185,170.43 (Ref: 25/01609/S106).

3.2 Sustainable Transport

The current LCY Travel Plan (LBN ref: 22/02830/AOD) was approved in March 2023, and we are in the process of implementing the various measures.

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.

In the past three months, the sustainable transport focus at LCY has been on the continued maturity of the 129 bus route extension and ensuring that staff and passengers are aware of the new service. LCY has also been working with TfL to implement additional DLR wayfinding in the domestic arrivals baggage hall.

The LCY Airport Surface Access Strategy and LCY Travel Plan are both being updated through the second half of 2025. We are currently engaging with Newham on the detail and targets contained within these documents and will submit these strategies to LBN at the requisite time.

4 Airspace Change Proposal (ACP) Progress Update

The ACP proposal began in January 2025 at Stage 1 with the submissions of our Statement of Need and continued with the development of Design Principles via stakeholder engagement. The ACP progressed through the CAA's Stage 1 Gateway Assessment in May 2025.

In Stage 2, seven airspace design options were created, described, engaged upon and formally evaluated against each of the Design Principles. Stakeholder engagement throughout June and July, including five dedicated workshops, allowed us to shortlist three viable design options considered suitable for progression into Stage 3. These were:

- An initial approach option for the baseleg turn which allows 500m flexibility either side of the flightpath;
- A 4.49 degree final approach to runway 09 (for aircraft landing from the west); and
- A 4.49 degree final approach to runway 27 (for aircraft landing from the east).

Subject to the CAA approving the Stage 2 Gateway, the work will progress on to Stage 3, which will involve a full public consultation on the final airspace design. The consultation material will be accompanied by a detail environmental assessment which will include noise, air quality, carbon and economic considerations.

The public consultation is anticipated to begin in March 2026.

Further information can be found via our ACP webpage: <https://www.londoncityairport.com/corporate/environment/airspace-modernisation/airspace-change-process>