

Airport Reports

London City Airport Consultative Committee
8th September 2026



**CITY
AIRPORT**

8th September 2026



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	4	
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		Error! Bookmark not defined.
2	Community	11	
2.1	Education	11	
2.2	Employability & Skills.....		Error! Bookmark not defined.
2.3	Community Investment	11	
2.4	Community Engagement and Volunteering ...	11	
3	Planning	12	
3.1	Planning Compliance.....	12	



Airspace and Environment

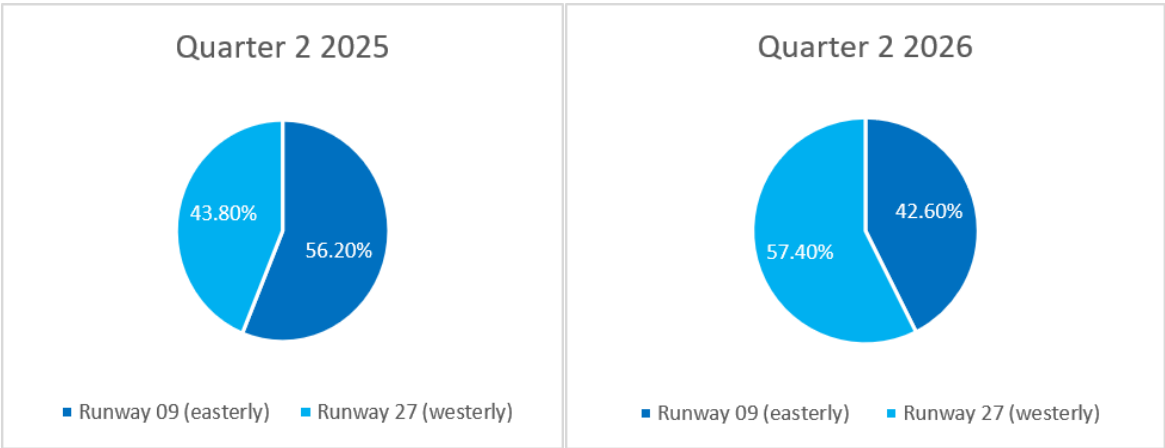
The purpose of this report is to detail environmental performance. This is shared with the LBN, the Consultative Committee and the local community.

This report covers the period 1st April – 30th June 2026.

1.1 Aircraft Information

Key Stats Dashboard		April	May	June	Q2 Total	
Passengers	2025	313,953	321,190	352,974	988,117	
	2026	297,329	296,983	319,713	914,025	
	Variance	↓	↓	↓	↓	-7.5%
Aircraft Scheduled Movements	2025	4,305	4,410	4,451	13,166	
	2026	4,076	4,053	4,221	12,350	
	Variance	↓	↓	↓	↓	-6.2%

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 2026 the rolling 12 months QC total¹ is 9,383.

Period	Quota Count Total ¹
Jul-Sep 2025	2,480
Oct-Dec 2025	2,415
Jan-Mar 2026	2,172
April-June 2026	2,316

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 2026.

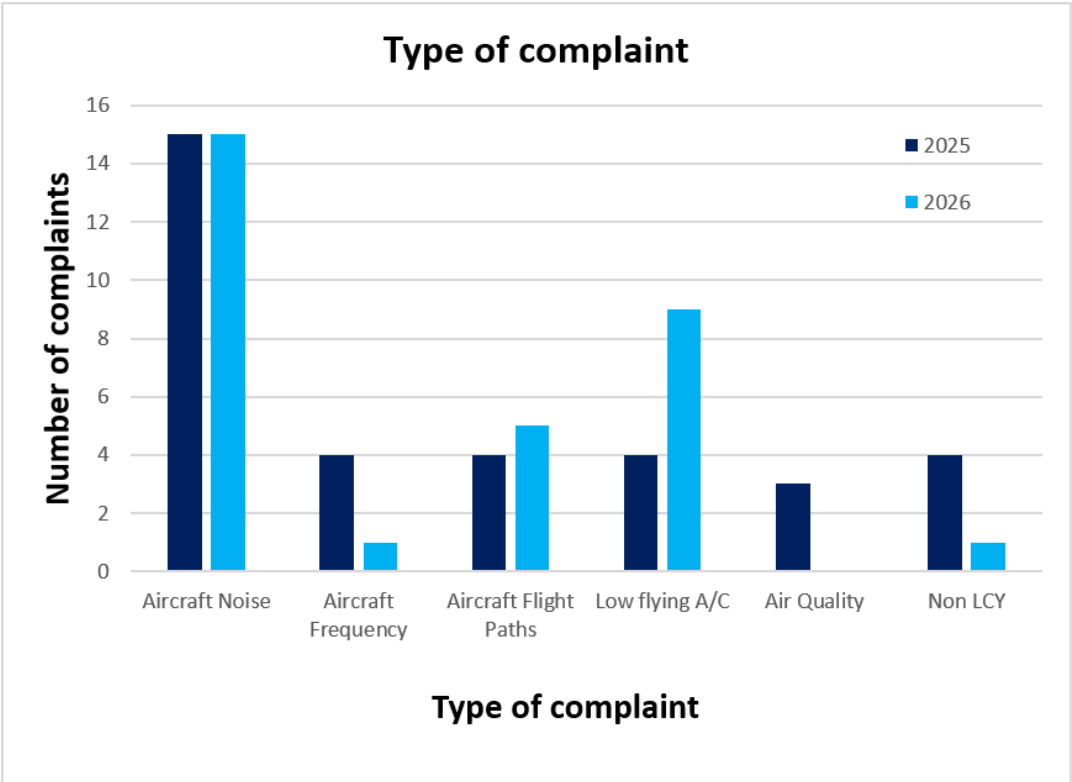
MONTH	Fixed Penalty	Fixed Penalties (total Value)	Credit Removal	Credit Awards
April	0	0	0	265
May	0	0	1	219
June	0	0	0	225
Total	0	0	1	709

1.6 Aircraft complaints & enquiries

LCY received 30 complaints in Q2 2026 relating to LCY operations. The same number of complaints were received for Q2 2025.

Complaint levels remained consistent between Q2 2025 and Q2 2026. In both quarters, the total number of complaints was affected by repeat submissions from individual complainants. In Q2 2025, one complainant submitted eight complaints, while in Q2 2026, one complainant submitted ten complaints. A further ten complaints in Q2 2026 were submitted by three complainants.

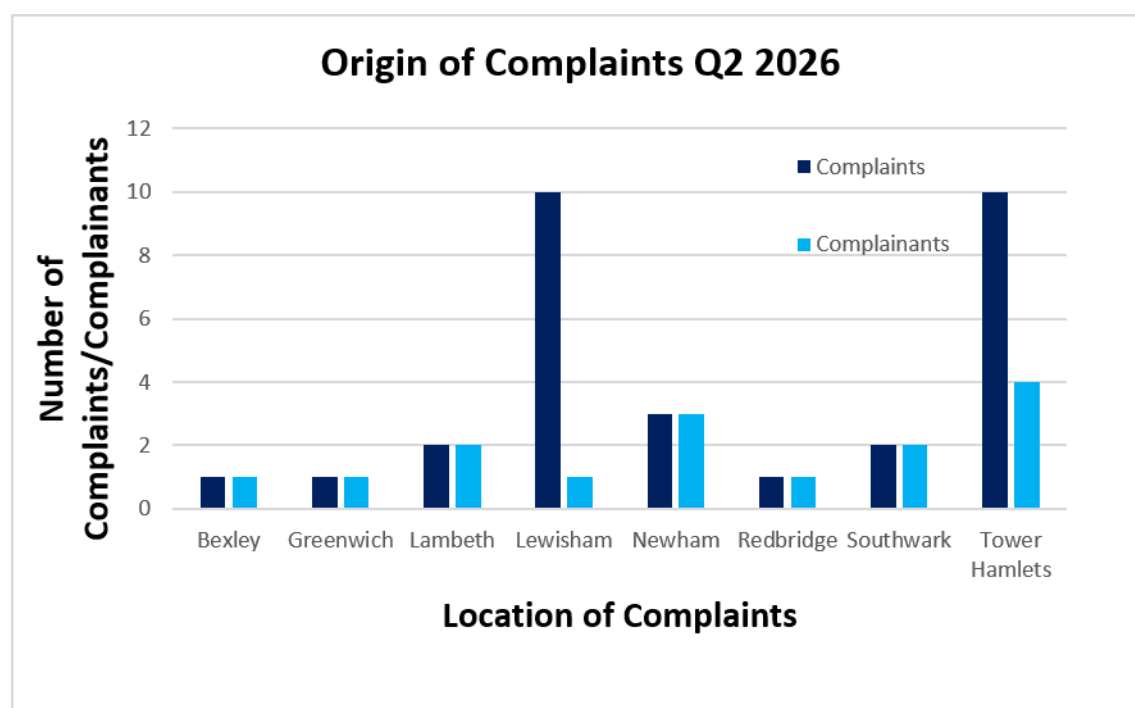
Aircraft noise was the main concern during Q2 2026, accounting for most complaints received. Complaints were mainly received from Lewisham and Tower Hamlets.



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

April 2026	5 complaints
May 2026	10 complaints
June 2026	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 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: 92 installs 133 surveyed 5 refused	Of 595 properties: 87 installs 131 surveyed 1 refused

The new Annual Performance Report (APR) 2025 was published at the end of June, no new properties have entered the scheme due to the noise contours not expanding: 116 residential properties and 1 public building are due for reinspection. Letters to the eligible properties for the 2025 APR were sent at the end of August.

2024 APR was published at the end of June 2025: 594 residential properties and 1 public building were due for reinspection. Letters to the eligible properties for the 2024 APR were sent on 28th August 2025 and follow-up letters were sent on 4th December 2025. As of Q2 for the 2024 APR, 172 properties have expressed interest, with 131 surveys and 87 installations completed, while 1 property declined treatment.

2023 APR was published at the end of June 2024. 628 residential properties and 3 public buildings were due for reinspection. Up to Q2 2026, 154 properties had expressed interest, with 133 surveys and 92 installations completed, while 5 properties declined treatment.

One survey and one installation from the previous 2017 APR and two installations from the Pre-2009 APR were completed in this period.

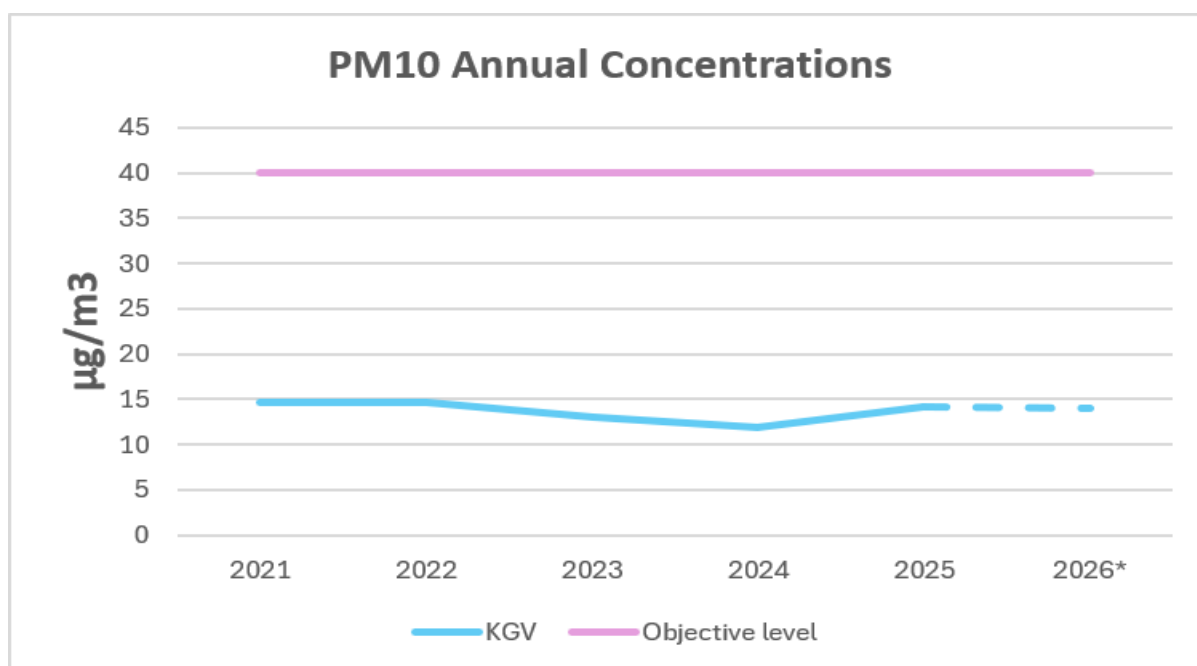
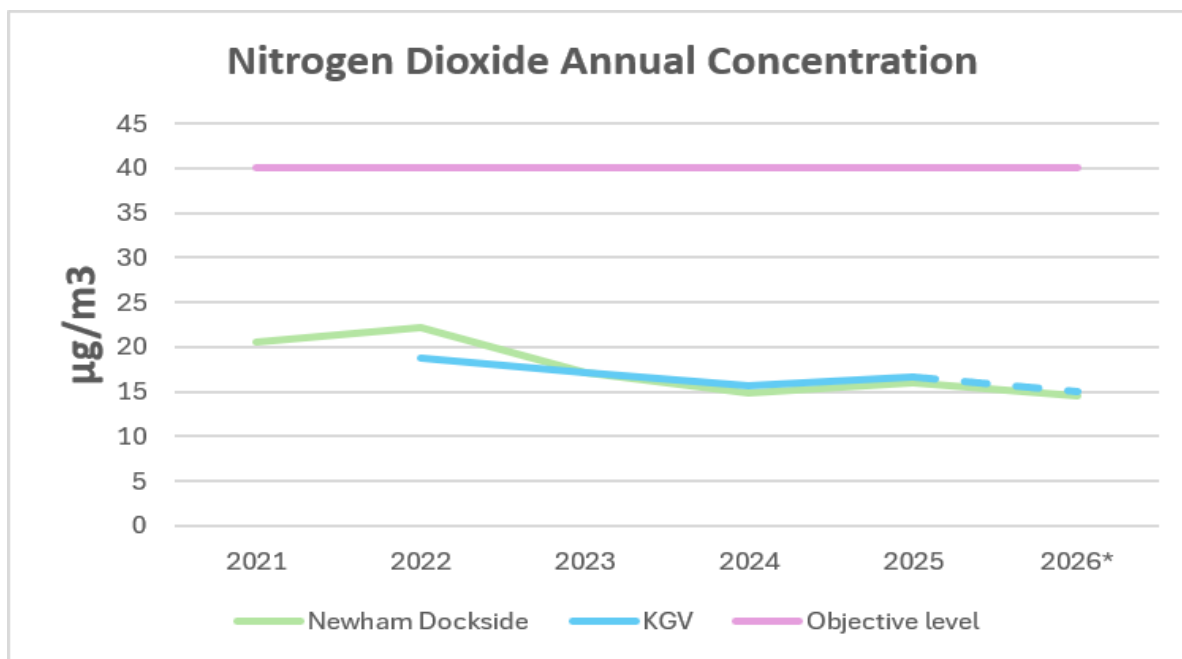
Overall, this resulted in a 15% take-up rate in all three 2024 APR, 2023 APR, and 2022 APR. Obligations to the S106 requirements are fulfilled according to the current schedule and time of the year.

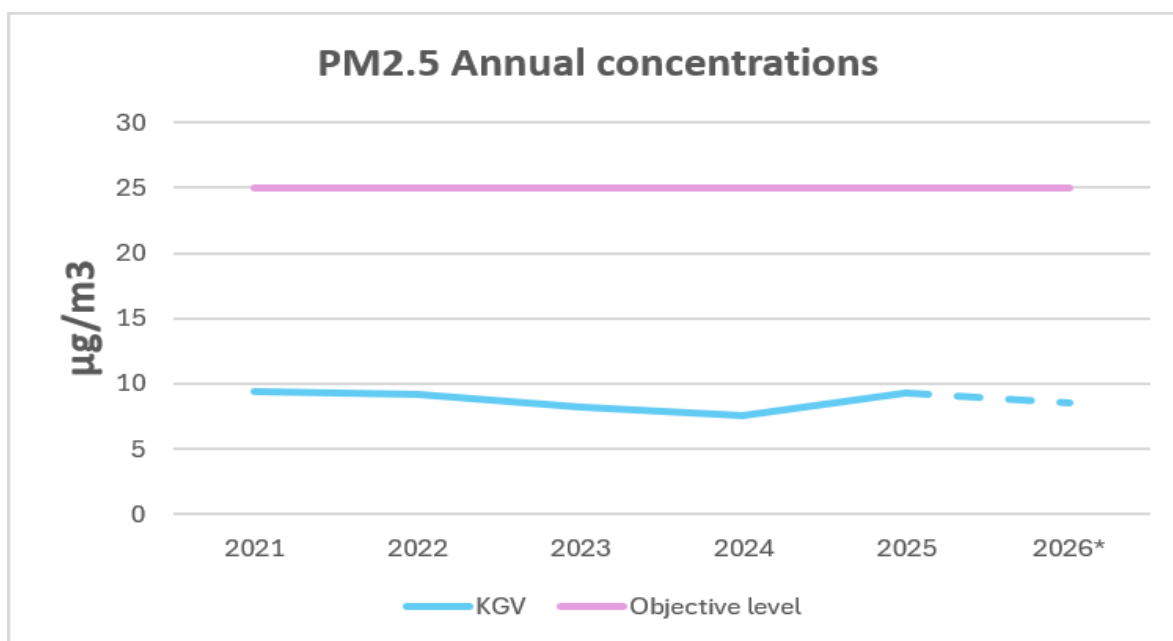
LCY is required to advertise SIS in local newspapers which are in circulation within the area bounded by the 57dB contour. LCY advertised SIS in September and in December 2025 in the Newham Recorder, Docklands & East London Advertiser, and Greenwich Weekender (Greenwich Info is no longer in circulation).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

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 data up until Q2 2026.

The table below details LCY's air quality performance during Q2 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	Q2 2026 Performance
NO ₂	Period Mean (µg/m ³)	40	KGV: 12 ND: 11
	No. 1-Hour Mean > 200 µg/m ³	18 (annually)	KGV: 0 ND: 0
PM10	Period Mean (µg/m ³)	40	KGV: 13
	No. 24-Hour Means >50 µg/m ³	35 (annually)	KGV: 0
PM2.5	Period Mean (µg/m ³)	25	KGV: 7

Other environmental updates

Under the Sustainability and Biodiversity Strategy measure WH6, £25k was awarded to Thames21 to improve the habitat of Water Voles in Thamesmead.

LCY invited LBN to draw down the £10k under Sustainability and Biodiversity Strategy measure. A proposal has been submitted by LBN and accepted by LCY.

Publication of a single sustainability report covering both 2024 and 2025 performance including third- party audited Scope 1 and Scope 2 emissions.

The ISO 14001 external audit was successfully completed in July, with no non-conformities raised by the auditor.

LCY was successful in the CAA sandbox application on hydrogen testing with Beyond Aero and UEL, where the focus will be on turn around procedures at the Jet Centre, identify skills gaps and building learning modules for future green jobs with UEL.

LCY has begun an HVO trial in August to assess how refueling vehicles and buses perform when using HVO instead of traditional diesel. HVO offers a number of environmental benefits, including lower carbon emissions, reduced odour and lower UFP emissions.

LCY partnered with Ikigai to explore the feasibility of installing floating solar on the dock.

1.9 Airspace Modernisation

UKADS mobilisation is underway, with LCY actively engaged in the London airspace redesign programme. The airport has submitted its key requirements enabling more efficient and sustainable climb and descent profiles and supporting future growth through a coordinated airspace solution.



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

Work Experience- The airport hosted 6 work experience placements. Students had the opportunity to spend time in different operational departments.

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 Meet the Buyer Event featuring FUEL- The annual LCY Meet the Buyer event will be taking place in December. Based on engagement with SME's we have decided to partner with UMI to bring the FUEL event to East London. This event will bring on the day investment to SME's and will see different partners of FUEL across the country come to the event.

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.

Fundraising- Staff from the airport participated in a charity football match to raise funds for NASSA. Staff also held a raffle to raise money for NASSA.

Donations- Office equipment was donated to the St Johns Community Centre.

Confiscated items- The airport donated over £8000 worth of confiscated items during the last quarter. This is a staff initiative to reduce wasted new items and redirect items to food banks.



3 Planning

3.1 Planning Compliance

Annual Performance Report (APR)

The APR for 2025, which details the airport's compliance against the CADP1 planning permission and associated S106 agreement has been published. The APR is available on the airport's website and the LCYCC website. This is the ninth year that the airport has reported full compliance against the relevant planning requirements and obligations with Newham Council.

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).

LBN have now approved all of the above strategies, and all strategies are now operational.

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, which comprised 72% of passengers using sustainable transport methods to access the airport.

LCY, like all other London airports, principally relies on the Civil Aviation Authority (CAA) weighted passenger data to measure this mode share. Noting this, since the publication of the APR in July, the CAA has reweighted the passenger transport data to LCY in 2025. This is usually undertaken to ensure that weighted data is reflective of full year results.

As a result of this reweighting, the weighted passenger sustainable transport mode share has increased from 72% to 74%. A comparison table is provided below of the difference.

Mode	Mode Share Reported in 2025 APR	Updated 2025 Mode Share	Difference
DLR	59%	62%	+3%
Bus	3%	2%	-1%
London Taxi	9%	8%	-1%
Minicab	4%	4%	No change
Ride Sharing / Transport as a Service (e.g. Uber)	17%	15%	-2%
Private Car (+ Car Rental)	7%	7%	No change
Other / Transfer	-	-	No change
Walking / Cycling	1%	1%	No change
Sustainable Mode Share under Airport Surface Access Strategy 2016-25	72%	74%*	+2%

**Note that due to rounding the total sustainable mode share percentage may not add up to the individual mode percentages.*

This update has been communicated to Newham Council, and an additional note will be made in the 2026 APR once it is prepared.

Q2 2026 Surface Access Results

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 Q2 of 2026, the airport reported a passenger mode share of 68% (including black taxis) and 62% (excluding black taxis). This comprises a drop from Q1 figures, but reflects a similar drop over the summer experienced in 2025. LCY will continue to monitor the data throughout the year and report results to the LCYCC.

2026 Staff Travel Survey

LCY are currently in the early stages of preparing for the 2026 staff travel survey, which is forecast to take place in October / November this year. This will be the first staff travel survey undertaken under the ASAS 2026-31 and will be subject to the new target of fewer than 44% of staff driving alone to work by the end of 2028.

4 Airspace Change Proposal (ACP) Progress Update

The airspace change proposal has progressed to Stage 5 of the CAP1616 process, which is where the CAA studies the formal ACP (submitted and published at Stage 4) then makes its decision.

Following the Stage 3 consultation we have compiled the Consultation Response Document (circulated ahead of the meeting) which summarised the conduct of the consultation and how the responses were considered.

Every response was tagged with different positive and negative themes to provide an illustration of the most common and relevant points arising from those consulted. These themes were provided in the Consultation Response Document and have been reproduced below for ease of reference.

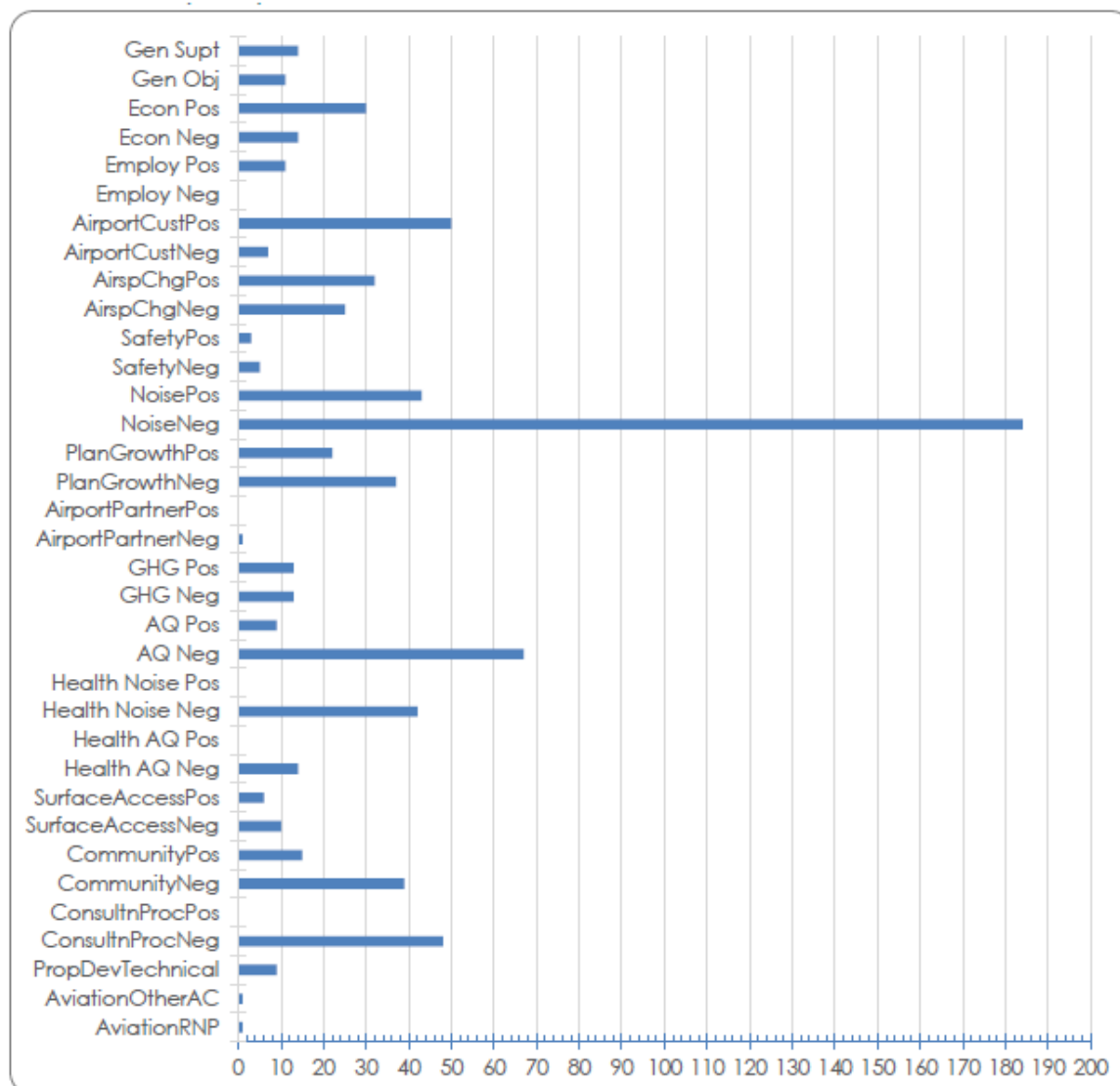


Figure 10 How frequently each theme was identified from written feedback

Alongside the Consultation Response Document, the CAA has access to every single consultation response in full so that the CAA understood the full picture of the response and could review whether the theme tagging had been done appropriately.

From this point until the end of September, the CAA will consider everything submitted in response to the consultation and will study the ACP itself, which is the formal application to make the airspace change. We expect that, by the end of September the CAA will make its decision on whether to approve the airspace change based on all the information it has before it.