

Airport Reports

London City Airport Consultative Committee
12th June 2025

LONDON

**CITY
AIRPORT**

12th June 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		
1.9	Airspace Modernisation	10		
			1.10	Other environmental updates..... 10
2	Community.....	11		
2.1	Education	11		
2.2	Employability & Skills.....	11		
2.3	Community Investment	11		
2.4	Community Engagement and Volunteering ...	11		
3	Planning	12		
3.1	Planning Compliance.....	12		
3.2	Airport Transport Forum	Error! Bookmark not defined.		



Airspace and Environment

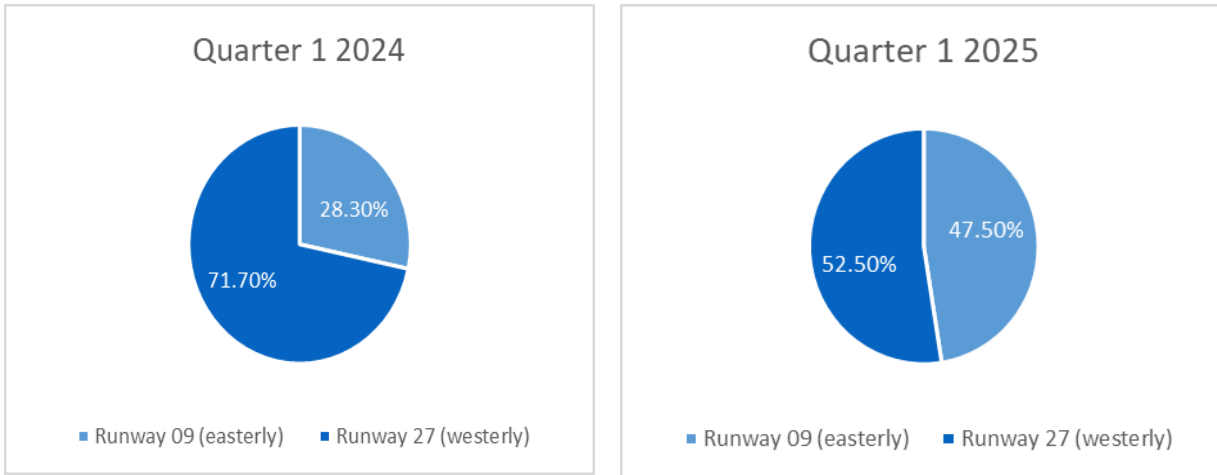
The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

This report covers the period 1st January – 31st March 2025.

1.1 Aircraft Information

Key Stats Dashboard		January	February	March	Q1 Total
Passengers	2024	214,650	251,227	286,825	752,702
	2025	230,577	255,040	309,418	795,035
	Variance	↑	↑	↑	↑
Aircraft Scheduled Movements	2024	3,644	4,211	4,431	12,286
	2025	3,613	3,784	4,355	11,752
	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 except from the days mentioned below.

NMT	Calibration	Data
1	OK	Data received on all days except between 7 th to 13 th January
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 Q1 2025 the rolling 12 months QC total¹ is 9,327

Period	Quota Count Total ¹
Apr – Jun 2024	2,456
Jul – Sep 2024	2,361
Oct-Dec 2024	2,328
Jan-Mar 2025	2,182

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

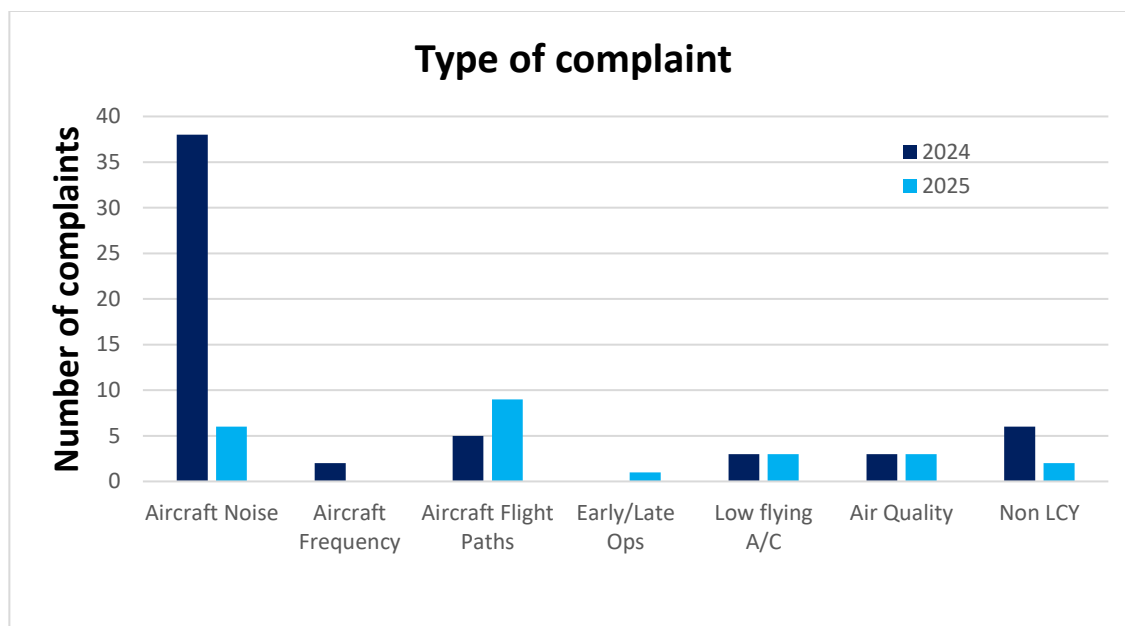
An incentives and penalties scheme came into full effect on 1st November 2018. The purpose of this scheme is to incentivise aircraft to be flown in a quieter manner by rewarding improved performance and penalising poor performance. Below are the monthly penalties, credit removals and credit awards during Q1 2025.

MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
January	0	0	1	208
February	0	0	0	247
March	0	0	1	235
Total	0	0	2	690

1.6 Aircraft complaints & enquiries

In Q1 2025, LCY received a total of 24 correspondences, including 22 complaints related to LCY operations, 2 of which were unrelated to LCY operations. This represents a 56.86% decrease in complaints compared to the 51 received in Q1 2024.

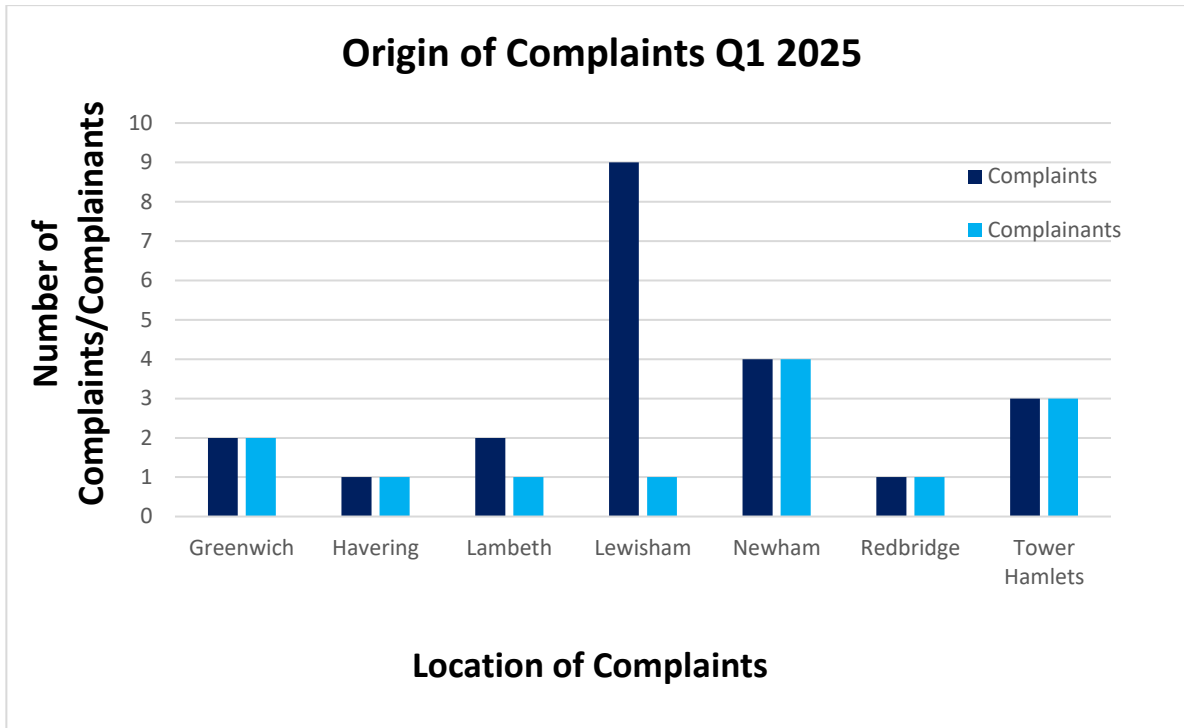
Lewisham accounted for the majority of complaints in both Q1 2024 and Q1 2025. In Q1 2025, all 9 complaints from the borough were submitted by a single repeat complainant. This contrasts with Q1 2024, when 16 complaints came from 5 different repeat complainants.



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

January 2025	8 complaints
February 2025	6 complaints
March 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 Q1 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"> • 68 installs • 96 surveyed • 2 refused

2023 APR was published at the end of June 2024. 628 residential properties and 3 public buildings are due for reinspection. No newly eligible properties have entered the scheme due to the noise contours not expanding. The reinspection letters for the 2023 APR were sent on 28th August and follow up letters were sent on 4th December 2024. Up to Q1, approximately 149 properties have expressed interest, with 96 surveys and 68 installations completed, while 2 properties declined treatment, from the 2023 APR.

2022 APR was published at the end of June 2023. 472 residential properties and 2 public buildings are due for reinspection. Up to Q1 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,

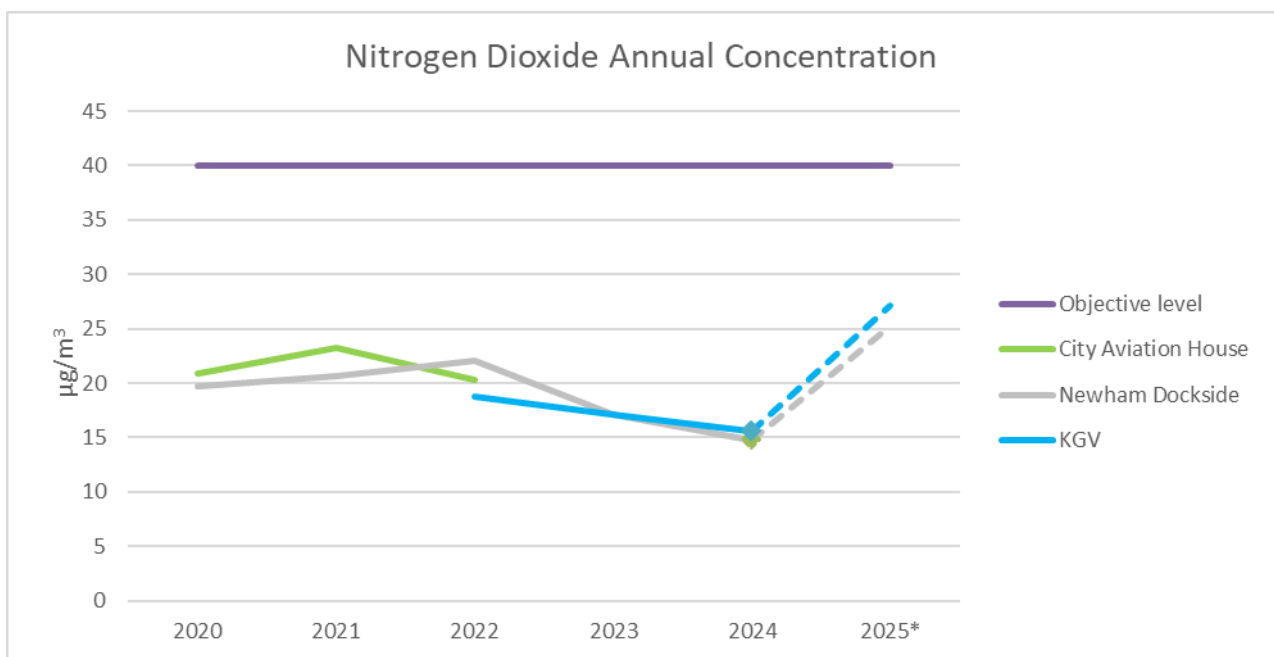
Docklands & East London Advertiser, and Greenwich Weekender (Greenwich Info is no longer in circulation).

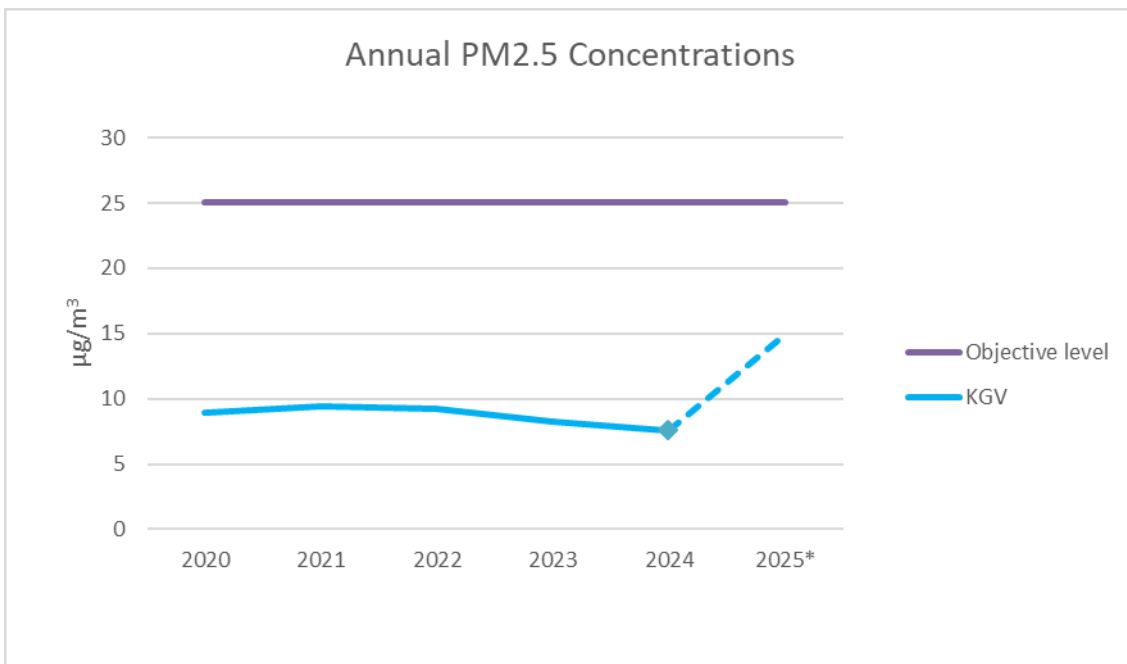
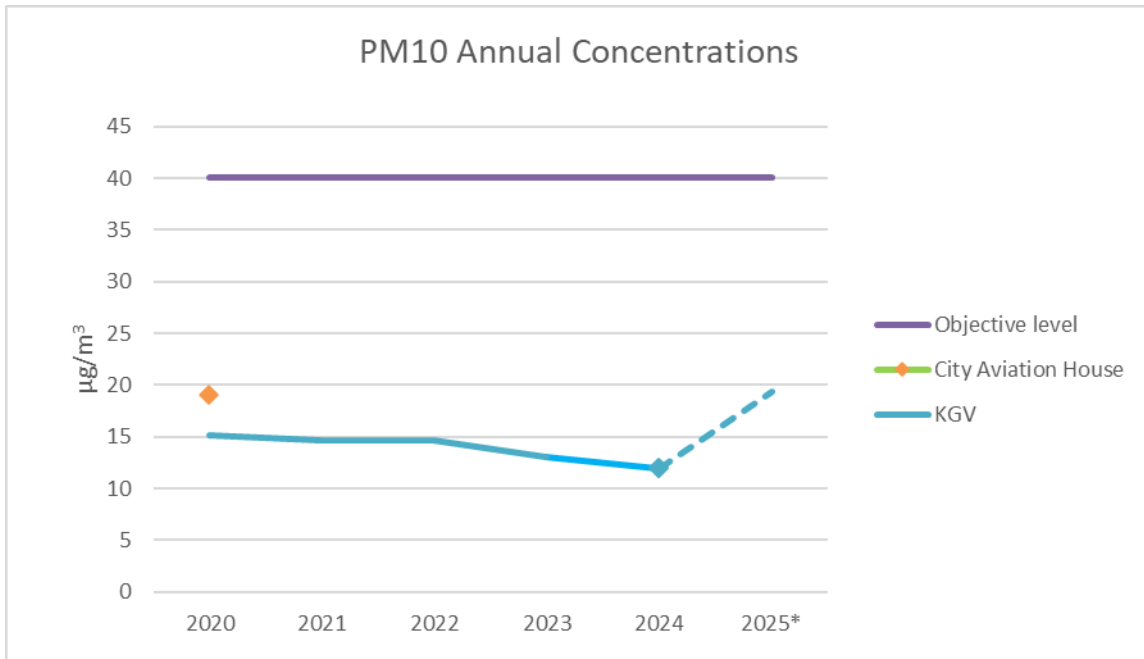
1.8 Air Quality

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 NO_x 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 at the end of the year and is therefore not directly comparable. The figures for 2025 include Q1 data only.

The table below details LCY's air quality performance during Q1 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	Q1 2025 Performance
NO ₂	Period Mean (µg/m ³)	40	KGV: 27.1 ND: 25.3
	No. 1-Hour Mean > 200 µg/m ³	18 (annually)	KGV: 0 ND: 0
PM10	Period Mean (µg/m ³)	40	KGV: 19.3
	No. 24-Hour Means >50 µg/m ³	35 (annually)	KGV: 1
PM2.5	Period Mean (µg/m ³)	25	KGV: 14.9

Other environmental updates

1.9 Airspace Modernisation

No key updates from last quarter. An announcement from DfT is expected in Q2 on the outcome of the UK ADS consultation and mechanics of the Airspace Support Fund.

1.10 Other environmental updates

LCY has completed a series of material and waste management assessments with key campus partners to maximise recycling rates and ensure compliance with the new Simpler Recycling legislation. Ongoing engagement with staff and concessions is supporting the implementation of LCY's zero-waste strategy and maintaining adherence to legislative requirements. LCY is also preparing to trial a new coffee cup recycling scheme within the terminal building, aiming to further reduce single-use waste. Additionally, initial discussions have been initiated with concessions to explore food donation opportunities, helping to minimise food waste and support local community needs.

Biodiversity Fund contribution of £25k was allocated to SUGI for the creation of a pocket forest at the Langdon Academy, based in LBN. The area will be used for the forest school curriculum allowing students to learn about nature.

In 2024, Trees for Streets was awarded funding from S106 biodiversity contributions to support tree planting in Newham. As a result, 15 trees were successfully planted in Q1 2025.



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

Women in Aviation Programme – The Women in Aviation finale took place and saw students from across 10 different schools present ideas on how the airport can achieve zero-emission flights.

Mentoring programme- The LCY mentoring programme is ongoing with 12 students from St Pauls way and George Green school.

2.2 Employability & Skills

Diversity of Thought Programme- as part of the airports MoU with UEL we now have two Interns that are joining the airports community team for 12 weeks. The students will be supporting the delivery of the STEM resources to east London schools.

Work Experience- London City Airport has hosted 5 students for work experience giving the students an insight into different roles at the airport.

2.3 Community Investment & Supply Chain

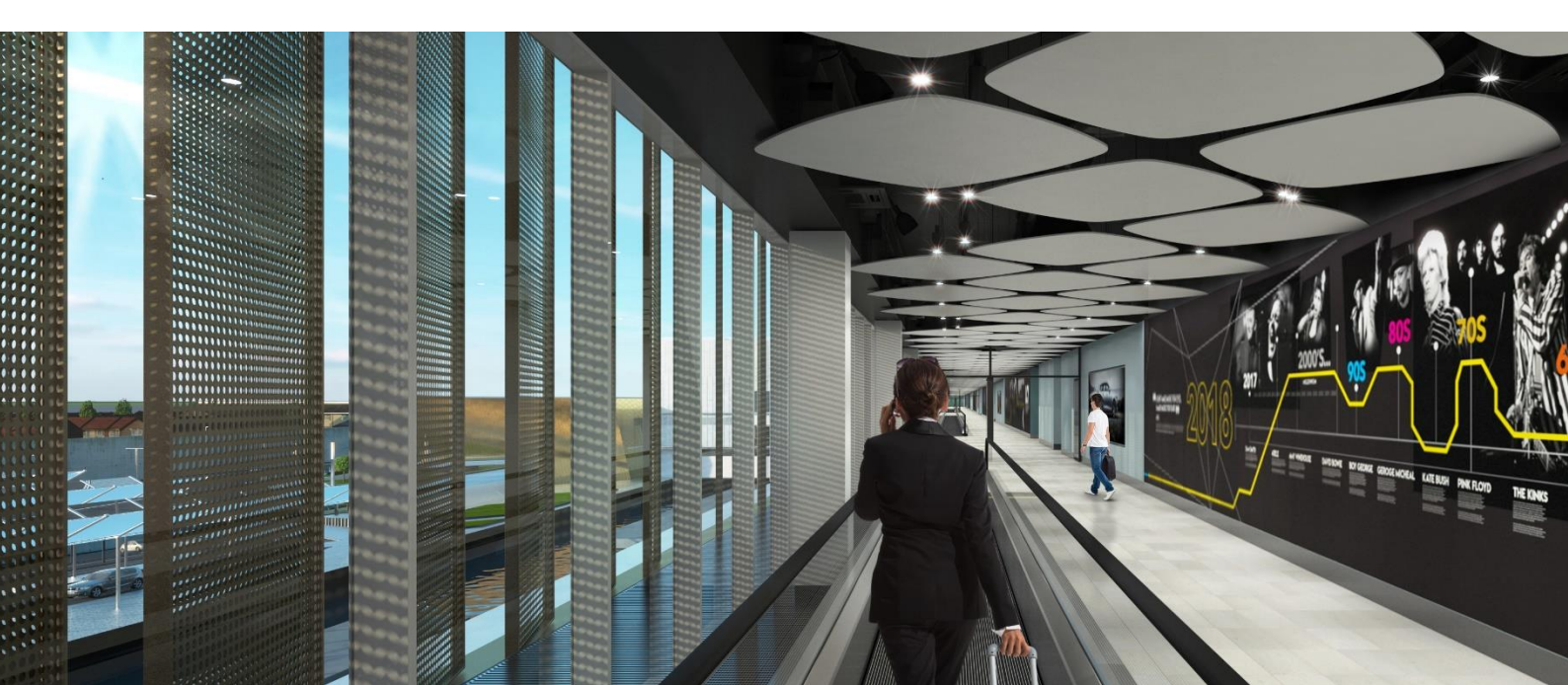
Newham Chambers of commerce- the airport sponsored the fourth Newham Chambers Business conference that will be taking place in July

Community events- London City Airport sponsored a number of local events to celebrate Eid and also the Kings Coronation in Newham and Barking & Dagenham.

2.4 Community Engagement and Volunteering

'Inside E16' community magazine - the next edition of the newsletter will be distributed to E16 residents later this month.

Community Foodbank support- The airport continues to donate fruit to charities in east London using Community Food Enterprise.



3 Planning

3.1 Planning Compliance

Annual Performance Report (APR)

LCY has recently submitted the 2024 APR to Newham Council, which details the airport's compliance against the CADP1 planning permission and associated S106 agreement. The 2024 report confirms that this is the eighth year that the airport has reported full compliance against the relevant planning requirements and obligations with Newham Council.

The APR will be published on the Airport website, as well as the LCYCC website imminently, in accordance with the requirements of the Section 106 agreement.

Submissions

Shortly LCY will be submitting the Noise Contour Verification Report, which is required under the Section 106 agreement to be provided to Newham Council. This report is required to communicate 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.

In addition to the APR, regular reporting has continued in Q2, including in relation to noise and air quality.

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 Q2 of 2025, the 129 bus route extension commenced to LCY, providing a new direct service between Greenwich, the Airport, and Galleons Reach (via Beckton). This service runs at an 8-10 minute frequency across the day, and LCY is currently promoting the service to align with the route extension.

The Airport Transport Forum continues to meet twice per year in accordance with the requirements of the Section 106 agreement. The Airport Transport Forum met earlier in June, and will meet again in November of 2025.

The LCY Airport Surface Access Strategy and LCY Travel Plan will both be reviewed and updated later in 2025, and LCY will submit these strategies to LBN for approval at the requisite time.