

Annual
Performance
Report 2025

Annexes



**CITY
AIRPORT**

01 June 2025

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Annual Performance Report 2025

Annex 1

Summary of CADP1 APR Requirements & References



Requirements	Source: Approved Document or Condition	Condition /AOD References	APR Section	Format	APR Reference/ Source
APPROVED PCCS (AODs)					
Condition 18 AOD Aircraft Noise Categorisation Scheme – paras 4.1.3 & 5.2.2 (5.2.2) Produce a report as part of the APR that records the results of the assessments undertaken as part of the quota count regime. Including but not limited to: the quota counts for each aircraft type; the total annual quota arising from aircraft operations; the results of noise monitoring, expressed for each aircraft and airline as averages in relation to sideline, flyover and approach noise levels, quota counts to be used for each aircraft and the expected total annual quota for the forthcoming calendar year. (4.1.3) publish in the APR a league table setting out the performance of each aircraft type, by airline, relative to its previous years' performance.	Condition & Approved Document 22/00807/AOD	18 AOD paras 4.1.3 & 5.2.2 19 31 31 AOD A.7, Appendix C paras C.2.3 and C.7	Environment	Summary in text and report in Annex	Section 2.3 Section 2.5 Annex 2 NOMMS Section 11 & Appendix 10 Annex 3 ANCS Report Annex 4 Annual Community & Airline Report
Condition 31 AOD NOMMS A.7 – Complaints Handling Report complaints about environmental impact of the operation of the airport and any action taken to address such complaints in the APR.	Condition & Approved Document 22/02035/AOD	31 31 AOD A.7 59	Environment	Summary in text	Section 2.12
Condition 31 AOD NOMMS A.8 – Reporting Publish noise monitoring data in APR in June each year, including reports from the Noise and Track Monitoring System:- i) Track plots showing the actual tracks flown by departing aircraft. ii) Average departure and arrival noise levels by aircraft type and airline iii) Data on reverse thrust by aircraft type and airlines.	Condition & Approved Document 22/02035/AOD	18 AOD 5.2.2 31 31 AOD A.8	Environment	Summary on text, report in Annex	Section 2.4 Annex 2 NOMMS Annex 3 ANCS
Condition 31 AOD NOMMS – Appendix C para C.2.7 Produce an annual Community and Airline Report as part of the APR describing aircraft/airline performance with regard to noise monitoring in terms of good and poor performance and league tables.	Condition & Approved Document 22/02035/AOD	31 31 AOD Appendix C para C.7	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 4, Appendix 2 Annex 4 Community & Airline Annual Report
Condition 31 AOD NOMMS Appendix C para C.3 (iv) and (v) Publish an annual Community and Airline Report that highlights the performance of the scheme and identify the most improved airline for the previous calendar year. Identify the details of the community projects	Condition & Approved Document 22/02035/AOD	31 31 AOD Appendix C para C.3 (iv) and (v)	Environment	Summary in text and report in Annex	Section 2.5 Annex 2 NOMMS Section 4, Appendix 2 Annex 4 Community & Airline Annual Report

Requirements	Source: Approved Document or Condition	Condition /AOD References	APR Section	Format	APR Reference/ Source
that have been sponsored in the previous year in partnership with the winning airline. Publish as part of the APR.					
Condition 31 AOD NOMMS – Appendix F.3 (Annual Noise Contours) Produce annual daytime noise contours depicting air noise produced during an average summer day following defined method.	Condition & Approved Document 22/02035/AOD	31 31 AOD Appendix F	Environment	Contours in Annex and summary in text	Section 2.9 Annex 2 NOMMS Appendix 5
Condition 31 AOD NOMMS – H.1 Report in the APR details of the use of APUs at the airport the previous calendar year.	Condition & Approved Document 22/02035/AOD	31 31 AOD, H.1 58 AOD para 1.9 (measure 2)	Environment	Summary in text and report in Annex	Section 2.6 NOMMS Section 8 Annex 6 Air Quality Action Plan Progress Updates
Condition 31 AOD NOMMS – Appendix I (Reverse Thrust) Any exceedances of the noise threshold levels from an arriving aircraft shall be reported in the Annual Performance Report	Approved Document 22/02035/AOD	31 AOD Appendix I	Environment	Report in Annex	Annex 2 NOMMS Section 9
Condition 44 AOD Ground Power Strategy – para 1.7 Monitoring of Ground Power performance to be reported annually in APR. Paragraph 1.6 confirms the monitoring approach is described in the Air Quality Management Strategy (AQMS) (condition 58). Relevant measures in the AQMS are: 1, 2 and 3.	Approved Document 20/01200/NON MAT	44 44 AOD para 1.7 58 AOD para 1.5 56 AOD	Environment	Summary of AQMS progress	Section 2.6 NOMMS Section 8 Annex 6 Air Quality Action Plan Progress Update
Condition 47 AOD Auxiliary Power Units Strategy – para 1.9 Report annually as part of the APR all current aircraft operational at the airport which require essential use of APUs and APU run times that have ran for longer than specified in the Airport Operating Instructions	Condition & Approved Document 20/00373/AOD	47 AOD para 1.9 31 31 AOD Appendix H.1	Environment	Summary in text and report in Annex	Section 2.6 NOMMS Section 8 Annex 6 Air Quality Action Plan Progress Update
Condition 48 AOD Ground Engine Running Strategy - para 6.2.1 A report as part of the APR on the performance and or compliance during the previous calendar year with the approved targets in the Ground Engine Running Strategy. To compare against the stated targets, by aircraft type and airline, including the: average engine running time on stands; average time for aircraft to taxi into a stand on arrival; and average time from an aircraft leaving a stand to the time of departure.	Condition & Approved Document 23/01194/AOD	48 AOD para 6.2.1 31 31 AOD Appendix D para D.2	Environment	Summary in text and report in Annex	Section 2.6 Annex 2 NOMMS Section 5, Appendix 4

Requirements	Source: Approved Document or Condition	Condition /AOD References	APR Section	Format	APR Reference/ Source
Condition 49 AOD Ground Running, testing and Maintenance Strategy – para 5.1.1. A report as part of the APR recording engine ground running during the preceding calendar year, including details of the number, duration and power setting of ground runs and the types of aircraft involved and written measurements and calculations to show whether the Ground Running Noise Limit has been exceeded during the preceding calendar year.	Condition and Approved Document 23/01194/AOD	49 49 AOD para 5.1 31 AOD Appendix D para D.5.2	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
Condition 51 AOD Ground Running Noise Limit Strategy - para 4.1.2 Provide written measurements and calculations in the APR to show whether the Ground Running Noise Limit is being approached.	Condition & Approved Document 17/00226/AOD	51 AOD para 4.1.2 52 48 49 31 AOD Appendix D para D.5.4	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
Condition 56 AOD Sustainability and Biodiversity Strategy – para 1.8 Report on the individual targets in the APR.	Condition & Approved Document 23/01195/AOD	56 56 AOD para 1.8 70 AOD para 4.7	Environment	Summary in text and report in Annex	Section 2.11 Annex 7 Sustainability and Biodiversity Action Plan Progress Update
Condition 57 AOD Air Quality Monitoring Strategy – para 2.10 Include the annual Air Quality Monitoring Report in the APR	Condition & Approved Document 23/01196/AOD	57 57 AOD para 2.10	Environment	Summary in text and report in Annex	Section 2.7 Annex 5 Annual Air Quality Report
Condition 58 AOD Air Quality Management Strategy - Measures 1 to 18 – para 1.5 Progress on each measure/target will be set out in the APR each year. All targets and strategies are set out in Box 1 of the approved strategy.	Approved Document 23/01196/AOD	58 AOD para 1.5 44 AOD para 1.7	Environment	Report in Annex	Section 2.7 Annex 6 Air Quality Action Plan Progress Update
Condition 60 AOD Use of River Thames For Construction – Para 4.2 Report the number of vehicles taken off the road each year as part of APR.	Approved Document 17/00534/AOD	60 AOD para 4.2	Environment	Summary in text	Section 4.4
Condition 70 AOD Waste Management Strategy – Para 4.7 Report progress annually on the targets for the management and recycling of CADP1 construction wastes.	Approved Document 19/02559/AOD	70 AOD para 4.7 56 56 AOD para 1.8	Environment	Summary in text and report in Annex	Section 2.11 Annex 7 Sustainability and Biodiversity Action Plan Progress Updates
Condition 71 AOD Travel Plan – Para 6.13 Results of passenger and staff travel surveys will be included within the APR.	Approved Document 22/02830/AOD	71 AOD para 6.13	Surface Access	Summary in text	Sections 4.2 & 4.3 Annex 11 Employee Travel Survey Annex 12 Travel Plan Measures

Requirements	Source: Approved Document or Condition	Condition /AOD References	APR Section	Format	APR Reference/ Source
					Update

Requirements	APR Section	Format	APR Reference / Source
Schedule 8 produce noise contours – Para 2 (30 Noise Monitoring System & 31 NOMMS – Appendix F) Publish noise contours each year as part of the APR (to include 54Db contour), noise contours for the Sound Insulation Scheme & produce annual daytime noise contours depicting air noise produced during an average summer day following defined method.	Environment	Contours in Annex and summary in text	Section 2.8 Annex 2 NOMMS Appendix 5
Schedule 9 Reinspection Scheme – Para 5.3 - a list of properties which have become eligible for the Reinspection Scheme in the preceding 12 months.	Environment	Report in Annex	Section 2.9 Annex 2 NOMMS Appendix 8
Schedule 9 NIPS 1 para 6.2 - which payments have been made under NIPS 1	Financial Contribution	Summary on text, report in Annex	Section 5.2
Schedule 9 NIPS 2 para 7.2 - which payments have been made under NIPS 2	Financial Contribution	Summary in text, report in Annex	Section 5.2
Schedule 9 Purchase Offer – Para 8.2 - any residential dwelling with any part of its external elevation which is situated within the actual 69 db contour for the purposes of the purchase scheme and within three months of that date they shall notify the owner/occupier of any dwelling so identified in the APR that they are entitled to benefit from the purchase scheme and invite applications from the owner/occupier under the purchase scheme.	Environment	Summary in text and report in Annex	Section 5.2
Schedule 11 – Para 1.3 Provide list of existing employers	Employment	Summary in text and schedule in Annex	Section 3.3 Annex 8 List of Employers Onsite
Schedule 11 – Recruitment Policy – Para 1.4 - to continue to provide the Council annually with details in writing of the policy adopted by the Operator to fill its job vacancies and the Operator shall consult the Council about such policy on not fewer than one occasion each year in conjunction with the APR	Employment	Summary in text and policy in Annex	Annex 10 LCY Employment Policy
Schedule 11 – Paras 1.5 Report job numbers and target performance to LBN and LCACC (a) the percentage of jobs advertised at the Airport in the preceding calendar year to which residents living (i) in the Local Area; and (ii) the London Borough of Newham were recruited; (b) the percentage of jobs advertised by the Operator in the preceding calendar year to which residents living in (i) the Local Area; and (ii) the London Borough of Newham were recruited; (c) the numbers of full-time equivalent jobs at the Airport and the number of full-time equivalent jobs made available directly by the Operator; (d) the total number of full-time and part-time employees at the Airport and those employed directly by the Operator	Employment	Stats in text	Section 3.2 Section 3.3

Requirements	APR Section	Format	APR Reference / Source
Schedule 11– Para 3.2 Maximise supply chain opportunities for LBN and local area businesses and report progress (a) the number of contractors being used on site; and (b) details of those based in Newham and the remainder of the Local Area; (c) name and postcode of contractor/supplier; and (d) the aggregate values of different categories of contracts	Employment	Stats in text and list in Annex	Section 3.4 Section 3.5
Schedule 12 Value Compensation Scheme (VCS) 1 - which payments have been made under VCS 1	Financial Contributions	Summary in text	N/A for 2025
Schedule 12 VCS 2 - which payments have been made under VCS 2 + The existence of the adopted VCS2 and its closing date will be published by its inclusion in the annual performance report which the Airport is obliged to publish every year and (within three months of the start of VCS2) through written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Financial Contributions	Summary in text	N/A for 2025
Annexure 2 – First Tier Scheme - para 3.1 - with effect from the Commencement of Development the APR shall specify the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	Summary in text, report in Annex	Section 2.8 Annex 2
Annexure 3 – NIPS – para 3.8 - the existence of NIPS (once adopted) will be published by its inclusion in the APR	Compensation	Summary in text and link to LCY website	Section 5.2
Annexure 4 – NIPS2 – para 3.8 - the existence of NIPS2 (once adopted) will be published by its inclusion in the APR	Compensation	Summary in text	Section 5.2
Annexure 7 – Second Tier Noise Insulation Scheme – para 3.1 - the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	Summary in text, report in Annex	Section 2.8 Annex 2
Annexure 8 – VCS – para 5.1 - written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Compensation	Summary in text and link to LCY website	Section 5.2
Annexure 9 – VCS2 – para 5.1 Publicise existence of VCS2 and closing date in APR and written notification of the owners of Eligible Interests in Eligible Sites, insofar as the Airport is able to identify them through Land Registry searches.	Compensation	Summary in text and link to LCY website	Section 5.2
Annexure 12 – Intermediate Tier Scheme – para 3 - specify the geographic area within which the properties which are eligible for this Scheme are situated.	Compensation	Summary in text, report in Annex	Section 2.8 Annex 2
Schedule of Payments Made	Financial Contributions	Summary of annual payments in text	Section 5.1

Condition Requirements	Source: Approved Document or Condition	Condition / AOD References	APR Section	Format	APR Reference / Source
CONDITIONS					
19 Review and Reporting on Aircraft Noise Categorisation Scheme (ANCS) A report as part of the APR on the performance and/or compliance with the approved ANCS during the previous calendar year.	Condition & Approved Document 22/00807/AOD	19 18 AOD paras 4.1.3 & 5.2.2	Environment	Summary in text and report in Annex	Section 2.3 Annex 3 ANCS Report
31 Noise Management and Mitigation Strategy (NOMMS) Report on the performance and compliance with the approved NOMMS during the previous 12 months in the APR	Condition & Approved Document 22/02035/AOD	31 31 AOD	Environment	Summary in text and report in Annex	Sections 2.2, 2.3 and 2.12 Annex 2 NOMMS
47 Auxiliary Power Units A report containing details of the use of Auxiliary Power Units at the Airport in the previous calendar year	Condition & Approved Document 20/00373/AOD	47 AOD para 1.9 31 AOD-H3	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 8
48 Ground Engine Running Strategy - para 6.2.1 A report as part of the APR on the performance and or compliance during the previous calendar year with the approved targets in the Ground Engine Running Strategy.	Condition & Approved Document 23/01194/AOD	48 48 AOD	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
49 Ground Running, Testing and Maintenance Strategy A report as part of the APR on the performance and or compliance during the previous calendar year with the targets in the Ground Running, Testing and Maintenance Strategy.	Condition & Approved Document 23/01194/AOD	49 49 AOD	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
52 Ground Running Annual Performance Report A report as part of the APR, including details of the number, duration and power setting of ground runs and the types of aircraft involved and written measurements and calculations to show whether the Ground Running Noise Limit has been exceeded as a result of Ground running during the preceding calendar year.	Condition & Approved Document 17/00226/AOD	52 51 AOD para 4.1.2 48 AOD para 6.2.1 49 AOD para 5.1.1)	Environment	Summary in text and report in Annex	Annex 2 NOMMS Section 5, Appendix 4
56 Sustainability and Biodiversity Strategy A report as part of the APR on the performance and compliance during the previous calendar year with the targets in the approved Sustainability and Biodiversity Strategy.	Condition & Approved Document 23/01195/AOD	56 56 AOD para 1.8 57 AOD para 4.7	Environment	Summary in text and report as Annex	Section 2.11 Annex 7 Sustainability and Biodiversity Action Plan Progress Update
57 Air Quality Monitoring Report annually as part of the APR	Condition & Approved Document 23/01196/AOD	57 57 AOD para 2.11	Environment	Summary in text and report as Annex	Section 2.7 Annex 5 Air Quality Annual Report
59 Complaints About Environmental Impact Report in the APR all complaints and any action taken in the preceding	Condition	59 31 31 AOD A.7	Environment	Summary in text	Section 2.12

Condition Requirements	Source: Approved Document or Condition	Condition / AOD References	APR Section	Format	APR Reference / Source
calendaryear.					

Annex 2

Noise Management and Mitigation Strategy (NOMMS) Report

LONDON CITY AIRPORT

NOISE MANAGEMENT AND MITIGATION STRATEGY (NOMMS) REPORT 2025

Report to

London City Airport
The Royal Docks
London E16 2PB

A11327_05_RP085_1.0
31 March 2026

Bickerdike Allen Partners LLP is an integrated practice of Architects, Acousticians, and Construction Technologists, celebrating over 60 years of continuous practice.

Architects: Design and project management services which cover all stages of design, from feasibility and planning through to construction on site and completion.

Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

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Appendix 1:	NTK Status Reports
Appendix 2:	Incentives and Penalties
Appendix 3:	Summary of EFPS Data
Appendix 4:	Ground Running of Engines
Appendix 5:	Noise Contours
Appendix 6:	Auxiliary Power Unit Usage
Appendix 7:	Summary of Reverse Thrust Data
Appendix 8:	Sound Insulation Scheme Property Lists
Appendix 9:	Extract from Planning Conditions
Appendix 10:	Number of Aircraft Operating at LCA

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1.0 INTRODUCTION

The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretary of State for Communities and Local Government and the Secretary of State for Transport in July 2016 following an appeal and public inquiry which was held in March and April 2016.

Condition 31 of this permission states that:

“Prior to the Commencement of Development a Noise Management and Mitigation Strategy (NOMMS) shall be submitted to the Local Planning Authority for approval in writing.

The NOMMS shall be implemented as approved and thereafter the Airport shall only operate in accordance with the approved NOMMS.

Following implementation of the approved NOMMS, a report shall be submitted to the Local Planning Authority annually on 1 June (or the first working day thereafter) as part of the Annual Performance Report on the performance and compliance with the approved NOMMS during the previous 12 month period.

The approved NOMMS shall be reviewed not later than the 5th year after approval and every 5th year thereafter. The reviews shall be submitted to the Local Planning Authority within 3 months of such review dates for approval, and implemented as so approved.

The NOMMS shall include, but not be limited to:

- *Combined Noise and Track Monitoring System*
- *Quiet Operating Procedures*
- *Penalties and Incentives*
- *Control of Ground Noise*
- *Airport Consultative Committee*
- *Annual Noise Contours*
- *Integrity of NOMMS*
- *Auxiliary Power Units*
- *Reverse Thrust and*
- *Sound Insulation Scheme”*

The NOMMS which addresses the above requirements was formally approved by the London Borough of Newham (LBN) on 18 May 2017 and was implemented on 18 August 2017. The latest version of the NOMMS was approved on 27 September 2022 (LBN reference 22/02035/AOD).

This report reviews the performance and compliance with the latest NOMMS in 2025, as part of the Condition 31 requirements.

Information is also provided on the number of aircraft movements that have taken place at London City Airport (LCA) over the period 1st January 2025 up to and including 31st December 2025, to show compliance with CADP1 Conditions 17 and 23 to 27.

2.0 COMBINED NOISE AND TRACK MONITORING SYSTEM

2.1 Noise Monitoring

A continuous noise monitoring system was first installed and became operational at the airport in 1992, and a system of this type has been in place ever since. Since 1999 it has also included a flight track monitoring system and has been known as the Noise and Track Keeping (NTK) system. The noise monitoring system has since been upgraded and expanded and now comprises six fixed noise monitoring terminals (NMTs) and one mobile NMT. The fixed NMTs (NMTs 1-6) are used to measure arrivals and departures of aircraft using the airport. The mobile NMT (NMT 7) is used primarily for the monitoring of aircraft related ground noise. The location of NMTs 1-7 is shown in Figure 1.

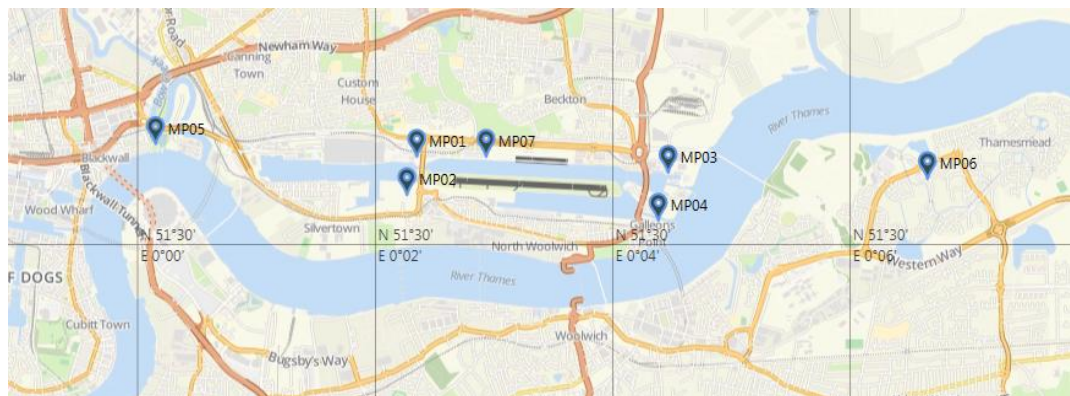


Figure 1: Location of NMTs 1-7

Noise data is collected from the NMTs and processed for the purposes of aircraft monitoring and also noise management. The NTK system is designed to ensure that a minimum correlation rate of 80% of all aircraft departures is achieved over the calendar year. Quarterly NTK status reports are issued to the London Borough of Newham, reporting on the correlation rate achieved over the quarter as discussed in 2.2.1 below.

The average departure and arrival noise levels measured in 2025, by aircraft type and airline, are reported elsewhere as part of the Aircraft Noise Categorisation Scheme (ANCS) summary.

As stated in their current Noise Action Plan, the airport have introduced an enhanced flight monitoring system, which will allow the community to review flight tracks and aircraft noise as measured by the airport's NMTs and review real-time and historical data. All of the NMTs were replaced in 2024 and this included use of solar panels to replace the previously used fuel cell system.

2.2 Flight Track Monitoring

The flight track monitoring component of the system is permanently linked to the airport's radar feed, which is provided by the Air Traffic Control (ATC). Aircraft flight tracks are correlated with flight information and noise events. Based on this information, the airport use a web-based system (known as WebTrak¹) to share data from the flight track monitoring system with the public.

Flight tracks are capable of real-time inspection and are also stored for later processing and analysis. This allows deviations from the departure and arrival flight paths at the airport both in plan and elevation to be determined.

LCA do not currently operate noise preferential routes such as those that are in place at some other airports. In the absence of an agreed swathe to assess against, in recent years analysis was carried out on the tracks flown to identify any aircraft which appear to be 'off track', based on whether they go through a 'gate' which was set up in the NTK system for each route.

As part of the review of the NOMMS in 2022, the requirement to report airline/aircraft performance with respect to track-keeping and the requirement to maintain a log of 'off track' departures was removed. This is due to the lack of an agreed swathe to assess against and the perception that 'off track' aircraft are not currently a significant issue at LCA. The airport will however continue to present the track plots in the quarterly and annual reports. If these, or a sudden influx of related complaints, suggest 'off track' flights has become an issue, the analysis undertaken previously will recommence.

Figure 2 shows a heat map of all departures from LCA during 2025. The colour of each tile represents the number of aircraft that passed through it. The dark blue tiles represent the lowest frequency of departures and the red tiles the highest frequencies.

Figure 3 shows a heat map of all departures from LCA during the previous year for comparison. It can be seen that there have not been any significant changes to the flight tracks.

¹ <https://webtrak.emsbk.com/lcy>

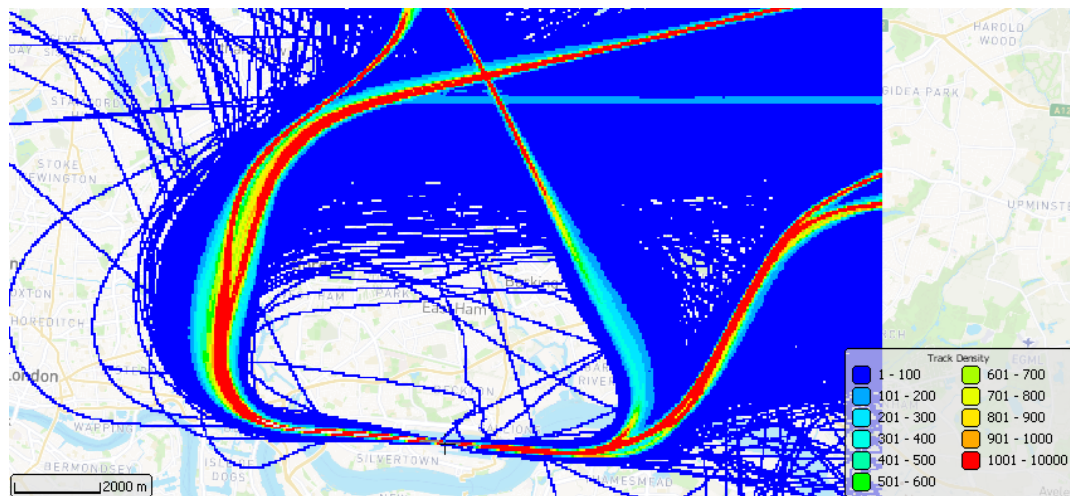


Figure 2: Departure Heat Map, 2025

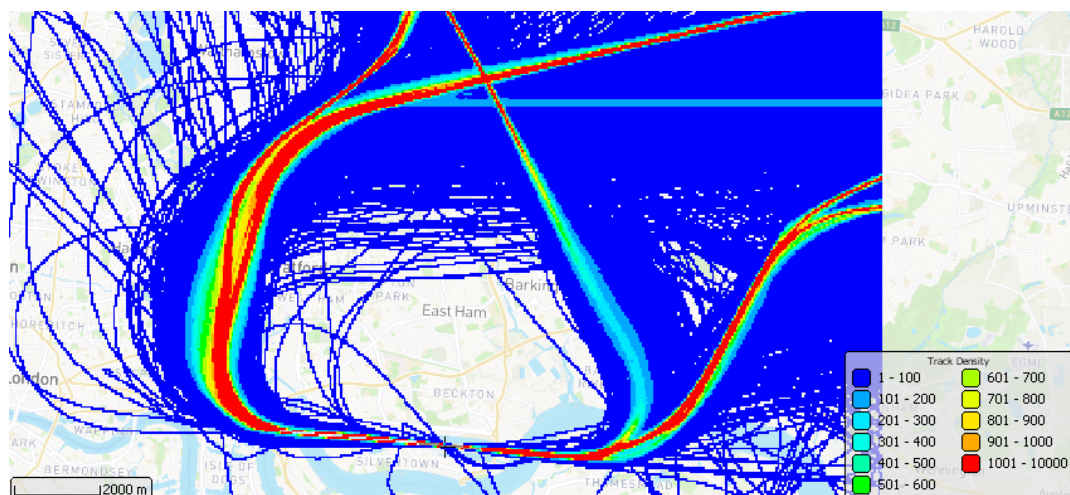


Figure 3: Departure Heat Map, 2024

2.2.1 NTK Status

Prior to the implementation of NOMMS, under paragraph A6.0 of the approved Temporary Noise Monitoring Strategy, the airport was required to provide quarterly reports on the status of the NTK system (NMTs 1-4) to the local authority. Each report was required to record the daily operational status of each Noise Monitoring Terminal (NMT) together with the total monthly correlation rate of noise events to aircraft departures over a specified quarter year period.

Although no longer a planning condition, at the request of the London Borough of Newham (LBN), the airport have agreed to continue providing these reports, and also to include the status of NMTs 5 & 6.

Table A1.1 of Appendix 1 of this report details the daily operational status of each of NMTs 1-6 between 1st January 2025 and 31st December 2025. Table A1.2 sets out the monthly correlation rate of noise events to aircraft movements for the same period, and Table A1.3 gives a summary of the NTK operational status for each quarter.

The noise monitoring system remained in continuous operation throughout the whole twelve month period between 1st January 2025 and 31st December 2025. Each noise monitoring terminal was in operation every day with 3 exceptions:

- NMT 1 was offline from around 06:00 on 6th January to around 10:00 on 14th January.
- NMT 2 was offline between approximately 16:00 on 13th November and 09:00 on 15th
- NMT 5 was offline between approximately 05:00 on 16th October and 09:00 on 30th October.

The target correlation rate (80%) for departures measured at NMTs 1-4 was met for 2025. A total of 24,461 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 96% was achieved.

A total of 24,389 (95%) departures and 25,030 (98%) arrivals were correlated at NMTs 5 and 6 in 2025.

3.0 QUIET OPERATING PROCEDURES

The airport requires that every operator of aircraft adopt procedures which will produce the least noise disturbance compatible with safe operation, and where applicable, such procedures should follow any promulgated noise abatement routing for the airport. Where aircraft manufacturers have established special procedures for the purposes of reducing noise, these should be applied to operations at London City Airport, subject always to the safe operation of aircraft.

Quiet operating procedures at London City Airport include the following:-

- Minimum use of reverse thrust (see Section 9.0)
- Use of fixed electrical ground power where possible (see Section 8.0)
- Minimum use of auxiliary power units (see Section 8.0)
- Operation of a steep glide slope (5.5 degrees)
- An EFPS (Electronic Flight Progress Strips) system (see Section 5.0).

4.0 INCENTIVES AND PENALTIES SCHEME

4.1 Scheme Details

The NOMMS includes an Incentives and Penalties Scheme (IPS) which has financial penalties for noisy departures. The IPS was implemented on 18 August 2017 and was intended to introduce a more equitable approach to determining penalties and credits by utilising the fixed noise monitors at either end of the runway (NMTs 5 and 6) to monitor departure noise levels. The IPS focuses on incentivising quieter operation of aircraft on departure and penalising noisy departures.

The scheme works as follows:

- The flyover noise level for a given departure is defined as the $L_{Amax,s}$ noise level measured at the relevant NMT (NMT 5 for runway 27 departures, and NMT 6 for runway 09 departures).
- The measured noise levels are compared with the thresholds given in Table 1.
- If the Fixed Penalty Limit is exceeded, the airline responsible is fined £600² per dB(A) of exceedance, and one credit point is removed from the airline's credit account.
- If the Fixed Penalty Limit is not exceeded, but the Credit Removal Threshold is exceeded, one credit point is removed from the airline's credit account.
- If the Credit Award Threshold is not exceeded, one credit point is added to the airline's credit account.
- An airline may avoid a fixed penalty or credit removal for a particular flight, if they are able to provide a reasonable explanation for the noisy departure. Each exceedance event is considered on a case by case basis to establish whether or not a penalty or credit removal is applied.
- An airline's credit account is reset to zero at the beginning of each calendar year.

The fines for exceeding the Fixed Penalty Limit are paid into London City Airport's Community Fund, and are added to the annual contribution of £75,000 provided to the fund by LCA. The most improved airline each year, as determined by this review, partners the airport in delivering the fund.

The current penalty and credit limits (noise levels) are set out in Table 1 below.

² Fines were not payable prior to 1st November 2018

Threshold Description	Aircraft Category	Flyover Noise Level, dB L _{ASmax}	
		Runway 09	Runway 27
Fixed Penalty Limit	Turbofans	84	84 ¹
	Turboprops	78	78
Credit Removal Threshold	Turbofans	81	82
	Turboprops	75	77
Credit Award Threshold	Turbofans	73	72
	Turboprops	66.5	65.5

¹ If aircraft is between 100m and 300m north of the extended runway centreline, a 0.2 dB reduction is applied to the measured noise level

N.B. All noise limits are expressed as dB L_{ASmax}

Table 1: IPS Fixed Penalty Noise Limits and Credit Thresholds

4.2 Community Fund

The Community Fund grant provides a financial boost to local groups, such as mental health charities, disability groups, community gardens and sports teams as well as those providing family support, mentoring programmes and employability training. The Community Fund awarded over £85k in 2025, to 30 organisations, including Fight for Peace International, Bonny Downs Community Association (BDCA), Deafroots, Vision Ability CIC, Mama2Mama baby Essentials and more. More details are available on the airport website³.

Applications are considered twice a year by a board of Trustees from London City Airport and representatives from the local community, as well as an independent chair. This means that with great local insight and expertise, the Trustees evaluate applications using their knowledge to ensure the greatest possible benefit goes to the community.

To qualify for any of the available Grant, an applicant must be a charity or not for profit organisation and the project is expected to meet one or more of the following criteria:

- build stronger, safer and healthier communities;
- create more sustainable and greener communities;
- raise aspirations of East Londoners; or

³ <https://www.londoncityairport.com/corporate/responsible-growth/community-fund>

- create pathways into employment.

LCA promotes the Community Fund through its social media platforms and shares information across its internal and external networks. LCA also works with local communities and partners, including council representatives to encourage charities and not-for-profit organisations to apply.

**LONDON CITY AIRPORT
COMMUNITY
FUND**

Funding Criteria
Applications are open to charities and not-for-profit organisations.
To qualify your project needs to fit within the following categories:

- Building stronger, safer and healthier communities
- Creating more sustainable and greener communities
- Raising aspirations of East Londoners
- Creating pathways into employment

£75,000

To support local charities and organisations that represent inclusive and diverse communities across East London.

Eligibility
See below the eligible locations:

Barking & Dagenham | Bexley | Epping Forest District Council | Greenwich | Hackney | Havering | Newham | Lambeth | Lewisham | Redbridge | Southwark | Tower Hamlets | Waltham Forest

Apply Now
To apply, please fill out the application form on our website:
www.londoncityairport.com/corporate/responsible-growth/community-fund
The Fund has awarded grants to over 150+ charities and not-for-profit organisations in East London, distributing more than £475k worth of funding since its launch in May 2019.

Contact us for more information:
Community.Fund@londoncityairport.com
For Terms and Conditions and submission deadlines, please visit our website.

LONDON CITY AIRPORT

Figure 4: Example of Community Fund Advert

4.3 Scheme Review

The IPS was previously subject to an annual review, independently of the review of the NOMMS. As part of the 2022 review of the NOMMS, this was amended such that going forward the IPS shall be reviewed as part of the NOMMS.

4.4 Reporting

A summary of the number of fixed penalties, credit awards and credit removals by month is given in Table 2.

Month	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded
January	0	£0	1	208
February	0	£0	0	247
March	0	£0	1	235
April	0	£0	1	241
May	0	£0	0	237
June	0	£0	0	183
July	0	£0	0	160
August	0	£0	0	157
September	0	£0	5	211
October	0	£0	2	191
November	0	£0	1	203
December	0	£0	0	259
Total	0	£0	11	2532

Table 2: Monthly Penalties, Credit Removals and Credit Awards, 2025

The number of residual credits is given for the most commonly operating airlines (those with at least one departure per week on average) in Table 3. These are based on the thresholds given in Table 1. Full details of the fixed penalties, credit awards and credit removals for 2025 are given by airline and aircraft type in Appendix 2.

Airline Name	Airline Code	Residual Credits 2025	Residual Credits 2024	Residual Credits Difference 2025 - 2024
ITA Airways	ITY	728	666	62
Aeroways	MCK	64	25	39
Swiss	SWR	575	553	22
PAD Aviation	PVD	72	50	22
Pelican Express	PEX	71	51	20
Jetfly Aviation	JFA	44	36	8
Loganair	LOG	0	-2	2
LOT Polish Airlines	LOT	1	1	0
GlobeAir	GAC	75	76	-1
Aurigny Air Services	AUR	-4	-1	-3
NetJets Europe	NJE	327	341	-14
Air Dolomiti	DLA	13	29	-16
Air Hamburg	VJH	42	64	-22
Luxair	LGL	18	42	-24
KLM Royal Dutch Airlines	KLM	58	116	-58
BA Cityflyer	CFE	68	132	-64

Table 3: 2025 Residual Credits Ranking

The most improved airline has been determined by comparing the total residual credits in the last two years. Therefore, ITA Airways will partner LCA in delivering the Community Fund in 2027.

5.0 CONTROL OF GROUND NOISE

5.1 General

The airport seeks to ensure as far as reasonably practicable that every aircraft operator adopts the operating practice which generates the least amount of noise from aircraft taxiing, manoeuvring or holding on stand, at the runway, and prior to take off, subject to the requirement of ensuring the safe operation of the aircraft at all times, all in accordance with the procedures set out in the Ground Engine Running Strategy in compliance with CADP1 Planning Condition 48. This should involve the minimum power settings necessary and, in the case of propeller aircraft, pitch settings should as far as possible be those which produce the least propeller noise.

The introduction of nose-in parking at LCA remains under consideration. This procedure is expected to have a negligible effect on the future ground noise levels around LCA. This is because in general terms, the ground noise generated by an aircraft parking and departing a stand when nose in manoeuvring will differ little, albeit it will be possibly marginally less at a receptor, as compared to when self-manoevring.

An Electronic Flight Progress Strips (EFPS) system is in operation at LCA which provides the ability to monitor the time that aircraft operate engines on the ground, from engine start-up until the time of departure and following the time of landing until engine shut-down. The time of any engine ground running on the apron for maintenance purposes is also monitored. Any excessive or unnecessary operation of aircraft engines is investigated by the airport.

5.2 Ground Engine Running Strategy

Ground engine running relates to the use of aircraft engines from the time of engine start-up prior to departure, during taxiing and during holding, to the time of departure. Similarly, it relates to the time following an aircraft arrival from the time when it has reduced to taxiing speed on the runway, or when the aircraft turns off the runway, whichever occurs first, to the time when an aircraft switches off its engines on a stand.

The Ground Engine Running Strategy requires that ground engine running by aircraft is to be undertaken with the minimum amount of power and for the minimum amount of time as practically possible (except when operational or safety requirements dictate otherwise) to reduce noise emissions from the use of aircraft engines while on a stand, while taxiing or while holding at any point around the airport, all in accordance with procedures and requirements set out in Airside Operating Instruction (AOI) 06 Apron Management.

The following parameters were required to be reported under the strategy in 2025:

5.2.1 Average Engine Running time on Stands (ERS)

This is the time taken for an aircraft to operate its engines, once approval to start has been given, to the time of pushback from the stand, and is required to be reported for each airline and aircraft type, with a target to keep it below 7.5 minutes on average.

Where ERS times are found to exceed 7.5 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring ERS time is reduced as far as practicable. The average time by aircraft type and airline is given in Appendix 3.

The overall average ERS time for 2025 was 4 minutes and 44 seconds. Taking the year as a whole there were no airline/aircraft combination with a minimum of one result per week which on average exceeded an ERS time of 7.5 minutes. The threshold was exceeded in the first two quarters by the Pilatus PC24 operated by Jetfly Aviation. LCY engaged in active discussions with Jetfly who were responsive to feedback and outlined mitigation measures aimed at reducing on-stand running times. These measures were implemented, and the ERS time was below the threshold in the last two quarters of 2025.

5.2.2 Average Taxi Time on Arrival (TTA)

This is the time between an aircraft arriving at LCA and the time it arrives on the stand and is to be reported for each airline and aircraft type, with a target to keep it below 6 minutes on average.

Where the TTA is found to exceed 6 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring the TTA is reduced as far as practicable. The average time by aircraft type and airline is given in Appendix 3.

The overall average TTA for 2025 across all aircraft was 4 minutes. Taking the year as a whole there were no airline/aircraft combinations with a minimum of one result per week which on average exceeded a TTA of 6 minutes.

5.2.3 Average Taxi Time on Departure (TTD)

This is the difference between the time of pushback on the stand and the time of departure and is to be reported for each airline and aircraft type, with a target to keep it below 11.5 minutes on average.

Where the TTD is found to exceed 11.5 minutes on average over a quarter on a regular basis for a given aircraft type and airline, the relevant airline will be contacted to seek an explanation and to identify ways of ensuring the TTD is reduced as far as practicable. The average time by aircraft type and airline is given in Appendix 3.

The overall average TTD for 2025 across all aircraft was 6 minutes and 8 seconds. Taking the year as a whole there were no airline/aircraft combinations with a minimum of one result per week which on average exceeded a TTD of 11.5 minutes.

5.3 Ground Running of Engines for Testing and Maintenance Purposes

The ground running of engines is required for testing and maintenance purposes. The airport is required to ensure that the noise level arising from aircraft ground running does not exceed the Ground Running Noise Limit of 60 dB $L_{Aeq,12h}$. This is assessed against the worst-case month of the year.

The running of aircraft engines is permitted only during the approved operating times for the airport. The running of engines at high power settings for the purposes of test and maintenance is carried out in accordance with the Ground Running Testing and Maintenance Strategy in compliance with CADP1 Conditions 49 and 50. Aircraft operators wishing to carry out high power engine runs must obtain prior approval from the Airfield Operations Duty Manager. Approval to start the engine run is given by ATC.

High powered engine runs historically took place in the engine ground running locations on stands 23 and 24. A verification report was submitted in January 2020 and approved by LBN to support moving the Ground Running Location(s) to the eastern-most stand in operation at the time, as the CADP1 development is built out. The Ground Running Location(s) in use on a certain date will depend on the progress of the CADP1 development.

It is normally preferable to carry out engine testing on the eastern-most stand for operational reasons. The verification report also retained the option to use stands further to the west if this is more beneficial operationally, as the noise impact at the worst-affected sensitive receptors would be the same or slightly lower.

The airport records written details of ground running including details of the number, duration and power settings of ground runs (High and Low) and the types of aircraft involved.

In the event that the Ground Running Noise Limit is approached within 1 dB, proposals for the amelioration of this issue, for example undertaking ground running on alternative stands, will be submitted to LBN for their approval within 3 months of the identification of this risk and, thereafter, reported in the Annual Performance Report. Such measures shall ensure that

Ground Running complies with the Ground Running Noise Limit and, once approved by LBN, these measures shall be implemented within 6 months.

In the event that the Ground Running Noise Limit has been exceeded, proposals will be submitted to the Council for their approval for the carrying out of measures to ensure that Ground Running complies with the Ground Running Noise Limit and such approved measures shall be carried out in accordance with the approved time scale, all in accordance with the Ground Running Noise Limit Strategy.

Appendix 4 of this report sets out the official record of ground running of engines for test and maintenance for 2025 (Table A4.1), the summary of high power running for the same period (Table A4.2), and the prediction of ground running noise for comparison with the Ground Running Noise Limit.

During 2025, the large majority of high powered engine runs took place on Stand 28. For the purpose of the compliance calculation, it has been assumed that Stand 28 was used at all times, which is the worst case in noise terms.

In 2025 LCA's ground running noise level was 57.8 dB $L_{Aeq,12h}$ which is 2.2 dB below the Ground Running Noise Limit of 60 dB $L_{Aeq,12h}$. Therefore, no further action is required.

6.0 AIRPORT CONSULTATIVE COMMITTEE

The airport holds regular quarterly meetings with the London City Airport Consultative Committee (LCYCC). The body of the committee is made up of representatives from the Council, public bodies, the airport and airport users, representatives for residents of local and neighbouring communities and non-voting attendees (present to provide advice to members as required, i.e. Metropolitan Police, Department for Transport).

The meetings are open and the committee's agendas and minutes are widely circulated and available on the LCYCC website⁴. The meetings include reports on developments at the airport including changes in routes, flight and passenger numbers. There is a standing item on environmental issues including complaints, enquiries, noise monitoring and management and other requirements of the planning permission and Section 106 Agreement.

⁴ <https://www.lcycc.org/meetings-and-reports>

7.0 ANNUAL NOISE CONTOURS

The following noise contours are required to be produced as part of the APR, in order to assess eligibility under the various sound insulation schemes run by the airport:

- Actual average mode summer daytime for 2025,
- Forecast average mode summer daytime for 2026,
- Forecast average mode summer daytime for 2026, factored to account for the typical differences between the forecast and actual movements (referred to as “forecast reduced”)

These noise contours, presented in Appendix 5, are all produced at values of 57, 63, 66, and 69 dB $L_{Aeq,16h}$.

CADP1 Condition 33 requires that the area enclosed by the 57 dB $L_{Aeq,16h}$ actual average mode summer daytime contour shall not exceed 9.1 km².

The contours have been calculated by the Aviation Environmental Design Tool (AEDT) version 3g. The areas of each of the contours presented in Appendix 5 are given in Table 4.

Contour Value, dB $L_{Aeq,16h}$	Contour Area, km ²		
	2025 Actual Summer Average Mode	2026 Forecast Summer Average Mode	2026 Forecast Reduced Average Mode
57	6.0	6.1	5.9
63	1.5	1.5	1.5
66	0.8	0.8	0.8
69	0.5	0.5	0.5

Table 4: Contour Area Results

This demonstrates that LCA operated within their contour area limit in 2025 and are forecast to continue to do so in 2026.

8.0 AUXILIARY POWER UNITS

A number of aircraft using the airport require from time to time the use of their onboard Auxiliary Power Units (APUs). The needs for usage of these power units as opposed to Mobile Ground Power (MGP) units or the airport's Fixed Electrical Ground Power (FEGP) are varied.

The typical need is to condition the aircraft cabin when temperatures become uncomfortable as fixed electrical power cannot normally be used for that purpose.

Need also arises when there is an incompatibility between aircraft systems and the fixed electrical power supply. The need to maintain the same source of supply to avoid interference with aircraft on board computer systems has been raised by users. There is also the rare occurrence where for technical reasons the airport's fixed electrical supply is not available.

The airport's policy is that APUs should be shut down as soon as practicable following arrivals and not restarted until 10 minutes prior to departure, except when the outside air temperature is below +5C or above +20C. FEGP or MGP must be used whenever available and serviceable. The airport has FEGP at Stands 3-10. All other stands are serviced by battery-powered electric MGP units.

The use of APUs are not permitted outside of published airfield operating hours, except for flights with departure times at or just after the published airfield opening time which are able to start their APUs 10 minutes prior to the scheduled departure time.

Appendix 6 sets out details of the aircraft types that may require use of their APUs to supplement the electrical ground power that is provided by the airport when an aircraft is on a stand on the apron.

9.0 REVERSE THRUST

The use of reverse thrust on the landing roll should be kept to the minimum required for the necessary deceleration of the aircraft and within the limits of the airline's standard operating procedures.

A requirement as part of the CADP1 planning consent is that any instance of unusual or excessive use of thrust reversers will be investigated by the airport and a report generated. This will make reference to noise data collected at NMT 7, which has been installed for this purpose.

Noise events at NMT 7 are triggered by arriving aircraft. These are then correlated with the aircraft movement data. Many of these noise events are caused by arrivals which did not use reverse thrust, particularly those using runway 09. The loudest events are investigated to determine whether there were cases of unusual or excessive use of reverse thrust. When this is found to have been the case, the airport contacts the airline and seeks an explanation in order to minimise future occurrences.

BAP carried out a review of the NMT 7 data collected for the 12 month period from July 2017 to June 2018 in order to determine a suitable noise threshold above which events will be investigated. This has been defined as 88 dB L_{ASmax} for runway 09 arrivals and 90 dB L_{ASmax} for runway 27 arrivals.

There were no aircraft arrivals which exceeded these thresholds at NMT 7 in 2025.

10.0 SOUND INSULATION SCHEME

LCA are required to mitigate the impact of environmental noise on residential premises and public buildings as a result of airport operations. The Sound Insulation Scheme (SIS) offers the communities living close to the airport within the Scheme boundaries the opportunity to treat their homes and community buildings against noise.⁵

The airport previously operated a sound insulation scheme comprising a two tier system. Residential and Public Buildings became eligible under the scheme, subject to when they were built, when first exposed to air noise at the First Tier Eligibility Criterion of 57 dB $L_{Aeq,16h}$. Additional mitigation was offered at air noise exposure levels of 66 dB $L_{Aeq,16h}$.

As part of the CADP1 development, the airport improved the first tier of works, introduced an intermediate tier of treatment, and also upgraded the second tier to further protect those Residential and Public Buildings most affected by noise. The enhanced sound insulation scheme under CADP1 for Residential Buildings is summarised in Table 5 and described in more detail later in this section, alongside the other schemes in operation.

Scheme	Threshold ($L_{Aeq,16h}$)	Enhanced Scheme under CADP1
First Tier	57 dB	100% costs of secondary glazing or 100% costs of DG to existing single glazed properties, and acoustic vents
Intermediate Tier	63 dB	Secondary glazing and acoustic vents or £3,000 (index linked) towards HPDG and acoustic vents
Second Tier	66 dB	100% costs of secondary glazing or HPDG in place of only a contribution to HPDG, and acoustic vents

DG – Standard thermal double glazing, HPDG – High (Acoustic) Performance double glazing

Table 5: Sound Insulation Schemes – Residential Buildings

No properties have become newly eligible for any of the schemes as shown in Appendix 8. This is because all properties within the actual contours for 2025, or the forecast reduced contours for 2026, were also inside the eligibility contours presented in the 2020 APR and therefore any eligible properties would already have been offered insulation.

⁵ The full details of the Scheme (with CADP1) are documented within Annexures 2, 7 and 12 of the Section 106 Agreement dated 27th April 2016.

The first tier of works has been improved under CADP1 by ensuring any existing single glazed properties that are eligible under the scheme will be offered 100% of the cost for replacement standard thermal double glazed windows or secondary glazing, whichever is preferred. Previously, only secondary glazing and acoustic vents were available to these single glazed properties. Residential premises in general will continue to be offered sound attenuating ventilators (acoustic ventilation) to provide background ventilation without the need to open windows.

The intermediate tier was a new requirement as part of the CADP1 permission. Under the intermediate tier works, for those residential properties that are already or become exposed to air noise at a level of 63 dB $L_{Aeq,16h}$, an offer of secondary glazing and acoustic ventilation will be made or alternatively, a contribution of £3,000⁶ towards high performance acoustic double glazing and acoustic vents. Under this scheme, residents who prefer the high performance double glazing option may choose to treat only one or two rooms, such as those most affected by aircraft noise, as opposed to all rooms, to remain within the £3,000⁶ budget available or they may use the £3,000⁶ as a contribution towards more extensive works. Furthermore, this additional tier of works will be eligible to all existing dwellings exposed currently to 63 dB or more as well as any existing dwellings that come into the eligibility noise contour in the future.

For those most affected, that is those that become exposed to air noise at the Second Tier Eligibility Criterion of 66 dB $L_{Aeq,16h}$, they were previously offered improved secondary glazing or a monetary contribution of equivalent value towards high acoustic performance thermal double glazing, together with acoustic ventilation. The airport has enhanced the scheme under CADP1 to offer improved secondary glazing or a 100% contribution towards high performance double glazing, together with acoustic ventilation. This ensures that all of those most affected by noise are afforded the maximum noise protection opportunity. The airport will also inspect any previous treatments and rectify any damage caused by reasonable wear and tear.

An assessment of newly eligible properties is carried out every year as part of the Annual Performance Report and the eligibility boundaries are typically presented. In this 2025 APR there have been no newly eligible properties. The eligibility boundaries are presented in Appendix 5.

The scheme is delivered to eligible properties in accordance with a timescale agreed with the local authority and set out in detail in the Section 106 agreement. The timescales for treatment

⁶ The contribution available is index linked from when the permission was enacted so is now higher than the initial value shown.

are devised as far as reasonably possible to ensure that the scheme will be delivered and in place by the time that residents become exposed to noise of 57 dB $L_{Aeq,16h}$ based on an average summer day. Second Tier and Intermediate Tier properties that are exposed to higher levels of noise will be treated as a priority in the new scheme.

The noise contours are produced annually (using actual summer-period operational data), in accordance with the calculation methodology agreed with LBN. This is reviewed every 3 years, with the most recent review approved on 19 October 2022 (LBN reference 22/02356/S106). The noise contours are used, along with information on when the properties were built, to determine eligibility for sound insulation treatment.

The sound insulation requirements of all public buildings in community use within the 57, 63 and 66 dB $L_{Aeq,16h}$ noise contours are assessed individually, based on the use of the building, the current and future levels of aircraft noise and recommended internal noise standards, and works agreed as necessary with the local authority.

Where new properties are granted planning consent within the airport's noise contours, the airport will encourage local planning authorities to incorporate published noise contours into decisions on new residential development, with a view to ensuring that acceptable noise levels will be achieved within new homes and other noise sensitive developments through the use of reasonable, robust and enforceable design standards.

10.1 Purchase Scheme

Any eligible properties that fall within the 69 dB $L_{Aeq,16h}$ noise contour will receive an offer from the airport to purchase the property at the open market value within 6 months of the owner/occupier making an application for the airport to do so⁷.

Any properties that are found to lie within the current 69 dB $L_{Aeq,16h}$ noise contour will be identified and contacted in accordance with the Purchase Scheme's requirements. No properties fell within this contour in 2025.

10.2 Re-Inspection Scheme

For those eligible residential properties that were treated under the scheme at least 10 years ago, a free inspection is offered and provided previous treatments are unaltered, rectification

⁷The full details of the Scheme are documented within Annexure 5 of the Section 106 Agreement dated 27 April 2016 (with CADP1) and within Part 12 of the Fourth Schedule and Part 14 of the Ninth Schedule to the Section 106 Agreement dated 9 July 2009 (without CADP1).

works will be undertaken where appropriate to bring the sound insulation up to the standard when the treatment was originally undertaken⁸. 116 residential properties and 1 public building have been identified for reinspection in 2026. A list of these properties is provided in Appendix 8.

10.3 Noise Insulation Payment Scheme (NIPS)

Developments which have received planning permission but have not yet been built may be eligible to receive a payment under the NIPS. The aim of the NIPS is to compensate landowners and developers for the reasonable incremental costs of supplying and fitting additional noise insulation measures at certain proposed developments to mitigate against the noise effects of the increase in aircraft movements permitted by the Airport's Planning Permission. There is a NIPS relating to the 2009 planning permission as well as the CADP1 planning permission (known as NIPS2). No claims were made in 2025 under either scheme.

⁸The full details of the Scheme are documented within Annexure 6 of the Section 106 Agreement dated 27 April 2016 (with CADP1) and Part 1 of the Fourth Schedule to the Section 106 Agreement dated 9 July 2009 (without CADP1).

11.0 AIRCRAFT MOVEMENT NUMBERS

Conditions 17 and 23 to 27 of the CADP1 planning permission of July 2016, which are reproduced in Appendix 9, detail the maximum number of aircraft movements that are permitted at the airport.

The CADP1 planning permission allows up to 111,000 total aircraft movements per annum, including both scheduled and general aviation aircraft. The planning permission also contains specific limits on daily and weekly movements.

The airport is also required to record the numbers and types of aircraft that use the airport daily and submit aggregate figures to the Council on a quarterly basis. The daily records for the number of aircraft movements in 2025 are presented in Appendix 10, where they are compared with the relevant daily, weekly and annual limits.

Appendix 10 also presents the number of aircraft movements that took place each day during the restricted early morning periods of 06:30 to 06:44 hours and 06:30 to 06:59 hours, during the late operating periods of 22:00 to 22:30 hours on weekdays and Sundays and from 12:30 to 13:00 hours on Saturdays.

The data shows that throughout 2025, LCA has operated within its planning consent with regard to the number of daily and annual aircraft movements, including those during early morning and late evening periods, as well as weekly and annual noise factored movements.

Ajan Mohanaranjan
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Nick Williams
Associate

David Charles
Partner

APPENDIX 1

NTK STATUS REPORTS

Table A1.1 gives the daily operation status of each NMT for the 2025 calendar year.

Key:

- Yes: NMT operational for >22 hours
- No: NMT operational for <2 hours
- Part: NMT operational between 2 and 22 hours

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
01/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/01/2025	Part	Yes	Yes	Yes	Yes	Yes
07/01/2025	No	Yes	Yes	Yes	Yes	Yes
08/01/2025	No	Yes	Yes	Yes	Yes	Yes
09/01/2025	No	Yes	Yes	Yes	Yes	Yes
10/01/2025	No	Yes	Yes	Yes	Yes	Yes
11/01/2025	No	Yes	Yes	Yes	Yes	Yes
12/01/2025	No	Yes	Yes	Yes	Yes	Yes
13/01/2025	No	Yes	Yes	Yes	Yes	Yes
14/01/2025	Part	Yes	Yes	Yes	Yes	Yes
15/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/01/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
21/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
31/01/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/02/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
18/02/2025	Yes	Yes	Yes	Yes	Part	Yes
19/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/02/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/03/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
18/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
31/03/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/04/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
15/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/04/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/05/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
13/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
31/05/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/06/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
10/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/06/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/07/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
08/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
31/07/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/08/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
05/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
31/08/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/09/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
02/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/09/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
30/09/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/10/2025	Yes	Yes	Yes	Yes	Part	Yes
17/10/2025	Yes	Yes	Yes	Yes	No	Yes
18/10/2025	Yes	Yes	Yes	Yes	No	Yes
19/10/2025	Yes	Yes	Yes	Yes	No	Yes
20/10/2025	Yes	Yes	Yes	Yes	No	Yes
21/10/2025	Yes	Yes	Yes	Yes	No	Yes
22/10/2025	Yes	Yes	Yes	Yes	No	Yes
23/10/2025	Yes	Yes	Yes	Yes	No	Yes
24/10/2025	Yes	Yes	Yes	Yes	No	Yes
25/10/2025	Yes	Yes	Yes	Yes	No	Yes
26/10/2025	Yes	Yes	Yes	Yes	No	Yes
27/10/2025	Yes	Yes	Yes	Yes	No	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
28/10/2025	Yes	Yes	Yes	Yes	No	Yes
29/10/2025	Yes	Yes	Yes	Yes	No	Yes
30/10/2025	Yes	Yes	Yes	Yes	Part	Yes
31/10/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/11/2025	Yes	Part	Yes	Yes	Yes	Yes
14/11/2025	Yes	No	Yes	Yes	Yes	Yes
15/11/2025	Yes	Part	Yes	Yes	Yes	Yes
16/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
23/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/11/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
25/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/11/2025	Yes	Yes	Yes	Yes	Yes	Yes
01/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
02/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
03/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
04/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
05/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
06/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
07/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
08/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
09/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
10/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
11/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
12/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
13/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
14/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
15/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
16/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
17/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
18/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
19/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
20/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
21/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
22/12/2025	Yes	Yes	Yes	Yes	Yes	Yes

Date	NMT Operational?					
	NMT1	NMT2	NMT3	NMT4	NMT5	NMT6
23/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
24/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
25/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
26/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
27/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
28/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
29/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
30/12/2025	Yes	Yes	Yes	Yes	Yes	Yes
31/12/2025	Yes	Yes	Yes	Yes	Yes	Yes

Table A1.1: 2025 NTK daily operational status

A summary of the correlation for each month of 2025 is given in Table A1.2. In order to calculate the rate of correlation, the number of aircraft movements correlated has been compared against the number of operations at London City Airport during the same period. It has been assumed that the number of arrivals and departures each constitute 50% of the total number of operations.

Month	No. Operations	No. Correlated Departures (Sideline)	No. Correlated Departures (Flyover)	No. Correlated Arrivals
January	3,638	1,451	1,775	1,803
February	3,812	1,884	1,861	1,854
March	4,389	2,043	2,154	2,172
April	4,330	2,155	2,124	2,146
May	4,432	1,928	2,172	2,199
June	4,466	2,078	2,177	2,229
July	4,394	2,164	2,152	2,177
August	4,121	2,053	2,037	2,045
September	4,588	2,281	2,237	2,294
October	4,703	2,315	1,635	1,986
November	4,245	2,103	2,069	2,098
December	4,046	2,006	1,996	2,027

Table A1.2: Summary of Correlated Aircraft Movements, 2025

Table A1.3 gives a summary of the NTK operational status for each quarter.

Quarter	Operational Summary
January – March	During this quarterly period, all 6 NMTs were operational and some data was received on all days except for NMT 1 between 7th to 13th January. This was due to vandalism of the cabinet housing the sound level meter, causing the meter to go offline. This took some time to resolve as the lock was broken so the meter was not immediately accessible. The target correlation rate (80%) at NMTs 1-4 for departures was met for the first quarter of 2025. A total of 5,378 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 91% was achieved. This is well above the target correlation rate of 80%. In the first quarter of 2025, a total of 5,790 (98%) departures and 5,829 (98%) arrivals were correlated at NMTs 5 and 6.

Quarter	Operational Summary
April – June	During this quarterly period, all 6 NMTs were operational and data was received from each NMT on all days. The target correlation rate (80%) at NMTs 1-4 for departures was met for the second quarter of 2025. A total of 6,161 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 93% was achieved. This is well above the target correlation rate of 80%. In the second quarter of 2025, a total of 6,473 (98%) departures and 6,574 (99%) arrivals were correlated at NMTs 5 and 6.
July – September	During this quarterly period, all 6 NMTs were operational and data was received from each NMT on all days. The target correlation rate (80%) at NMTs 1-4 for departures was met for the third quarter of 2025. A total of 6,498 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 99% was achieved. In the third quarter of 2025, a total of 6,426 (98%) departures and 6,516 (99%) arrivals were correlated at NMTs 5 and 6.
October - December	During this quarterly period, all 6 NMTs were operational and data was received from each NMT on all days with two exceptions: • NMT 2 was offline between approximately 16:00 on 13th November and 09:00 on 15th November. This occurred because the solar battery had depleted. Fresh batteries were replaced at the earliest opportunity. • NMT 5 was offline between approximately 05:00 on 16th October and 09:00 on 30th October. It suffered a microphone fault and the new part needed to be shipped from abroad. The target correlation rate (80%) at NMTs 1-4 for departures was met for the fourth quarter of 2025. A total of 6,424 aircraft departures were recorded, and an average correlation rate of noise events to aircraft departures of 99% was achieved. In the fourth quarter of 2025, a total of 5,700 (88%) departures and 6,111 (94%) arrivals were correlated at NMTs 5 and 6.

Table A1.3: 2025 Quarterly Operations Summary

APPENDIX 2

INCENTIVES AND PENALTIES

The following table summarises the number of flights that incurred fixed penalties, credit removals and credit awards in the period between 1st January 2025 to 31st December 2025, by airline and aircraft type. Additionally, the total value of fixed penalties accrued and the residual number of credits are presented.

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
AAB	C25C	0	£0	0	2	2
ABF	E550	0	£0	0	1	1
ABP	C56X	0	£0	0	7	7
ABP	E135	0	£0	0	11	11
ABP	FA7X	0	£0	0	7	7
ADN	CL35	0	£0	0	3	3
AIA	C510	0	£0	0	6	6
AJD	C68A	0	£0	0	1	1
AJD	F900	0	£0	0	2	2
AJD	GL5T	0	£0	0	1	1
APX	C525	0	£0	0	2	2
ASJ	C68A	0	£0	0	2	2
AUR	AT72	0	£0	4	0	-4
AUR	AT75	0	£0	0	0	0
AWH	C56X	0	£0	0	18	18
AWH	C680	0	£0	0	2	2
AWH	C68A	0	£0	0	12	12
BA	E190	0	£0	0	0	0
BBB	F2TH	0	£0	0	2	2
BCP	PC24	0	£0	0	1	1
BFD	F2TH	0	£0	0	8	8
BIB	F2TH	0	£0	0	11	11
BNJ	C510	0	£0	0	1	1
BNJ	C56X	0	£0	0	1	1
BOM	E55P	0	£0	0	5	5
BTX	FA7X	0	£0	0	4	4

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
BTX	FA8X	0	£0	0	1	1
BTX	PC24	0	£0	0	3	3
BZE	LJ45	0	£0	0	3	3
CAZ	PC24	0	£0	0	4	4
CFE	E190	0	£0	6	74	68
CLF	FA8X	0	£0	0	2	2
CRD	F2TH	0	£0	0	1	1
DAB	FA8X	0	£0	0	1	1
DCS	C56X	0	£0	0	3	3
DGJ	C25A	0	£0	0	6	6
DIG	C25A	0	£0	0	2	2
DLA	E190	0	£0	0	13	13
ECC	G280	0	£0	0	0	0
EFD	C25B	0	£0	0	2	2
EFD	C25M	0	£0	0	1	1
EFD	C56X	0	£0	0	3	3
EFD	C680	0	£0	0	3	3
EJA	GL5T	0	£0	0	2	2
EJA	GL7T	0	£0	0	1	1
EJA	GLEX	0	£0	0	5	5
EJM	GL5T	0	£0	0	0	0
ELJ	C56X	0	£0	0	1	1
ELJ	C68A	0	£0	0	1	1
EMC	PC24	0	£0	0	1	1
ETI	C56X	0	£0	0	1	1
FII	E550	0	£0	0	0	0
FJO	E550	0	£0	0	27	27
FLJ	E550	0	£0	0	12	12
FPK	FA7X	0	£0	0	0	0
FYG	FA7X	0	£0	0	0	0

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
FYG	GL5T	0	£0	0	3	3
FYL	PC24	0	£0	0	5	5
GAC	C510	0	£0	0	73	73
GAC	C56X	0	£0	0	2	2
GES	C56X	0	£0	0	1	1
GLJ	GL7T	0	£0	0	2	2
IAM	F900	0	£0	0	0	0
IJM	FA7X	0	£0	0	0	0
ITY	A221	0	£0	0	727	727
ITY	BCS1	0	£0	0	1	1
IXR	C25A	0	£0	0	6	6
IXR	C510	0	£0	0	3	3
JCO	FA7X	0	£0	0	2	2
JDI	CL35	0	£0	0	1	1
JDI	FA6X	0	£0	0	0	0
JEF	FA7X	0	£0	0	0	0
JFA	GLEX	0	£0	0	1	1
JFA	PC24	0	£0	0	43	43
JIV	C56X	0	£0	0	3	3
JNL	E550	0	£0	0	1	1
JTH	FA7X	0	£0	0	1	1
JVW	C25B	0	£0	0	10	10
JVW	FA8X	0	£0	0	4	4
KLM	E190	0	£0	0	58	58
KOC	FA8X	0	£0	0	2	2
LEA	F900	0	£0	0	2	2
LEA	FA7X	0	£0	0	6	6
LEX	GL7T	0	£0	0	0	0
LGL	DH8D	0	£0	1	19	18
LOG	AT72	0	£0	0	0	0

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
LOG	AT75	0	£0	0	0	0
LOT	E190	0	£0	0	1	1
LUC	FA8X	0	£0	0	1	1
LXA	FA7X	0	£0	0	0	0
MCK	C25A	0	£0	0	43	43
MCK	C25C	0	£0	0	13	13
MCK	C525	0	£0	0	8	8
MMD	FA7X	0	£0	0	2	2
NJE	C56X	0	£0	0	36	36
NJE	C68A	0	£0	0	92	92
NJE	CL35	0	£0	0	66	66
NJE	CL60	0	£0	0	3	3
NJE	E55P	0	£0	0	111	111
NJE	GL5T	0	£0	0	6	6
NJE	GLEX	0	£0	0	13	13
NJU	C56X	0	£0	0	21	21
NJU	C68A	0	£0	0	6	6
NJU	CL35	0	£0	0	2	2
PEA	E55P	0	£0	0	8	8
PEX	FA8X	0	£0	0	71	71
PJS	FA8X	0	£0	0	1	1
PNC	C56X	0	£0	0	1	1
PNC	F2TH	0	£0	0	1	1
PVD	E550	0	£0	0	8	8
PVD	E55P	0	£0	0	64	64
PVT	C25A	0	£0	0	1	1
PVT	C510	0	£0	0	1	1
PVT	C56X	0	£0	0	1	1
PVT	E190	0	£0	0	0	0
PVT	E550	0	£0	0	1	1

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
PVT	F2TH	0	£0	0	7	7
PVT	F900	0	£0	0	3	3
PVT	FA7X	0	£0	0	7	7
PVT	G280	0	£0	0	1	1
PVT	GL7T	0	£0	0	2	2
PVT	GLEX	0	£0	0	2	2
PVT	GLF6	0	£0	0	11	11
PVT	PC24	0	£0	0	1	1
RJB	C56X	0	£0	0	4	4
RMB	C56X	0	£0	0	0	0
RTG	F2TH	0	£0	0	2	2
SJI	C56X	0	£0	0	3	3
SNM	GLF6	0	£0	0	5	5
SUA	C56X	0	£0	0	10	10
SUI	C56X	0	£0	0	1	1
SVW	F2TH	0	£0	0	1	1
SVW	FA7X	0	£0	0	1	1
SVW	GLF6	0	£0	0	2	2
SWR	A221	0	£0	0	141	141
SWR	E190	0	£0	0	0	0
SWR	E290	0	£0	0	345	345
SWR	E295	0	£0	0	89	89
SXN	LJ45	0	£0	0	2	2
SYB	GL7T	0	£0	0	0	0
SYB	GLEX	0	£0	0	0	0
TLJ	E135	0	£0	0	0	0
TVS	C680	0	£0	0	1	1
TWY	FA7X	0	£0	0	0	0
ULC	FA7X	0	£0	0	1	1
VIK	CL60	0	£0	0	2	2

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
VJH	C56X	0	£0	0	41	41
VJH	E550	0	£0	0	1	1
VSF	PC24	0	£0	0	4	4
WMN	GLF6	0	£0	0	0	0
XGO	P180	0	£0	0	0	0
XRO	F900	0	£0	0	1	1
Total		0	£0	11	2,532	2,521

Table A2.1: 2025 Penalties and Credits Summary

APPENDIX 3

SUMMARY OF EFPS DATA

The following table summarises the Engine Run on Stand (ERS), Taxi Time on Arrival (TTA), and Taxi Time on Departure (TTD) times for 2025, by airline and aircraft type. Airline and aircraft type combinations that operated less than once per week on average have been grouped in the “Other” category.

Aircraft Code	Airline	Count of TTA	Average of TTA (mm:ss)	Count of ERS	Average of ERS (mm:ss)	Count of TTD	Average of TTD (mm:ss)
A221	ITA Airways	2,122	03:52	2,121	07:02	2,121	05:11
A221	Swiss	463	03:59	462	06:50	462	05:12
AT75	Aurigny Air Services	573	03:50	573	06:06	573	05:24
AT75	Loganair	392	03:46	392	05:30	392	05:12
C25A	Macair Airlines	67	03:04	67	06:40	67	05:57
C510	Globe Air	110	03:30	110	06:52	110	06:11
C56X	NetJets	52	04:19	52	04:38	52	05:47
C56X	Air Hamburg	52	03:21	52	05:49	52	06:31
C68A	NetJets	206	03:28	204	06:08	204	06:27
CL35	NetJets	84	03:33	85	04:02	85	06:36
DH8D	Luxair	1,477	03:38	1,477	05:13	1,477	05:07
E190	BA CityFlyer	14,924	04:03	14,925	04:09	14,925	06:33
E190	Air Dolomiti	765	04:28	765	04:29	765	05:54
E190	KLM	2,255	04:03	2,255	03:55	2,255	05:37
E190	LOT	259	04:21	259	04:11	259	05:52
E290	Swiss	524	03:42	524	07:00	524	05:00
E295	Swiss	172	04:02	172	07:08	172	05:19
E55P	NetJets	169	03:27	169	05:48	169	06:05
E55P	PAD Aviation	96	03:41	97	06:46	97	05:53
FA8X	Pelican Express	77	03:52	77	05:21	77	06:30
PC24	Jetfly Aviation	81	03:32	81	06:50	81	06:28
Other		726	04:15	725	05:12	725	07:10
Overall		25,646	04:00	25,644	04:44	25,644	06:08

Table A3.1: 2025 Ground Running Summary

APPENDIX 4

GROUND RUNNING OF ENGINES

Table A4.1 sets out the official record of ground running of engines for test and maintenance for 2025.

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
12/01/2025	Stand 8	NW	IDLE	E190	GLCAD	13:38	13:45	00:07
13/01/2025	Abeam 28	W	HIGH	E190	GLCYS	10:37	11:00	00:23
21/01/2025	Stand 27	NW	IDLE	E190	GLCYN	18:37	18:47	00:10
24/01/2025	Stand 4	NW	IDLE	E190	GLCAF	07:12	07:22	00:10
24/01/2025	Stand 27	NW	IDLE	E190	GLCAC	16:09	16:15	00:06
27/01/2025	Abeam 28	W	HIGH	E190	GLCAG	09:44	10:03	00:19
27/01/2025	JC	E	IDLE	FA7X	N898ES	14:52	14:57	00:05
27/01/2025	Stand 5	NW	IDLE	E190	GLCYS	20:00	20:03	00:03
29/01/2025	Stand 26	NW	IDLE	E190	GLCAH	09:44	09:58	00:14
30/01/2025	Stand 7	NW	IDLE	E190	GLCAH	09:48	09:53	00:05
31/01/2025	Stand 6	NW	IDLE	E190	GLCYK	06:48	06:56	00:08
04/02/2025	JC	-	IDLE	E55P	CSPHV	16:53	16:56	00:03
04/02/2025	Stand 27	PARKED	IDLE	E190	GLCYO	19:45	19:51	00:06
06/02/2025	Stand 24	NW	IDLE	BCS1	HBJBE	13:20	13:28	00:08
07/02/2025	Stand 7	NW	IDLE	E190	GLCYJ	06:42	06:48	00:06
07/02/2025	Stand 6	NW	IDLE	E190	GLCYV	07:42	07:49	00:07
0702/2025	Stand 28	NW	IDLE	E190	GLCYV	11:12	11:25	00:13
08/02/2025	Stand 3	NW	IDLE	E190	GLCYP	12:33	13:14	00:41
10/02/2025	Stand 4	NW	IDLE	E190	GLCAC	07:54	08:01	00:07
10/02/2025	Abeam 27	W	HIGH	E190	GLCYV	10:20	10:51	00:31
13/02/2025	Stand 4	NW	IDLE	E190	GLCYV	07:08	07:20	00:12
13/02/2025	Stand 25	NW	IDLE	E190	GLCYP	08:18	08:28	00:10
13/02/2025	Stand 27	PARKED	IDLE	E190	GLCAG	15:50	16:03	00:13
14/02/2025	Stand 7	NW	IDLE	E190	GLCAG	15:16	15:20	00:04
15/02/2025	Stand 5	NW	IDLE	E190	GLCYT	08:48	08:56	00:08
15/02/2025	Stand 5	NW	IDLE	E190	GLCYT	09:25	09:29	00:04
16/02/2025	Stand 3	NW	IDLE	E190	GLCYP	13:39	13:49	00:10
18/02/2025	Stand 6	NW	IDLE	E190	GLCYP	19:36	19:46	00:10
19/02/2025	Stand 26	NW	IDLE	E190	GLCYU	10:56	11:01	00:05

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
19/02/2025	Stand 25	NW	IDLE	E190	GLCAG	13:43	13:52	00:09
21/02/2025	Stand 23	NW	IDLE	E190	GLCAE	07:02	07:10	00:08
24/02/2025	Stand 21	NW	IDLE	E190	GLCYL	19:34	19:38	00:04
27/02/2025	Stand 7	NW	IDLE	E190	GLCYO	07:21	07:26	00:05
27/02/2025	Stand 3	NW	IDLE	E190	GLCYL	19:09	19:14	00:05
03/03/2025	Stand 4	PARKED	IDLE	E190	GLCP	06:53	07:00	00:07
03/03/2025	Stand 8	PARKED	IDLE	E190	GLCYL	07:17	07:21	00:04
06/03/2025	Stand 6	NW	IDLE	E190	GLCAF	06:56	07:00	00:04
09/03/2025	Stand 7	NW	IDLE	E190	GLCYS	12:37	12:52	00:15
14/03/2025	Stand 6	NW	IDLE	E190	GLCYJ	06:40	06:44	00:04
18/03/2025	Stand 27	NW	IDLE	E190	GLCYR	08:08	08:15	00:07
18/03/2025	Stand 25	NW	IDLE	E190	GLCYT	16:09	16:14	00:05
18/03/2025	Abeam 28	W	HIGH	E190	GLCYT	19:42	20:00	00:18
20/03/2025	Stand 25	NW	IDLE	E190	GLCYT	11:36	11:40	00:04
21/03/2025	Stand 3	NW	IDLE	E190	GLCAF	06:42	06:47	00:05
21/03/2025	Stand 3	NW	IDLE	E190	GLCAF	07:35	07:41	00:06
22/03/2025	Stand 25	NW	IDLE	E190	GLCYT	08:08	08:16	00:08
24/03/2025	Stand 7	NW	IDLE	E190	GLCYN	07:54	07:58	00:04
24/03/2025	Stand 7	NW	IDLE	E190	GLCYN	08:16	08:21	00:05
24/03/2025	Stand 8	NW	IDLE	E190	GLCAF	16:01	16:07	00:06
24/03/2025	Stand 25	NW	IDLE	E190	GLCYS	20:28	20:32	00:04
26/03/2025	Stand 6	NW	IDLE	E190	GLCYN	13:52	13:59	00:07
26/03/2025	Stand 6	NW	IDLE	E190	GLCAF	21:31	21:37	00:06
27/03/2025	Stand 6	NW	IDLE	E190	GLCAF	07:23	07:29	00:06
30/03/2025	Abeam 28	W	HIGH	E190	GLCAF	13:35	14:05	00:30
07/04/2025	Stand 6	NW	IDLE	E190	GLCYJ	05:48	05:53	00:05
11/04/2025	Stand 23	NW	IDLE	E190	GLCYU	12:12	12:16	00:04
12/04/2025	Stand 8	NW	IDLE	E190	GLCAC	08:08	08:33	00:25
13/04/2025	Stand 6	NW	IDLE	E190	GLCYZ	12:20	12:24	00:04
14/04/2025	Stand 27	NW	IDLE	AT72	GPEMB	08:48	08:52	00:04
18/04/2025	Stand 7	NW	IDLE	E190	GLCYP	08:11	08:17	00:06
27/04/2025	Stand 4	NW	IDLE	E190	GLCYS	11:32	11:38	00:06

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
01/05/2025	Stand 25	NW	IDLE	E190	GLCYN	06:10	06:20	00:10
04/05/2025	Abeam 28	W	HIGH	E190	GLCAE	18:57	19:14	00:17
07/05/2025	Stand 24	NW	IDLE	E190	GLCYT	06:40	06:46	00:06
10/05/2025	Stand 7	NW	IDLE	E190	GLCYV	06:33	06:44	00:11
24/05/2025	Stand 6	NW	IDLE	E190	GLCYL	05:45	05:53	00:08
24/05/2025	Stand 4	NW	IDLE	E190	GLCYJ	06:55	06:58	00:03
27/05/2025	Abeam 28	W	HIGH	E190	GLCYR	08:27	08:40	00:13
29/05/2025	Stand 3	NW	IDLE	E190	GLCYU	10:52	10:56	00:04
30/05/2025	Stand 7	NW	IDLE	E190	GLCYZ	06:05	06:14	00:09
06/05/2025	Stand 7	NW	IDLE	E190	GLCYZ	05:47	05:55	00:08
11/05/2025	Stand 3	NW	IDLE	E190	GLCYV	16:48	16:58	00:10
15/05/2025	Stand 5	NW	IDLE	E190	GLCYS	05:50	05:54	00:04
17/05/2025	Stand 4	NW	IDLE	E190	GLCYL	05:56	06:04	00:08
05/06/2025	Abeam 28	W	HIGH	E190	GLCAD	08:41	08:52	00:11
06/06/2025	Stand 8	Parked	IDLE	E190	GLCAG	12:32	12:39	00:07
06/06/2025	Stand 26	NW	IDLE	E190	GLCYP	18:33	18:37	00:04
09/06/2025	Stand 4	NW	IDLE	E190	CLCAD	06:16	06:24	00:08
10/06/2025	Stand 7	NW	IDLE	E190	GLCYL	06:04	06:15	00:11
11/06/2025	Abeam 28	W	HIGH	E190	GLCYR	09:14	09:46	00:32
13/06/2025	Abeam 28	W	HIGH	E190	GLCAE	07:14	07:36	00:22
13/06/2025	Stand 25	NW	IDLE	E190	GLCYJ	20:18	20:22	00:04
16/06/2025	Stand 23	NW	IDLE	E190	GLCYT	17:56	18:01	00:05
18/06/2025	Stand 10	NW	IDLE	E190	GLCYV	06:02	06:21	00:19
23/06/2025	Stand 26	NW	IDLE	E190	GLCYU	19:45	19:55	00:10
25/06/2025	Stand 23	NW	IDLE	E190	GLCYT	11:36	11:41	00:05
27/06/2025	Stand 7	NW	IDLE	E190	GLCYS	06:15	06:22	00:07
30/06/2025	Stand 27	NW	IDLE	E190	GLCYT	09:32	09:44	00:12
30/06/2025	Stand 27	NW	IDLE	E190	GLCYT	11:44	11:57	00:13
03/07/2025	Stand 28	NW	IDLE	E190	GLCYJ	06:13	06:17	00:04
09/07/2025	Stand 6	NW	IDLE	E190	GLCYJ	05:34	05:42	00:08
09/07/2025	Stand 7	NW	DRY	E190	GLCYN	20:13	20:23	00:10
11/07/2025	Stand 23	NW	IDLE	E190	GLCAH	05:54	05:58	00:04

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
11/07/2025	Stand 26	NW	IDLE	E190	GLCYN	09:10	09:18	00:08
14/07/2025	Stand 3	PARKED	IDLE	AT76	GPBOT	13:51	13:55	00:04
15/07/2025	Stand 5	NW	IDLE	E190	GLCYP	07:44	07:51	00:07
16/07/2025	Stand 27	PARKED	IDLE	E190	GLCAG	12:19	12:24	00:05
16/07/2025	Stand 27	NW	IDLE	E190	GLCAG	19:21	19:26	00:05
17/07/2025	Abeam 28	W	IDLE	E190	GLCAE	07:08	07:23	00:15
21/07/2025	Stand 27	NW	IDLE	E190	GLCYV	18:30	18:32	00:02
22/07/2025	Stand 27	NW	IDLE	E190	GLCYV	05:31	05:40	00:09
28/07/2025	Stand 7	NW	IDLE	E190	GLCYO	05:45	05:52	00:07
29/07/2025	Stand 21	NW	IDLE	E190	GLCYZ	06:01	06:09	00:08
29/07/2025	Stand 8	NW	IDLE	E190	GLCYS	09:04	09:25	00:21
31/07/2025	Stand 26	NW	IDLE	E190	GLCYV	07:32	07:36	00:04
04/08/2025	Stand 28	NW	IDLE	DH8D	LXLGF	20:33	20:38	00:05
06/08/2025	Stand 25	NW	IDLE	E190	GLCYL	20:03	20:05	00:02
07/08/2025	Stand 23	NW	IDLE	E190	GLCYN	20:20	20:22	00:02
08/08/2025	Stand 23	NW	IDLE	E190	GLCYN	05:33	05:42	00:09
08/08/2025	Stand 6	NW	IDLE	E190	GLCYZ	20:45	20:58	00:13
09/08/2025	Stand 5	NW	IDLE	E190	GLCYM	05:41	05:46	00:05
09/08/2025	Stand 9	NW	IDLE	E190	GLCYR	05:51	05:56	00:05
09/08/2025	Stand 6	NW	IDLE	E190	GLCYZ	06:33	06:41	00:08
13/08/2025	Stand 22	NW	IDLE	E190	GLCAD	05:36	05:46	00:10
13/08/2025	Stand 7	NW	IDLE	E190	GLCYK	06:45	06:57	00:12
13/08/2025	Abeam 28	W	HIGH	E190	GLCYK	09:13	09:28	00:15
13/08/2025	Stand 25	NW	IDLE	E190	GLCYK	11:17	11:25	00:08
15/08/2025	Stand 8	NW	IDLE	E190	GLCYZ	14:39	14:55	00:16
16/08/2025	Stand 8	NW	IDLE	E190	GLCAF	07:09	07:19	00:10
19/08/2025	Stand 26	NW	IDLE	E190	GLCYJ	05:46	05:53	00:07
20/08/2025	Stand 4	NW	IDLE	E190	GLCAE	07:25	07:36	00:11
20/08/2025	Stand 27	NW	IDLE	E190	GLCAH	20:03	20:08	00:05
21/08/2025	Stand 25	NW	IDLE	E190	GLCYJ	06:18	06:30	00:12
22/08/2025	Stand 7	NW	IDLE	E190	GLCYK	05:45	05:51	00:06
22/08/2025	Stand 8	NW	IDLE	E190	GLCYP	06:05	06:12	00:07

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
22/08/2025	Stand 4	NW	IDLE	E190	GLCYV	06:40	06:45	00:05
24/08/2025	Stand 3	NW	IDLE	E190	GLCYZ	11:40	11:48	00:08
27/08/2025	Abeam 28	W	HIGH	E190	GLCYR	11:24	11:53	00:29
27/08/2025	Stand 24	NW	IDLE	E190	GLCAB	13:25	13:29	00:04
28/08/2025	Stand 25	NW	IDLE	E190	GLCYJ	05:33	05:38	00:05
28/08/2025	Stand 5	PARKED	IDLE	E190	GLCYO	13:12	13:16	00:04
31/08/2025	Stand 7	PARKED	IDLE	E190	GLCYM	11:48	11:58	00:10
01/09/2025	Stand 9	NW	IDLE	E190	GLCAH	06:15	06:21	00:06
01/09/2025	Stand 27	NW	IDLE	E190	GLCYO	08:03	08:09	00:06
02/09/2025	Abeam 28	W	HIGH	E190	GLCYV	08:41	09:07	00:26
02/09/2025	Abeam 28	W	HIGH	E190	GLCYV	14:56	15:13	00:17
03/09/2025	Abeam 28	W	HIGH	E190	GLCYV	08:38	09:30	00:52
03/09/2025	Abeam 28	W	HIGH	E190	GLCYV	14:50	15:32	00:42
04/09/2025	Abeam 28	W	HIGH	E190	GLCYV	08:42	09:00	00:18
05/09/2025	Stand 27	NW	IDLE	E190	GLCAG	09:24	09:31	00:07
06/09/2025	Stand 6	NW	IDLE	E190	GLCAG	05:39	05:44	00:05
07/09/2025	Stand 6	NW	IDLE	E190	GLCAG	11:33	11:38	00:05
07/09/2025	Stand 9	NW	IDLE	E190	GLCYJ	11:51	11:55	00:04
09/09/2025	Stand 21	NW	IDLE	E190	GLCYJ	06:20	06:25	00:05
16/09/2025	Stand 7	NW	IDLE	E190	GLCYJ	05:32	05:42	00:10
05/09/2025	Stand 24	NW	IDLE	E190	GLCYJ	05:41	05:45	00:04
18/09/2025	Stand 8	NW	IDLE	E190	GLCYU	06:51	07:02	00:11
20/09/2025	Abeam 28	W	HIGH	E190	GLCAC	08:03	08:14	00:11
22/09/2025	Stand 25	NW	IDLE	E190	GLCAF	16:05	16:17	00:12
23/09/2025	Stand 24	NW	IDLE	E190	GLCYV	05:43	05:51	00:08
24/09/2025	Abeam 28	W	HIGH	E190	GLCYN	08:50	09:13	00:23
25/09/2025	Stand 27	NW	IDLE	E190	GLCYN	06:01	06:25	00:24
25/09/2025	Abeam 28	W	HIGH	E190	GLCAB	08:15	08:39	00:24
25/09/2025	Stand 27	NW	IDLE	E190	GLCYN	11:08	11:21	00:13
26/09/2025	Stand 4	NW	IDLE	E190	GLCYO	05:43	05:55	00:12
28/09/2025	Stand 4	NW	IDLE	E190	GLCAE	11:39	11:54	00:15
29/09/2025	Stand 25	NW	IDLE	E190	GLCYJ	06:51	06:59	00:08

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
30/09/2025	Abeam 28	W	HIGH	E190	GLCAC	19:24	19:42	00:18
30/09/2025	Stand 7	NW	IDLE	E190	GLCYR	19:27	19:40	00:13
01/10/2025	Stand 21	NW	IDLE	E190	GLCYP	05:38	05:46	00:08
01/10/2025	Abeam 28	W	HIGH	E190	GLCAF	20:08	20:14	00:06
02/10/2025	Stand 27	NW	IDLE	E190	GLCAF	05:41	05:52	00:11
02/10/2025	Abeam 28	W	HIGH	E190	GLCAG	08:24	08:39	00:15
02/10/2025	Abeam 28	W	HIGH	E190	GLCYS	11:07	11:21	00:14
02/10/2025	Stand 25	NW	IDLE	E190	GLCYR	19:54	20:01	00:07
02/10/2025	Abeam 28	NW	HIGH	E190	GLCAH	08:24	08:35	00:11
08/10/2025	Stand 21	NW	IDLE	E190	GLCYO	06:33	06:39	00:06
08/10/2025	Abeam 28	W	HIGH	E190	GLCYM	08:36	08:57	00:21
10/10/2025	Stand 9	NW	IDLE	E190	GLCYT	05:38	05:51	00:13
10/10/2025	Stand 25	NW	IDLE	E190	GLCYO	06:21	06:28	00:07
13/10/2025	Stand 5	NW	IDLE	E190	GLCAH	06:00	06:07	00:07
14/10/2025	Stand 6	NW	IDLE	E190	GLCYK	20:22	20:29	00:07
15/10/2025	Stand 25	NW	IDLE	E190	GLCAC	05:45	05:49	00:04
15/10/2025	Stand 6	NW	IDLE	E190	GLCYK	08:57	09:03	00:06
16/10/2025	Stand 25	NW	IDLE	E190	GLCYK	05:46	05:51	00:05
16/10/2025	Stand 26	NW	IDLE	E190	GLCYN	06:23	06:34	00:11
17/10/2025	Stand 4	NW	IDLE	E190	GLCYL	06:06	06:19	00:13
20/10/2025	Stand 7	NW	IDLE	E190	GLCYS	06:06	06:13	00:07
20/10/2025	Stand 6	NW	IDLE	E190	GLCAG	06:29	06:34	00:05
23/10/2025	Stand 22	NW	IDLE	E190	GLCYZ	05:54	06:04	00:10
24/10/2025	Stand 8	NW	IDLE	E190	GLCYZ	05:53	06:00	00:07
24/10/2025	Stand 7	NW	IDLE	E190	GLCYT	06:48	06:55	00:07
25/10/2025	Stand 23	NW	IDLE	E190	GLCAG	06:06	06:12	00:06
26/10/2025	Stand 24	NW	IDLE	E190	GLCYZ	12:31	12:38	00:07
04/11/2025	Stand 25	NW	IDLE	E190	GLCYL	17:43	17:47	00:04
05/11/2025	Stand 5	NW	IDLE	E190	GLCYJ	06:49	06:54	00:05
08/11/2025	Stand 23	NW	IDLE	E190	GLCAB	09:06	09:13	00:07
16/11/2025	Stand 7	NW	IDLE	E190	GLCYD	13:03	13:10	00:07
19/11/2025	Stand 4	NW	IDLE	E190	GLCAE	06:34	06:41	00:07

Date	Location	A/C Orientation	Type Of Run / Power Set	A/C Type	Reg.	Start Time	Stop Time	Duration (hh:mm)
23/11/2025	Stand 22	NW	IDLE	E190	GLCYK	12:32	12:43	00:11
23/11/2025	Stand 6	NW	IDLE	E190	GLCAB	12:58	13:03	00:05
24/11/2025	Stand 6	NW	IDLE	E190	GLCYT	06:41	06:46	00:05
26/11/2025	Abeam 28	W	HIGH	E190	GLCYV	09:44	10:18	00:34
27/11/2025	Stand 4	NW	IDLE	E190	GLCAH	07:05	07:11	00:06
30/11/2025	Stand 9	NW	IDLE	E190	GLCYU	12:38	12:47	00:09
02/12/2025	Abeam 28	W	HIGH	E190	GLCAC	14:31	14:58	00:27
03/12/2025	Stand 4	NW	IDLE	E190	GLCYJ	06:36	06:43	00:07
03/12/2025	Stand 23	NW	IDLE	E190	GLCYS	06:58	07:06	00:08
04/12/2025	Abeam 28	W	HIGH	E190	GLCAE	09:50	10:12	00:22
04/12/2025	Abeam 28	W	HIGH	E190	GLCYK	11:42	13:09	01:27
05/12/2025	Stand 6	NW	IDLE	E190	GLCYO	07:49	07:54	00:05
07/12/2025	Abeam 28	W	HIGH	E190	GLCAG	13:49	14:12	00:23
12/12/2025	Stand 23	NW	IDLE	E190	GLCYN	07:02	07:11	00:09
14/12/2025	Stand 5	NW	IDLE	E190	GLCYJ	12:51	12:56	00:05
17/12/2025	JC	E	IDLE	FA7X	OKFLN	13:14	13:23	00:09
17/12/2025	Stand 21	NW	IDLE	E190	GLCAD	18:43	18:46	00:03
18/12/2025	Stand 10	PARKED	IDLE	BCS1	IADVH	12:02	12:07	00:05
18/12/2025	Stand 10	NW	IDLE	BCS1	IADVH	14:01	14:11	00:10
21/12/2025	Stand 22	NW	IDLE	E190	GLCYK	12:38	12:47	00:09
23/12/2025	Stand 21	NW	IDLE	E190	GLCAD	10:54	11:01	00:07
23/12/2025	Stand 21	NW	IDLE	E190	GLCAD	11:05	11:10	00:05
23/12/2025	Stand 25	NW	IDLE	E190	GLCYT	16:24	16:30	00:06
24/12/2025	Stand 21	NW	IDLE	E190	GLCAD	07:00	07:07	00:07
24/12/2025	Stand 26	NW	IDLE	E190	GLCAD	11:46	11:51	00:05
26/12/2025	Stand 4	NW	IDLE	E190	GLCYN	09:10	09:15	00:05
29/12/2025	Stand 6	NW	IDLE	E190	GLCYK	09:06	09:19	00:13
29/12/2025	Stand 27	NW	IDLE	E190	GLCYM	17:07	17:12	00:05
31/12/2025	Abeam 28	W	HIGH	E190	GLCYU	10:12	10:27	00:15

Table A4.1: Official record of ground running of engines for test and maintenance for 2025

Table A4.2 gives a summary of high power running for 2025.

Month	Minutes	A/C Type
January	42	E190
February	31	E190
March	48	E190
April ¹	0	-
May	30	E190
June	65	E190
July ¹	0	-
August	44	E190
September	231	E190
October	67	E190
November	34	E190
December	174	E190
Total	766	-
¹ No high power running occurred in these months		

Table A4.2: Summary of high power ground running, 2025

Prediction of engine ground running as Appendix D2 of NOMMS

Values presented below have been rounded to 1 decimal place. Unrounded values have been used in the actual calculation.

Item (A) Determination of largest monthly duration:

As indicated in Table A4.2, that occurred in September 2025, specifically –

231 minutes of E190

231 minutes total ground running

Item (B) Determination of average daily duration during worst case month:

231 minutes in a month of 30 days

7.7 minutes average daily duration

Item (C) Compute resultant noise level at reference distance (152 m)

Resultant noise level at 152 m

= reference noise level + 10 Log(duration) – 10 Log(12x60)

= 84 + 10 Log(7.7) – 10 log(12x60)

= 84 + 8.9 – 28.6

= 64.3 dB $L_{Aeq,12h}$

Item (D) Compute level at nearest properties in Silverland Street

Aircraft at Stand 28

Noise level at Silverland Street

= resultant noise level – 26.7 Log(267/152)

= 64.3 – 6.5

= 57.8 dB $L_{Aeq,12h}$

LCA ground running noise limit = 60 dB $L_{Aeq,12h}$

Conclusion

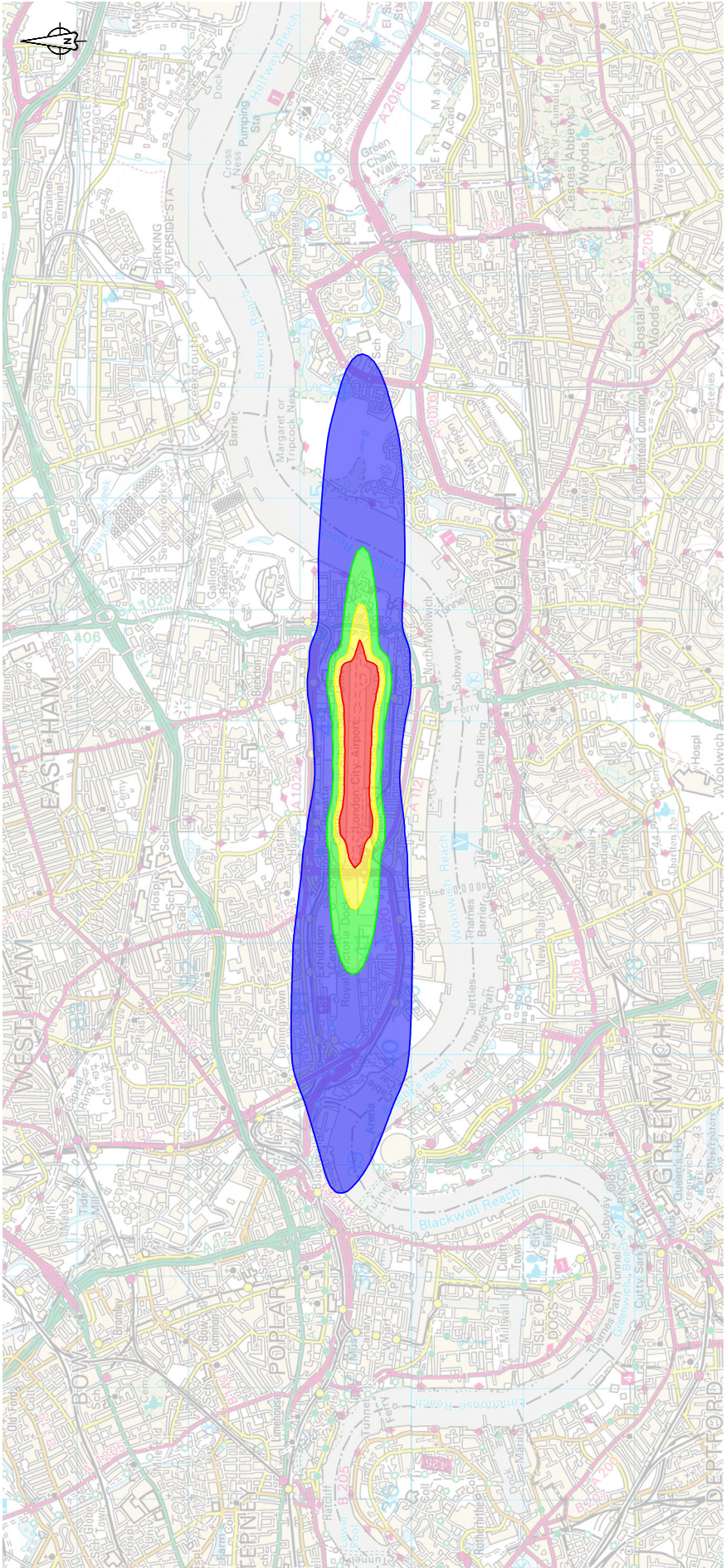
In 2025 LCA's ground running was 2.2 dB below the ground running noise limit.

APPENDIX 5

NOISE CONTOURS

The following noise contours are presented in this appendix:

- 2025 Actual average mode summer daytime
- 2026 Forecast average mode summer daytime
- 2026 Forecast reduced average mode summer daytime
- 1998 Planning Contour
- First Tier Eligibility Boundary
- Intermediate Tier Eligibility Boundary
- Second Tier Eligibility Boundary



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Ordnance Survey AC0000808122

LEGEND:

- 57 - 63 dB $L_{Aeq,16h}$
- 63 - 66 dB $L_{Aeq,16h}$
- 66 - 69 dB $L_{Aeq,16h}$
- > 69 dB $L_{Aeq,16h}$

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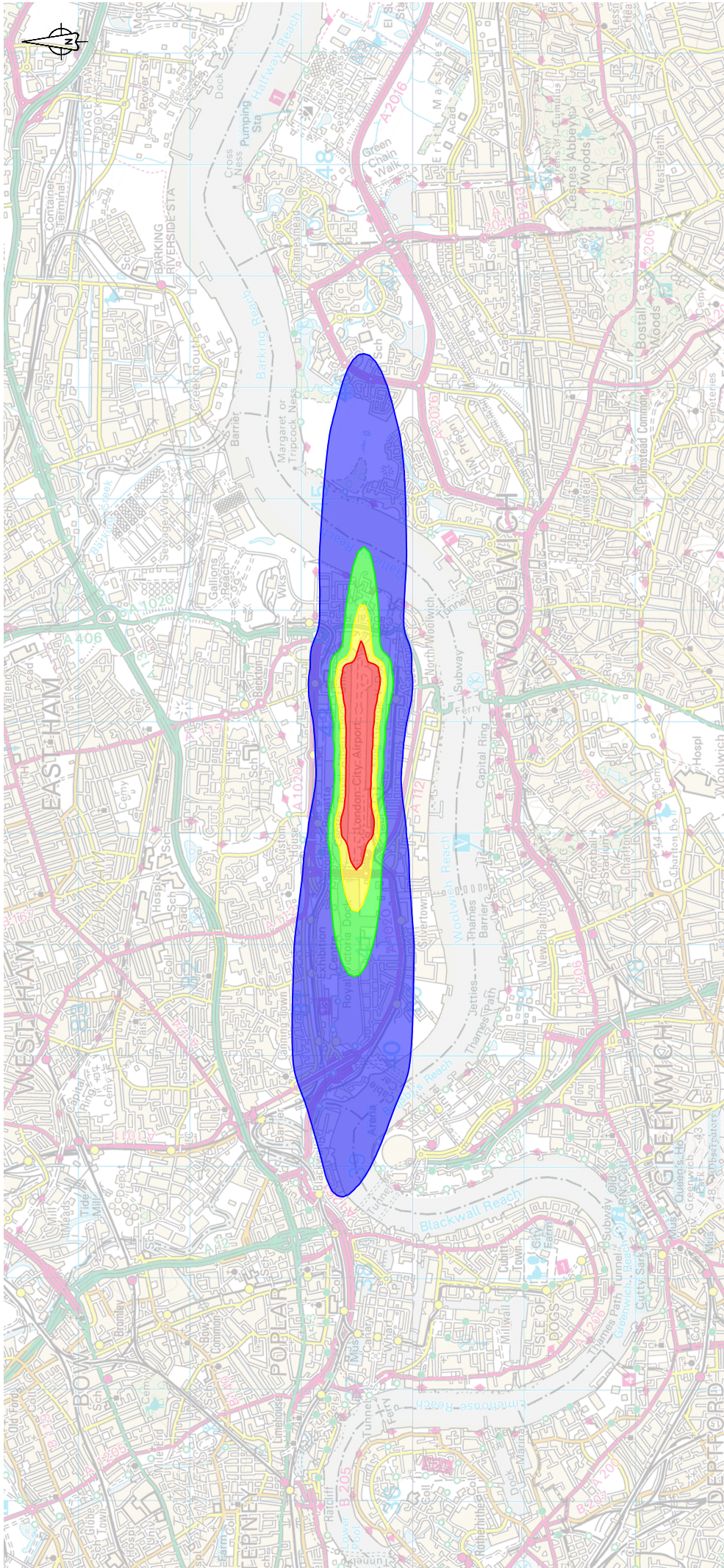
121 Salusbury Road, London, NW6 6RG
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London City Airport
2025 NOMMS Report

Actual Noise Contours
Summer 2025 Average Mode

DRAWN: AM CHECKED: NW
DATE: March 2026 SCALE: 1:50,000@A4

FIGURE No:
A11327_10_DR019_1.0



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Ordnance Survey AC0000808122

LEGEND:

- 57 - 63 dB $L_{Aeq,16h}$
- 63 - 66 dB $L_{Aeq,16h}$
- 66 - 69 dB $L_{Aeq,16h}$
- > 69 dB $L_{Aeq,16h}$

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Forecast Noise Contours
Summer 2026 Average Mode

DRAWN: AM

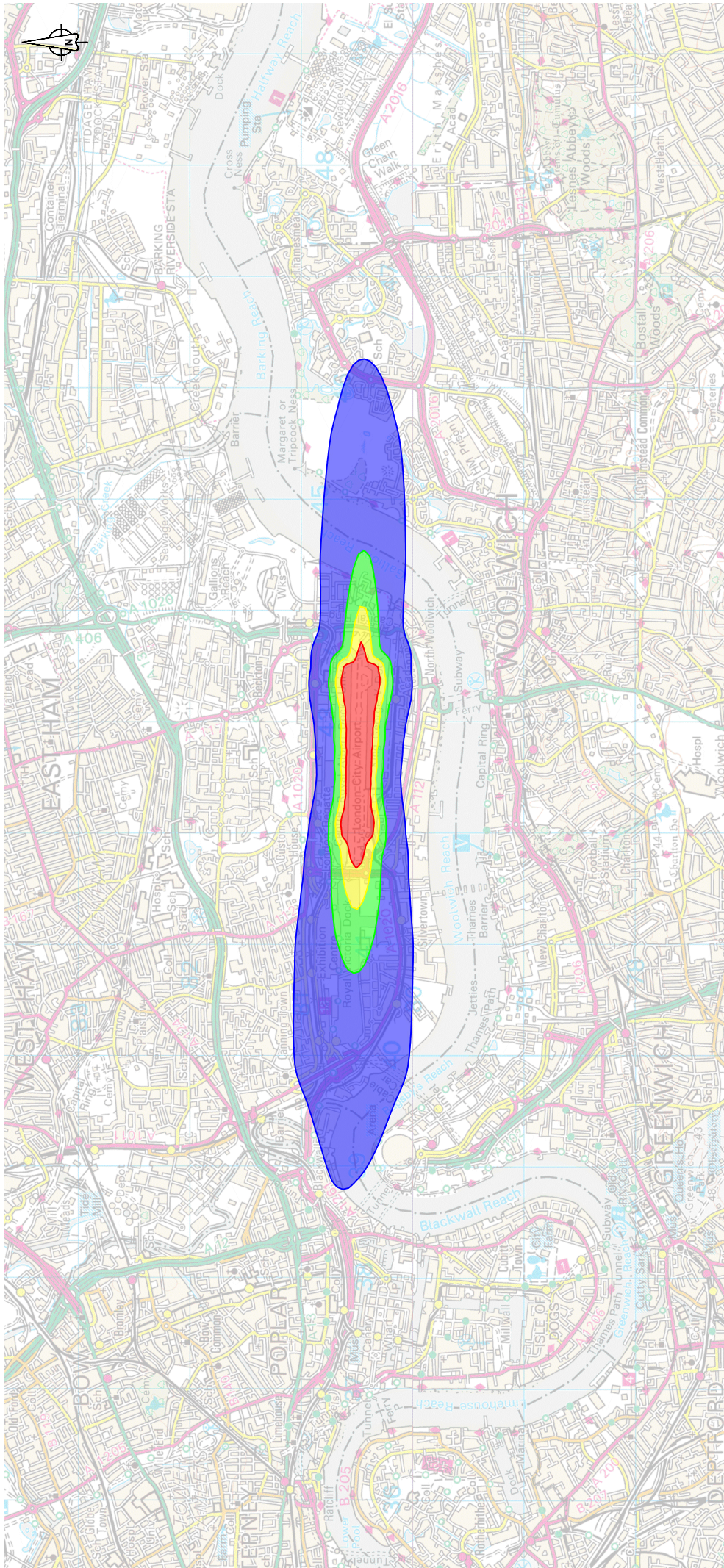
CHECKED: NW

DATE: March 2026

SCALE: 1:50,000@A4

FIGURE No:

A11327_10_DR020_1.0



LEGEND:

- 57 - 63 dB $L_{Aeq,16h}$
- 63 - 66 dB $L_{Aeq,16h}$
- 66 - 69 dB $L_{Aeq,16h}$
- > 69 dB $L_{Aeq,16h}$

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Forecast Reduced Noise Contours
Summer 2026 Average Mode

DRAWN: AM

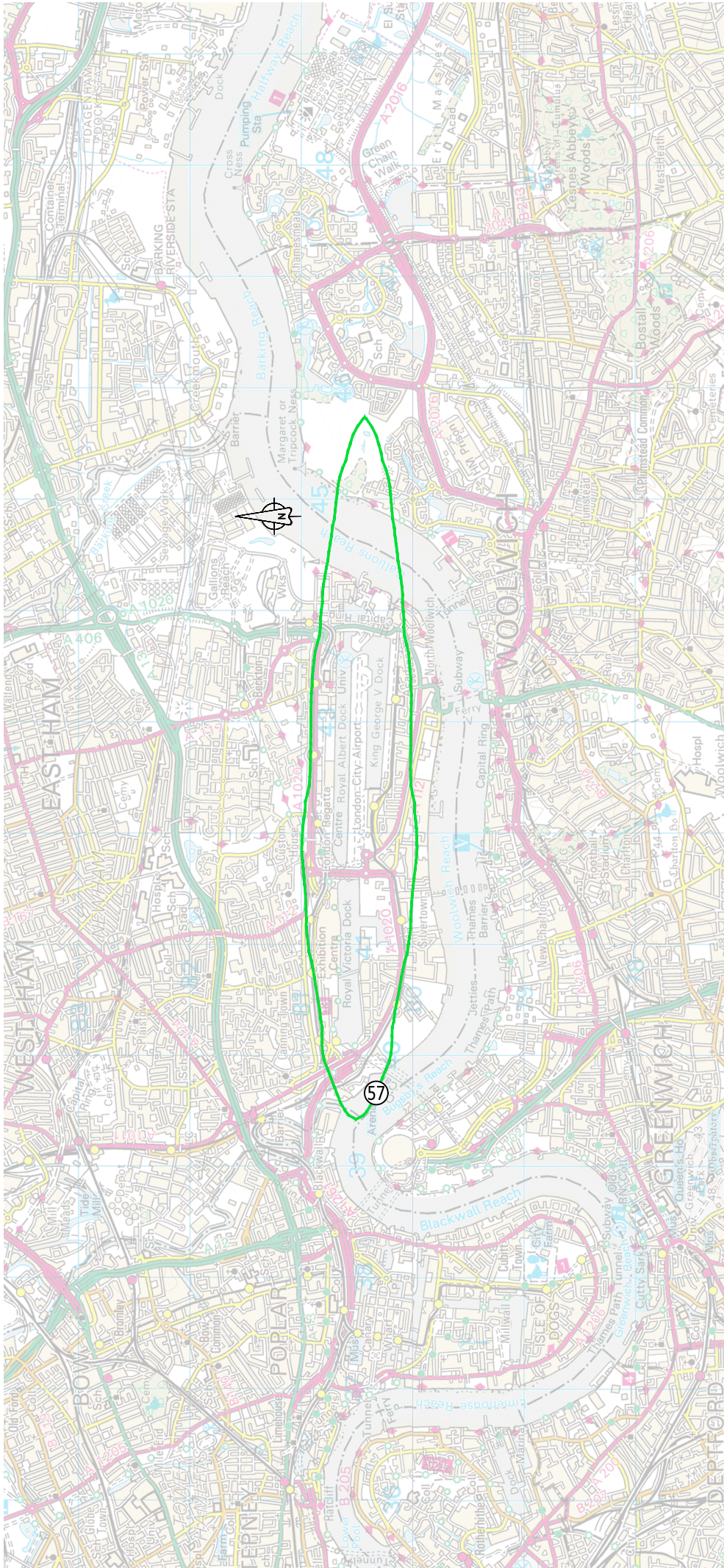
CHECKED: NW

DATE: March 2026

SCALE: 1:50,000@A4

FIGURE No:

A11327_10_DR021_1.0



LEGEND:

— Noise Contours

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Laeq,16h Noise Contours
1998 Planning Contour

DRAWN: NW

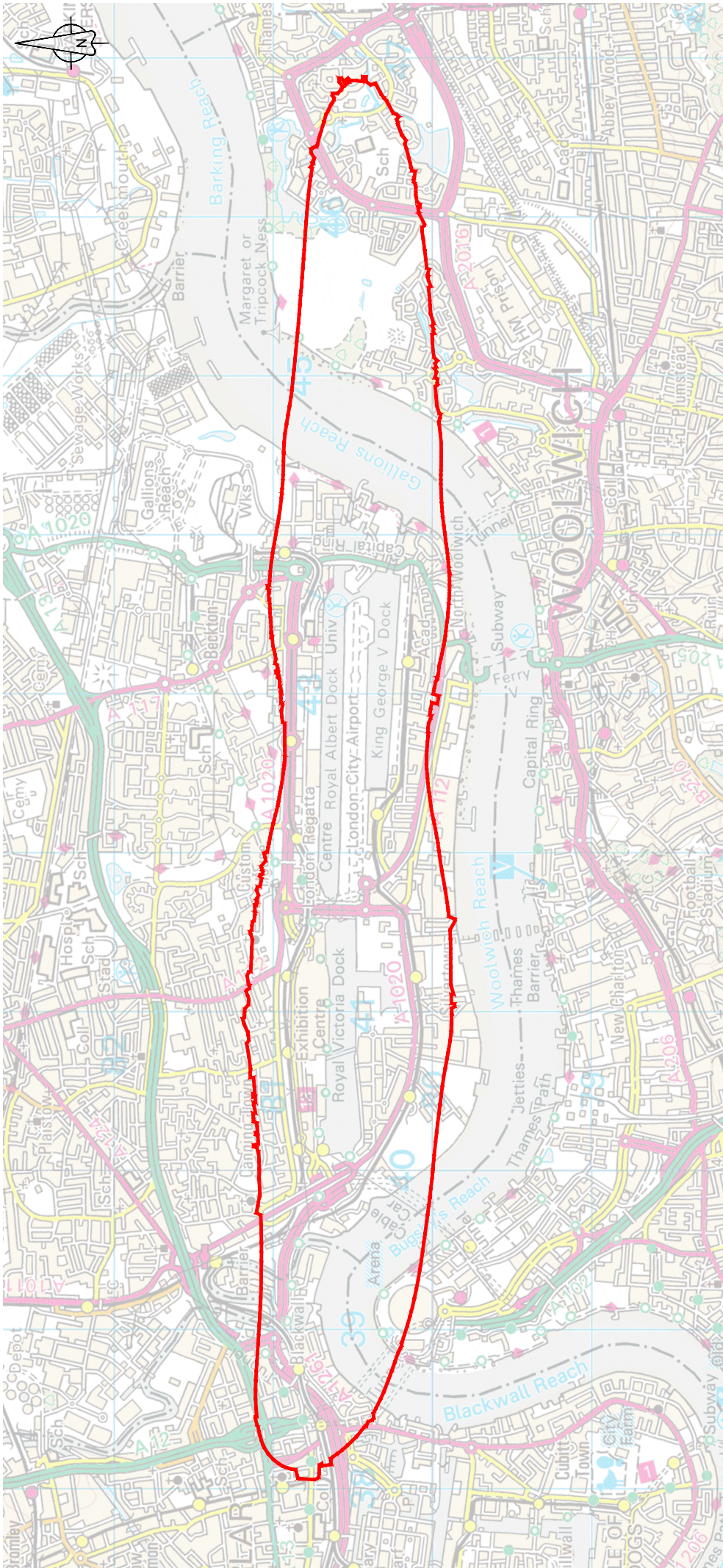
CHECKED: DC

DATE: March 2026

SCALE: 1:50000@A4

FIGURE No:

A11327_10_DR002_4.0



LEGEND:

— First Tier Eligibility Boundary

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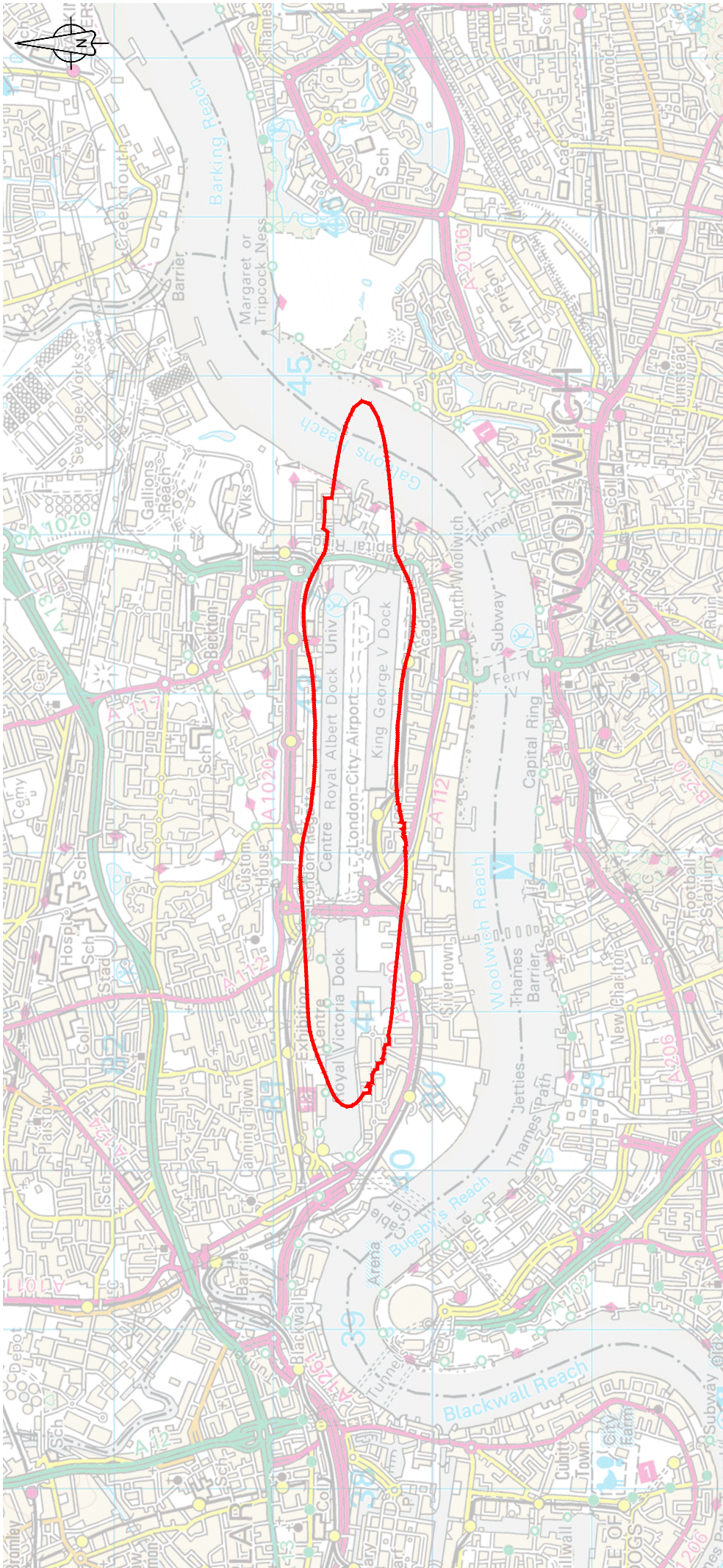
Residential First Tier Works and
Public Buildings First Tier Works
Eligibility Boundary

DRAWN: NW CHECKED: DC

DATE: March 2026 SCALE: 1:35,000@A4

FIGURE No:

A11327_11_DR015_1.0



LEGEND:

Intermediate Tier Eligibility Boundary

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Residential Intermediate Tier Works and
Public Buildings Intermediate Tier Works
Eligibility Boundary

DRAWN: NW

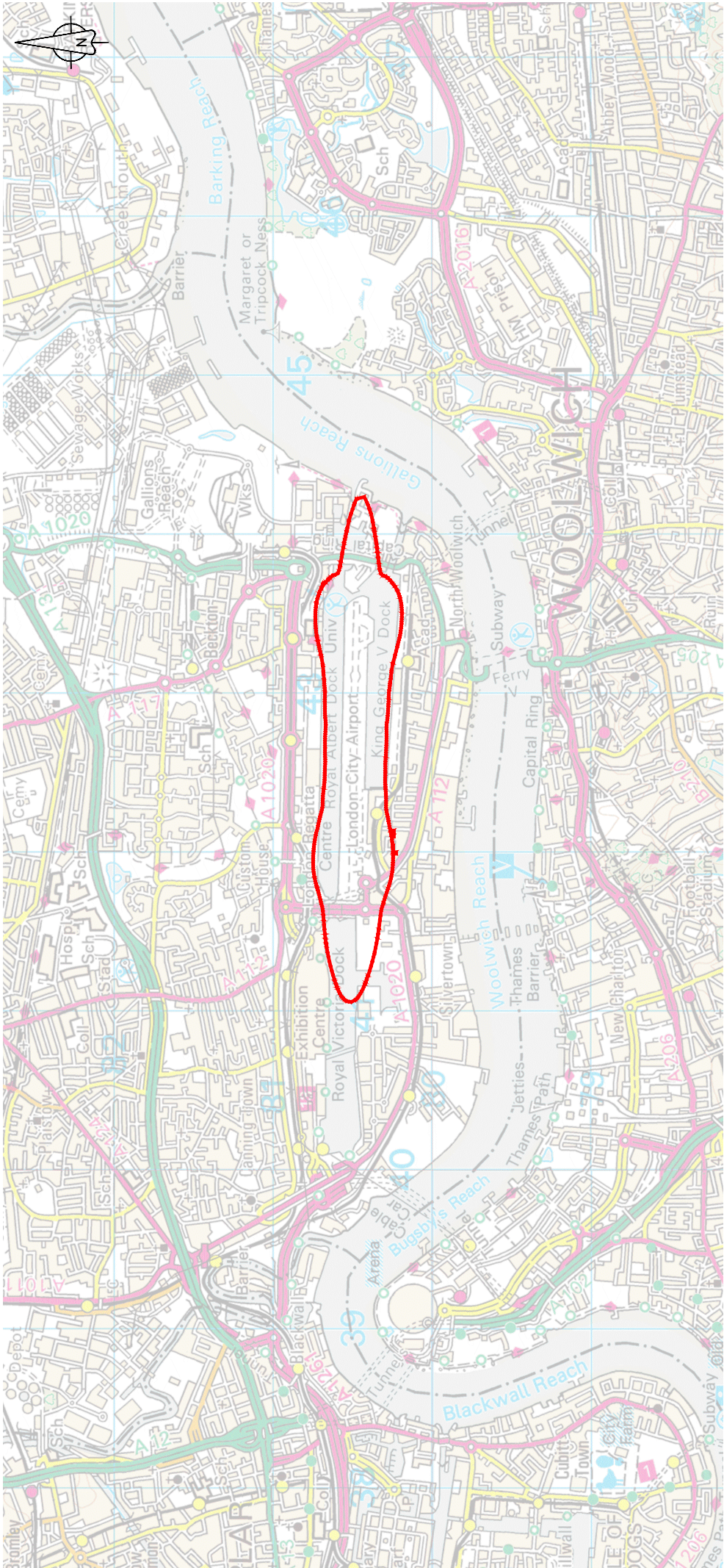
CHECKED: DC

DATE: March 2026

SCALE: 1:35,000@A4

FIGURE No:

A11327_11_DR016_1.0



LEGEND:
— Second Tier Eligibility Boundary

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2025 NOMMS Report

Residential Second Tier Works and
Public Buildings Second Tier Works
Eligibility Boundary

DRAWN: NW CHECKED: DC
DATE: March 2026 SCALE: 1:35,000@A4

FIGURE No:
A11327_11_DR017_1.0

APPENDIX 6

AUXILIARY POWER UNIT USAGE

SCHEDULED AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
BAe 146	✓
RJ Series	✓
Airbus A221	✓
Airbus A318	✓
Embraer 135	✓
Embraer 170	✓
Embraer 190	✓
Embraer 290	✓
Embraer 295	✓
ATR 42	✓
ATR 72	✓
DHC 8-100	✓
DHC 8-300	✓
DHC 8-400	✓
Fokker 50	
Dornier 328	✓
Dornier 328 Jet	✓
Saab 2000	✓

Table A6.1: APU Usage Details, Scheduled Aircraft

GENERAL AVIATION AIRCRAFT

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
B300/350 Beechcraft Super King Air	
BE20 Beechcraft 200	
BE58 PA Beechcraft Baron	
BE9L Beechcraft 900	
Beech 400 A	

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
Bombardier Challenger 350	✓
Bombardier Challenger 600 Series	✓
Bombardier Global 5000/6000/7000 Series	✓
C510 (Citation Mustang)	
C525 Citation Jet Series (CJ1/2/3/4)	
C550 (Citation Bravo)	
C560 (Citation V)	
C56X (Citation Excel)	✓
C680 (Citation Sovereign)	✓
C680A (Citation Latitude)	✓
E545 Legacy 450	✓
E550 Legacy 500	✓
E55P Phenom 300	
FA900B	✓
FA10 (Falcon 10)	
FA50 (Falcon 50)	✓
F2TH (Falcon 2000EX)	✓
F900EX (Falcon 900EX)	✓
FA6X Falcon 6X	✓
FA7X Falcon 7X	✓
FA8X Falcon 8X	✓
G150 Gulfstream 150	✓
G280 Gulfstream 280	✓
G500 Gulfstream GVII	✓
G600 Gulfstream GVII	✓
G650 Gulfstream GVI	✓
Hawker 800 XP	✓
Learjet 40/45	✓
P180 (Piaggio Avanti)	

AIRCRAFT	A.P.U. USAGE REQUIRED? (✓)
P68C (Partenavia 68)	
PA31 (Navajo)	
PA34 (Seneca)	
Pilatus PC24	

Table A6.2: APU Usage Details, General Aviation Aircraft

APPENDIX 7

SUMMARY OF REVERSE THRUST DATA

The following charts show the distribution of measured levels of arriving aircraft at NMT7 in 2025, separately for runway 09 and runway 27. The decibel values on the x-axis in each chart are the maximum values for events in that column, e.g. the column above “83” contains events that recorded a measurement of 82.1 to 83.0 dB $L_{A_{Smax}}$.

There are a higher number of recorded events compared to older reports as the new NMT system has a lower threshold for NMT 7.

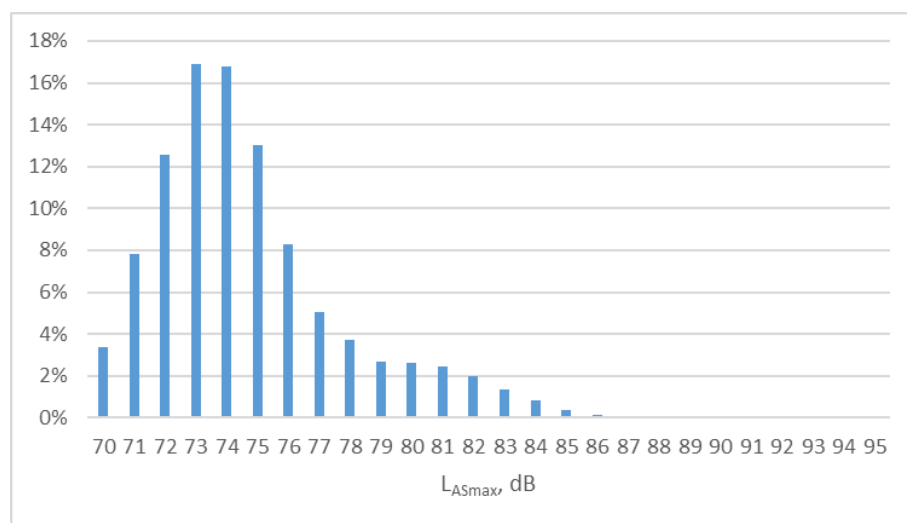


Figure A7.1: Runway 09 Distribution of NMT 7 Noise Levels, 2025 (9,029 events)

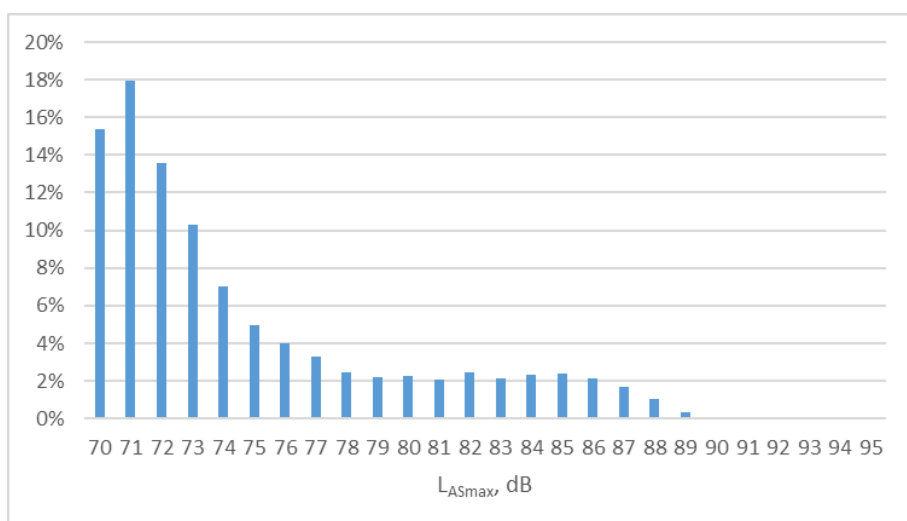


Figure A7.2: Runway 27 Distribution of NMT 7 Noise Levels, 2025 (2,937 events)

APPENDIX 8

SOUND INSULATION SCHEME PROPERTY LISTS

The tables in this appendix give the lists of properties that have become newly eligible for the following sound insulation schemes:

- First Tier Scheme – Residential Dwellings
- First Tier Scheme – Public Buildings
- Intermediate Tier Scheme – Residential Dwellings
- Intermediate Tier Scheme – Public Buildings
- Second Tier Scheme – Residential Dwellings
- Second Tier Scheme – Public Buildings
- Re-inspection Scheme

First Tier Scheme – Residential Dwellings						
Building Name	No.	Sub Building Name	Thorough-fare	Post Code	uprn	Further Info
n/a						

Table A8.1: Newly Eligible Residential Dwellings, First Tier Scheme

First Tier Scheme – Public Buildings						
Building Name	No.	Sub Building Name	Thorough-fare	Post Code	uprn	Further Info
n/a						

Table A8.2: Newly Eligible Public Buildings, First Tier Scheme

Intermediate Tier Scheme – Residential Dwellings						
Building Name	No.	Sub Building Name	Thorough-fare	Post Code	uprn	Further Info
n/a						

Table A8.3: Newly Eligible Residential Dwellings, Intermediate Tier Scheme

Intermediate Tier Scheme – Public Buildings						
Building Name	No.	Sub Building Name	Thorough-fare	Post Code	uprn	Further Info
n/a						

Table A8.4: Newly Eligible Public Buildings, Intermediate Tier Scheme

Second Tier Scheme – Residential Dwellings						
Building Name	No.	Sub Building Name	Thorough-fare	Post Code	uprn	Further Info
n/a						

Table A8.5: Newly Eligible Residential Dwellings, Second Tier Scheme

Second Tier Scheme – Public Buildings						
Building Name	No.	Sub Building Name	Thorough-fare	Post Code	uprn	Further Info
n/a						

Table A8.6: Newly Eligible Public Buildings, Second Tier Scheme

Re-inspection Scheme						
Flat/door number	Building name	Street number	Street name	Post Code	uprn	Further Info
		23	Barge House Road	E16 2NX	46252753	
		136	Battery Road	SE28 0JQ	10010211074	
		1	Camel Road	E16 2DE	46010592	
		2	Camel Road	E16 2DD	46010593	
		4	Camel Road	E16 2DD	46010595	
		5	Camel Road	E16 2DE	46010596	
		6	Camel Road	E16 2DD	46010597	
		8	Camel Road	E16 2DD	46010599	
		10	Camel Road	E16 2DD	46010601	
		11	Camel Road	E16 2DE	46010602	
		12	Camel Road	E16 2DD	46010603	
		13	Camel Road	E16 2DE	46010604	
		15	Camel Road	E16 2DE	46010605	
		17	Camel Road	E16 2DE	46010607	
		19	Camel Road	E16 2DE	46010609	
		23	Camel Road	E16 2DE	46010613	
		25	Camel Road	E16 2DE	46010615	
		27	Camel Road	E16 2DE	46010617	
		29	Camel Road	E16 2DE	46010619	
		31	Camel Road	E16 2DE	46010621	
		35	Camel Road	E16 2DE	46010625	
		1	Crowfoot Close	SE28 0LT	10010210793	
		4	Crowfoot Close	SE28 0LT	10010210799	
		9	Delisle Road	SE28 0JD	10010203540	
		31	Delisle Road	SE28 0JD	10010203551	
		33	Delisle Road	SE28 0JD	10010203552	
		35	Delisle Road	SE28 0JD	10010203553	
		11	Foxglove Path	SE28 0LR	10010210760	
		17	Foxglove Path	SE28 0LR	10010210763	
		94	Grimsby Grove	E16 2RJ	46252767	
		98	Grimsby Grove	E16 2RJ	46252769	
		13	Hampstead Close	SE28 8EL	100020972873	
		18	Hampstead Close	SE28 8EL	100020972878	
		19	Hampstead Close	SE28 8EL	100020972879	
		24	Hampstead Close	SE28 8EL	100020972884	
		25	Hampstead Close	SE28 8EL	100020972885	
		3	Marathon Way	SE28 0JJ	10010211050	
		2	Martin Street	SE28 0JB	10010203524	
		8	Martin Street	SE28 0JB	10010203527	
		5	Merbury Close	SE28 0NF	10010212006	
		17	Merbury Close	SE28 0NF	10010212014	

Re-inspection Scheme						
Flat/door number	Building name	Street number	Street name	Post Code	uprn	Further Info
		19	Merbury Close	SE28 0NF	10010212015	
		23	Merbury Close	SE28 0NF	10010212011	
		27	Merbury Close	SE28 0NF	10010212010	
Flat 2	Strand House		Merbury Close	SE28 0LU	10010211803	Flat 2
Flat 7	Strand House		Merbury Close	SE28 0LU	10010211808	Flat 7
Flat 13	Strand House		Merbury Close	SE28 0LU	10010211814	Flat 13
Flat 20	Strand House		Merbury Close	SE28 0LU	10010211821	Flat 20
Flat 22	Strand House		Merbury Close	SE28 0LU	10010211823	Flat 22
Flat 27	Strand House		Merbury Close	SE28 0LU	10010211828	Flat 27
Flat 34	Strand House		Merbury Close	SE28 0LU	10010211835	Flat 34
Flat 38	Strand House		Merbury Close	SE28 0LU	10010211839	Flat 38
		96	Newland Street	E16 2HN	10009015741	
		62	Newmarsh Road	SE28 8TG	200001930390	
		135	Newmarsh Road	SE28 8TP	200002801782	
		137	Newmarsh Road	SE28 8TP	200002801783	
		139	Newmarsh Road	SE28 8TP	200002801784	
		141	Newmarsh Road	SE28 8TP	200002801785	
		143	Newmarsh Road	SE28 8TP	200002801786	
		145	Newmarsh Road	SE28 8TP	200002801787	
		147	Newmarsh Road	SE28 8TP	200002801788	
		149	Newmarsh Road	SE28 8TP	200002801789	
		151	Newmarsh Road	SE28 8TP	200002801790	
		153	Newmarsh Road	SE28 8TP	200002801791	
		155	Newmarsh Road	SE28 8TP	200002801792	
		157	Newmarsh Road	SE28 8TP	200002801793	
Flat 38	Wingfield Court	4	Newport Avenue	E14 2DR	6355814	Flat 38
		50	Parker Street	E16 2DJ	46056358	
		52	Parker Street	E16 2DJ	46056359	
		54	Parker Street	E16 2DJ	46056360	
		56	Parker Street	E16 2DJ	46056361	
		58	Parker Street	E16 2DJ	46056362	
		60	Parker Street	E16 2DJ	46056363	
		17	Pitfield Crescent	SE28 8RG	100020993948	
		29	Pitfield Crescent	SE28 8RG	100020993960	
		6	Silver Birch Close	SE28 8RW	100021003529	
		13	Silver Birch Close	SE28 8RW	100021003536	
		16	Silver Birch Close	SE28 8RW	100021003539	
		11	Tarling Road	E16 1HN	46073096	
		13	Tarling Road	E16 1HN	10014035138	
		24	Tarling Road	E16 1HP	46073102	

Re-inspection Scheme						
Flat/door number	Building name	Street number	Street name	Post Code	uprn	Further Info
		36	Tarling Road	E16 1HP	46073109	
		5	Throckmorton Road	E16 3DN	46074289	
		215	Tideslea Path	SE28 ONH	10010212071	
		230	Tideslea Path	SE28 ONH	10010212085	
		231	Tideslea Path	SE28 ONH	10010212086	
		242	Tideslea Path	SE28 ONH	10010212097	
		243	Tideslea Path	SE28 ONH	10010212098	
		247	Tideslea Path	SE28 ONH	10010212102	
		252	Tideslea Path	SE28 ONH	10010212107	
		253	Tideslea Path	SE28 ONH	10010212108	
		257	Tideslea Path	SE28 ONH	10010212112	
		258	Tideslea Path	SE28 ONH	10010212113	
		259	Tideslea Path	SE28 ONH	10010212114	
		265	Tideslea Path	SE28 ONH	10010212120	
		266	Tideslea Path	SE28 ONH	10010212121	
		267	Tideslea Path	SE28 ONH	10010212122	
		268	Tideslea Path	SE28 ONH	10010212123	
		269	Tideslea Path	SE28 ONH	10010212124	
		9	Wards Wharf Approach	E16 2EY	10008986200	
		25	Wards Wharf Approach	E16 2EY	10008986184	
		49	Wards Wharf Approach	E16 2EX	10008986176	
		54	Wards Wharf Approach	E16 2EX	10008986149	
		62	Wards Wharf Approach	E16 2EX	10008986157	
		82	Wards Wharf Approach	E16 2EX	10008986117	
		91	Wards Wharf Approach	E16 2EX	10008986127	
		97	Wards Wharf Approach	E16 2EX	10008983831	
		107	Wards Wharf Approach	E16 2EX	10008983841	
		117	Wards Wharf Approach	E16 2ER	10008986238	
		139	Wards Wharf Approach	E16 2ER	10008986260	
		152	Wards Wharf Approach	E16 2ER	10008986288	

Re-inspection Scheme						
Flat/door number	Building name	Street number	Street name	Post Code	uprn	Further Info
		159	Wards Wharf Approach	E16 2ER	10008986295	
		19	Waterfield Close	SE28 8DD	100021014271	
		20	Waterfield Close	SE28 8DD	100021014272	
		21	Waterfield Close	SE28 8DD	100021014273	
		12	Woolwich Manor Way	E16 2NJ	10009017409	
	Richard House Hospice - Public building		Richard House Drive	E16 3RG	10008997423	

Table A8.7: Buildings Eligible for Re-Inspection

APPENDIX 9

EXTRACT FROM PLANNING CONDITIONS

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17. Aircraft Take-Off and Land Times

Except in cases of immediate emergency to an aircraft and/or the persons on board, the Airport shall not be used for the taking off or landing of aircraft at any time other than between:

Weekdays

0630 and 2200 hours Monday to Friday; and

Bank Holidays and Public Holidays (with the exception of Christmas Day – see condition 27)

0900 and 2200 hours on Bank Holidays and Public Holidays; and

Saturdays

0630 and 1230 hours on Saturdays; and

Sundays

1230 hours and 2200 hours on Sundays.

Provided that these restrictions shall not prevent an aircraft which was scheduled to take off from or land at the Airport but which has suffered unavoidable operational delays, from taking off or landing at the Airport between 2200 and 2230 Sunday to Friday and 1230 to 1300 on Saturday and where that taking off or landing would not result in there being more than 400 Aircraft Movements at the Airport per calendar year outside the above permitted hours of operation comprising no more than 150 such movements in any consecutive three months.

Reason: In the interests of limiting the number of aircraft movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

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the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

21. Maximum Permitted Noise Factored Aircraft Movements

Until such time as the Aircraft Noise Categorisation Scheme has been approved and implemented in accordance with Condition 18 and the review of the Aircraft Noise Categorisation Scheme after its first year of operations has been submitted to and approved in writing pursuant to Condition 19, the number of Noise Factored Movements shall not exceed:

- in any one week the number of permitted Aircraft Movements for that week by more than 25%; and
- 120,000 Noise Factored Movements per calendar year.

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

22. Maximum Permitted Actual Aircraft Movements per hour as Timetabled

The scheduled number of Actual Aircraft Movements including business, commercial, charter and private Aircraft Movements shall not exceed 45 in total in any given hour.

Reason: In the interests of limiting the number of aircraft movements in the peak periods in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

23. Maximum Permitted Actual Aircraft Movements (days/year)

The number of Actual Aircraft Movements at the Airport shall not exceed:

- a) 100 per day on Saturdays; and
- b) 200 per day on Sundays but not exceeding 280 on any consecutive Saturday and Sunday; and
- c) subject to (d) to (j) below 592 per day on weekdays; and
- d) 132 on 1 January; and
- e) 164 on Good Friday; and
- f) 198 on Easter Monday; and
- g) 248 on the May Day Holiday; and
- h) 230 on the late May Bank Holiday; and
- i) 230 on the late August Bank Holiday; and
- j) 100 on 26 December; and
- k) 111,000 per calendar year.

Reason: In the interests of limiting the number of Aircraft Movements in order to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of

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the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

24. Maximum Permitted Actual Aircraft Movement on Other Bank Holidays

In the event of there being a Bank Holiday or Public Holiday in England which falls upon or is proclaimed or declared upon a date not referred to in sub-paragraph (d) to (j) (inclusive) of Condition 23 above, then the number of Aircraft Movements permissible on that date shall not exceed 330 unless otherwise agreed in writing by the Local Planning Authority but in any event shall not exceed 396.

Reason: In the interests of limiting the number of Aircraft Movements in order to safeguard the quality of life in the local area.

25. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0659

Mondays to Saturdays

The maximum number of Actual Aircraft Movements between 0630 and 0659 hours on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times) shall not exceed 6 on any day.

Reason: In the interests of limiting the number of movements in and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

26. Maximum Permitted Actual Aircraft Movement limit between 0630 and 0645 on

Mondays to Saturdays

Notwithstanding the restriction on Actual Aircraft Movements between 0630 and 0659 hours, as set out by Condition 25 above, the total number of Actual Aircraft Movements in the period between 0630 and 0645 on Mondays to Saturdays (excluding Bank Holidays and Public Holidays when the Airport shall be closed for the use or operation of aircraft between these times), shall not exceed 2 on any day.

Reason: In the interests of limiting the number of Aircraft Movements and to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

27. Christmas Day Closure

The Airport shall be closed on Christmas Day each year for the use or operation or maintenance of aircraft or for passengers, with no Aircraft Movements and no Ground Running by aircraft engines.

Reason: In the interests of limiting the number of Aircraft Movements to protect the amenity of current and future occupants and neighbours and with regard to saved Policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27 September 2007 by direction from the Secretary of State and not deleted on adoption of the Core Strategy on 26 January 2012), Policy 7.15 of the London Plan (consolidated with alterations since 2011 and published March 2015), and Policies SP2 and SP3 of the Newham Core Strategy (adopted 26 January 2012).

APPENDIX 10

NUMBER OF AIRCRAFT OPERATING AT LCA

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]				
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total			
								Day	Week-end		06:30-06:44	06:30-06:59				06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00
30/12/2024	126	-	592	-	23	134.4	742.5	466	-	608.1	0	1	2	5	0	-		
31/12/2024	117	-	592	-	22			475	-		0	1	2	5	0	0	0	60
01/01/2025	97	-	132	-	18			35	-		0	0	2	6	0	0	0	-
02/01/2025	122	-	592	-	22	742.5	742.5	470	-	610.1	0	0	2	6	0	-		
03/01/2025	137	-	592	-	25			455	-		0	1	2	5	1	0	0	-
04/01/2025	48	136	100	280	9			52	144		0	1	2	5	5	0	0	-
05/01/2025	88		200		112	-	-	0		0	2	6	0	0	0	0	0	-
06/01/2025	112	-	592	-	20	132.4	742.5	480	-	592.5	0	1	2	5	0	-		
07/01/2025	120	-	592	-	21			472	-		0	1	2	5	0	0	0	-
08/01/2025	117	-	592	-	21			475	-		0	2	2	4	0	0	0	-
09/01/2025	126	-	592	-	23	150.0	742.5	466	-	610.1	0	0	2	6	0	-		
10/01/2025	132	-	592	-	24			460	-		0	2	2	4	0	0	0	-
11/01/2025	36	125	100	280	7			64	155		0	0	2	6	5	0	0	-
12/01/2025	89		200		111	-	-	-		0	0	2	4	0	0	0	0	-
13/01/2025	140	-	592	-	25	150.0	742.5	452	-	592.5	0	2	2	4	0	-		
14/01/2025	136	-	592	-	25			456	-		0	1	2	5	0	0	0	-
15/01/2025	126	-	592	-	23			466	-		0	1	2	5	0	0	0	-
16/01/2025	148	-	592	-	27	151.9	742.5	444	-	590.6	0	2	2	4	0	-		
17/01/2025	138	-	592	-	26			454	-		0	3	2	3	0	0	0	-
18/01/2025	33	127	100	280	6			67	153		0	0	2	6	3	0	0	-
19/01/2025	94		200		106	-	-	-		0	0	2	6	0	0	0	0	-
20/01/2025	141	-	592	-	26	151.9	742.5	451	-	590.6	0	3	2	3	0	-		
21/01/2025	129	-	592	-	23			463	-		0	0	2	6	0	0	0	-
22/01/2025	152	-	592	-	27			440	-		0	0	2	6	0	0	0	-
23/01/2025	152	-	592	-	27	24/01/2025		440	-		0	2	2	4	0	-		
	124	-	592	-	23			468	-		0	0	2	6	0	0	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]	
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements	QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total	
										06:30-06:44	06:30-06:59				
25/01/2025	41	138	100	280	8			59		0	0	2	6	2	-
26/01/2025	97		200		18			103	142	-	-	-	-	0	-
27/01/2025	143	-	592	-	27			449	-	0	2	2	4	0	-
28/01/2025	140	-	592	-	26			452	-	0	2	2	4	0	-
29/01/2025	148	-	592	-	28			444	-	0	3	2	3	0	-
30/01/2025	157	-	592	-	28	170.5	742.5	435	-	0	3	2	3	0	-
31/01/2025	175	-	592	-	32			417	-	0	2	2	4	0	51
01/02/2025	45	158	100	280	9			55	122	0	0	2	6	4	-
02/02/2025	113		200		19			87		-	-	-	-	0	-
03/02/2025	149	-	592	-	28			443	-	0	2	2	4	0	-
04/02/2025	151	-	592	-	27			441	-	0	4	2	2	0	-
05/02/2025	148	-	592	-	28			444	-	0	2	2	4	0	-
06/02/2025	165	-	592	-	31	172.7	742.5	427	-	0	2	2	4	0	-
07/02/2025	170	-	592	-	32			422	-	0	1	2	5	0	-
08/02/2025	49	156	100	280	9			51	124	0	1	2	5	2	-
09/02/2025	107		200		18			93		-	-	-	-	0	-
10/02/2025	153	-	592	-	29			439	-	0	2	2	4	0	-
11/02/2025	152	-	592	-	28			440	-	0	4	2	2	0	-
12/02/2025	159	-	592	-	29			433	-	0	2	2	4	0	-
13/02/2025	167	-	592	-	31	179.5	742.5	425	-	0	2	2	4	1	-
14/02/2025	179	-	592	-	33			413	-	0	2	2	4	0	-
15/02/2025	57	161	100	280	10			43	119	1	1	1	5	5	-
16/02/2025	104		200		19			96		-	-	-	-	0	-
17/02/2025	150	-	592	-	28			442	-	0	2	2	4	0	-
18/02/2025	142	-	592	-	25	168.9	742.5	450	-	1	2	1	4	0	-
19/02/2025	157	-	592	-	29			435	-	0	2	2	4	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements	(Early Permitted - Actual)	Late Actual Movements ^[2]			
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon 22:00-22:30 / 12:30-13:00	3 Month Running Total
								Day	Week-end		06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59		
20/02/2025	152	-	592	-	29			440	-		0	4	2	2	0	-
21/02/2025	160	-	592	-	30			432	-		0	3	2	3	0	-
22/02/2025	51	155	100	280	9			49	125		1	1	1	5	1	-
23/02/2025	104		200	19				96				-	-	-	0	-
24/02/2025	173	-	592	-	32			419	-		0	3	2	3	0	-
25/02/2025	159	-	592	-	29			433	-		0	3	2	3	0	-
26/02/2025	159	-	592	-	29			433	-		0	2	2	4	0	-
27/02/2025	166	-	592	-	31	180.0	742.5	426	-	562.5	0	2	2	4	0	-
28/02/2025	171	-	592	-	32			421	-		0	2	2	4	0	50
01/03/2025	34	140	100	280	7			66	140		0	1	2	5	2	-
02/03/2025	106		200		18			94			-	-	-	0	0	-
03/03/2025	169	-	592	-	31			423	-		0	2	2	4	0	-
04/03/2025	167	-	592	-	31			425	-		0	2	2	4	0	-
05/03/2025	170	-	592	-	32			422	-		0	3	2	3	0	-
06/03/2025	168	-	592	-	32	186.0	742.5	424	-	556.5	0	1	2	5	0	-
07/03/2025	178	-	592	-	32			414	-		0	2	2	4	0	-
08/03/2025	50	151	100	280	10			50	129		0	2	2	4	0	-
09/03/2025	101		200	18				99				-	-	-	0	0
10/03/2025	161	-	592	-	29			431	-		0	4	2	2	0	-
11/03/2025	172	-	592	-	32			420	-		0	3	2	3	0	-
12/03/2025	176	-	592	-	33			416	-		0	1	2	5	0	-
13/03/2025	175	-	592	-	32	186.7	742.5	417	-	555.8	0	2	2	4	0	-
14/03/2025	177	-	592	-	32			415	-		0	2	2	4	2	-
15/03/2025	56	162	100	280	10			44	118		0	2	2	4	2	-
16/03/2025	106		200	19				94				-	-	-	1	-
17/03/2025	182	-	592	-	34	193.5	742.5	410	-	549.0	0	4	2	2	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		3 Month Running Total	
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon			
								Day	Week-end		06:30-06:44	06:30-06:59			22:00-22:30 / 12:30-13:00		
18/03/2025	164	-	592	-	31				428	-		0	3	2	3	1	-
19/03/2025	171	-	592	-	32				421	-		0	3	2	3	0	-
20/03/2025	177	-	592	-	33				415	-		0	3	2	3	0	-
21/03/2025	186	-	592	-	34				406	-		0	1	2	5	2	-
22/03/2025	55	164	100	280	10				45	116		1	2	1	4	2	-
23/03/2025	109		200		20				91			-	-	-	-	0	-
24/03/2025	173	-	592	-	32				419	-		0	3	2	3	0	-
25/03/2025	166	-	592	-	31				426	-		0	3	2	3	0	-
26/03/2025	169	-	592	-	31				423	-		0	1	2	5	0	-
27/03/2025	176	-	592	-	33	185.3	742.5		416	-	557.2	0	2	2	4	0	-
28/03/2025	164	-	592	-	31				428	-		0	1	2	5	0	-
29/03/2025	55	149	100	280	10				45	131		0	2	2	4	2	-
30/03/2025	94		200		17				106			-	-	-	-	0	-
31/03/2025	182	-	592	-	35				410	-		0	2	2	4	0	43
01/04/2025	180	-	592	-	34				412	-		0	1	2	5	0	-
02/04/2025	183	-	592	-	34				409	-		0	1	2	5	0	-
03/04/2025	188	-	592	-	35	195.7	742.5		404	-	546.8	0	2	2	4	0	-
04/04/2025	175	-	592	-	32				417	-		1	3	1	3	0	-
05/04/2025	44	147	100	280	8				56	133		0	2	2	4	2	-
06/04/2025	103		200		18				97			-	-	-	-	0	-
07/04/2025	165	-	592	-	32				427	-		0	2	2	4	0	-
08/04/2025	171	-	592	-	33				421	-		0	2	2	4	0	-
09/04/2025	176	-	592	-	34	190.3	742.5		416	-	552.2	0	3	2	3	0	-
10/04/2025	172	-	592	-	34				420	-		0	2	2	4	0	-
11/04/2025	168	-	592	-	32				424	-		0	5	2	1	0	-
12/04/2025	49	145	100	280	9				51	135		1	2	1	4	3	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon		
								Day	Week-end		06:30-06:44	06:30-06:59			22:00-22:30 / 12:30-13:00	
13/04/2025	96		200		17			104			-	-	-	0	-	
14/04/2025	172	-	592	-	33			420	-		0	3	2	3	0	-
15/04/2025	171	-	592	-	33			421	-		0	1	2	5	0	-
16/04/2025	176	-	592	-	34			416	-		0	3	2	3	0	-
17/04/2025	173	-	592	-	33	182.8	742.5	419	-	559.7	0	2	2	4	1	-
18/04/2025	133	-	164	-	25			31	-		0	0	2	6	0	-
19/04/2025	47	143	100	280	9			53	137		0	2	2	4	0	-
20/04/2025	96		200		17			104			-	-	-	-	0	-
21/04/2025	146	-	198	-	27			52	-		0	0	2	6	0	-
22/04/2025	161	-	592	-	31			431	-		0	3	2	3	0	-
23/04/2025	174	-	592	-	32			418	-	563.3	0	1	2	5	0	-
24/04/2025	180	-	592	-	33	179.2	742.5	412	-		0	1	2	5	0	-
25/04/2025	171	-	592	-	32			421	-		0	1	2	5	0	-
26/04/2025	44	135	100	280	8			56	145		0	2	2	4	2	-
27/04/2025	91		200		16			109			-	-	-	-	0	-
28/04/2025	173	-	592	-	33			419	-		0	0	2	6	0	-
29/04/2025	166	-	592	-	33			426	-		0	2	2	4	0	-
30/04/2025	186	-	592	-	34			406	-		0	2	2	4	0	35
01/05/2025	174	-	592	-	33	190.8	742.5	418	-	551.7	0	3	2	3	0	-
02/05/2025	168	-	592	-	33			424	-		0	4	2	2	0	-
03/05/2025	41	143	100	280	8			59	137		0	2	2	4	3	-
04/05/2025	102		200		17			98			-	-	-	-	0	-
05/05/2025	135	-	248	-	25			113	-		0	0	2	6	0	-
06/05/2025	170	-	592	-	33			422	-	559.3	0	3	2	3	0	-
07/05/2025	173	-	592	-	33			419	-		0	3	2	3	0	-
08/05/2025	184	-	592	-	34			408	-		0	3	2	3	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon		
								Day	Week-end		06:30-06:44	06:30-06:59			06:30-06:44	
09/05/2025	166	-	592	-	32			426	-		0	2	2	4	0	-
10/05/2025	41	152	100	280	8		59	128			1	4	1	2	1	-
11/05/2025	111		200		18	89	-		-	-	-	-	-	-	-	-
12/05/2025	187	-	592	-	35		405	-		544.1	0	4	2	2	0	-
13/05/2025	174	-	592	-	33		418	-			0	3	2	3	0	-
14/05/2025	185	-	592	-	34		407	-			0	1	2	5	0	-
15/05/2025	192	-	592	-	35		400	-			0	2	2	4	0	-
16/05/2025	182	-	592	-	34		410	-			1	5	1	1	0	-
17/05/2025	44	152	100	280	8		56	128			1	4	1	2	3	-
18/05/2025	108		200		19	92	-		-	-	-	-	-	-	-	0
19/05/2025	179	-	592	-	34		413	-		550.8	0	2	2	4	0	-
20/05/2025	190	-	592	-	35		402	-			0	1	2	5	0	-
21/05/2025	170	-	592	-	33		422	-			0	1	2	5	0	-
22/05/2025	183	-	592	-	35		409	-			1	2	1	4	0	-
23/05/2025	165	-	592	-	31		427	-			0	2	2	4	0	-
24/05/2025	43	138	100	280	8		57	142			1	3	1	3	4	-
25/05/2025	95		200		17	105	-		-	-	-	-	-	-	-	0
26/05/2025	137	-	230	-	26		93	-		557.6	0	0	2	6	0	-
27/05/2025	172	-	592	-	33		420	-			0	3	2	3	0	-
28/05/2025	174	-	592	-	33		418	-			0	1	2	5	0	-
29/05/2025	174	-	592	-	34		418	-			0	3	2	3	0	-
30/05/2025	173	-	592	-	33		419	-			0	4	2	2	0	-
31/05/2025	40	141	100	280	8		60	139			0	4	2	2	3	3
01/06/2025	101		200		17	99	-		-	-	-	-	-	-	-	4
02/06/2025	183	-	592	-	35		409	-		541.8	0	3	2	3	0	-
03/06/2025	186	-	592	-	35		406	-			0	4	2	2	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total	
								Day	Week-end		06:30-06:44	06:30-06:59				
04/06/2025	182	-	592	-	35			410	-		0	3	2	3	0	-
05/06/2025	179	-	592	-	35			413	-		0	2	2	4	0	-
06/06/2025	170	-	592	-	33			422	-		0	3	2	3	0	-
07/06/2025	39	154	100	280	8			61	126		1	5	1	1	1	-
08/06/2025	115		200		20			85			-	-	-	-	2	-
09/06/2025	192	-	592	-	37			400	-		0	3	2	3	0	-
10/06/2025	173	-	592	-	34			419	-		0	2	2	4	0	-
11/06/2025	191	-	592	-	36			401	-		0	2	2	4	0	-
12/06/2025	196	-	592	-	37		742.5	396	-	539.4	0	2	2	4	0	-
13/06/2025	168	-	592	-	32		203.1	424	-		0	2	2	4	0	-
14/06/2025	49	158	100	280	10			51	122		0	2	2	4	4	-
15/06/2025	109		200		18			91			-	-	-	-	6	-
16/06/2025	190	-	592	-	35			402	-		0	3	2	3	0	-
17/06/2025	170	-	592	-	32			422	-		0	0	2	6	0	-
18/06/2025	176	-	592	-	32			416	-		0	1	2	5	0	-
19/06/2025	180	-	592	-	35		195.4	412	-	547.1	0	1	2	5	0	-
20/06/2025	176	-	592	-	33			416	-		0	2	2	4	1	-
21/06/2025	48	160	100	280	10			52	120		1	4	1	2	4	-
22/06/2025	112		200		19			88			-	-	-	-	2	-
23/06/2025	176	-	592	-	33			416	-		0	2	2	4	0	-
24/06/2025	161	-	592	-	31			431	-		0	1	2	5	0	-
25/06/2025	168	-	592	-	31		188.6	424	-	553.9	0	2	2	4	0	-
26/06/2025	184	-	592	-	34			408	-		0	2	2	4	1	-
27/06/2025	171	-	592	-	32			421	-		0	3	2	3	0	-
28/06/2025	41	153	100	280	8			59	127		1	3	1	3	4	-
29/06/2025	112		200		19			88			-	-	-	-	2	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]	
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements	QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total	
										06:30-06:44	06:30-06:59				
30/06/2025	168	-	592	-	33	182.9	742.5	Day	Week	0	2	2	4	1	54
01/07/2025	171	-	592	-	32			424	-	0	0	2	6	0	-
02/07/2025	164	-	592	-	30			421	-	0	0	2	6	1	-
03/07/2025	163	-	592	-	31			428	-	0	0	2	6	0	-
04/07/2025	167	-	592	-	31	136	559.6	429	-	0	0	2	6	0	-
05/07/2025	47	144	100	280	9			425	-	0	0	2	6	2	-
06/07/2025	97	-	200	-	16			53	136	0	4	2	2	3	-
07/07/2025	185	-	592	-	34			103	-	-	-	-	-	3	-
08/07/2025	177	-	592	-	32	189.0	742.5	407	-	0	2	2	4	2	-
09/07/2025	167	-	592	-	32			415	-	0	0	2	6	0	-
10/07/2025	172	-	592	-	32			425	-	0	0	2	6	0	-
11/07/2025	169	-	592	-	32			420	-	0	2	2	4	0	-
12/07/2025	43	147	100	280	9	186.7	742.5	423	-	1	1	1	5	3	-
13/07/2025	104	-	200	-	18			57	133	0	3	2	3	3	-
14/07/2025	175	-	592	-	33			96	-	-	-	-	-	0	-
15/07/2025	159	-	592	-	31			417	-	0	3	2	3	0	-
16/07/2025	161	-	592	-	30	182.7	742.5	433	-	0	1	2	5	0	-
17/07/2025	179	-	592	-	34			431	-	0	1	2	5	0	-
18/07/2025	164	-	592	-	31			413	-	0	1	2	5	1	-
19/07/2025	48	154	100	280	9			428	-	0	1	2	5	0	-
20/07/2025	106	-	200	-	18	182.7	742.5	52	126	0	3	2	3	6	-
21/07/2025	171	-	592	-	33			94	-	-	-	-	-	5	-
22/07/2025	158	-	592	-	31			421	-	0	1	2	5	3	-
23/07/2025	160	-	592	-	31			434	-	0	2	2	4	0	-
24/07/2025	163	-	592	-	32	182.7	742.5	432	-	0	1	2	5	0	-
25/07/2025	159	-	592	-	31			429	-	0	2	2	4	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements	QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total		
										06:30-06:44	06:30-06:59					
26/07/2025	47	145	100	280	9			53	135		0	5	2	1	4	-
27/07/2025	98		200		17			102			-	-	-	-	2	-
28/07/2025	158	-	592	-	31			434	-		0	1	2	5	1	-
29/07/2025	160	-	592	-	30			432	-		0	1	2	5	0	-
30/07/2025	144	-	592	-	27			448	-		0	0	2	6	1	-
31/07/2025	158	-	592	-	31	177.7	742.5	434	-	564.8	0	1	2	5	0	87
01/08/2025	161	-	592	-	31			431	-		0	2	2	4	0	-
02/08/2025	41	145	100	280	9			59	135		0	5	2	1	4	-
03/08/2025	104		200		18			96			-	-	-	-	0	-
04/08/2025	167	-	592	-	32			425	-		0	0	2	6	3	-
05/08/2025	160	-	592	-	31			432	-		0	0	2	6	0	-
06/08/2025	157	-	592	-	30			435	-		0	1	2	5	0	-
07/08/2025	166	-	592	-	33	183.7	742.5	426	-	558.8	0	1	2	5	0	-
08/08/2025	159	-	592	-	30			433	-		0	1	2	5	1	-
09/08/2025	47	157	100	280	9			53	123		0	3	2	3	4	-
10/08/2025	110		200		18			90			-	-	-	-	2	-
11/08/2025	169	-	592	-	33			423	-		0	2	2	4	0	-
12/08/2025	155	-	592	-	31			437	-		0	0	2	6	0	-
13/08/2025	156	-	592	-	30			436	-		0	2	2	4	0	-
14/08/2025	167	-	592	-	33	184.6	742.5	425	-	557.9	0	1	2	5	1	-
15/08/2025	162	-	592	-	31			430	-		0	1	2	5	2	-
16/08/2025	42	144	100	280	9			58	136		0	3	2	3	1	-
17/08/2025	102		200		18			98			-	-	-	-	1	-
18/08/2025	163	-	592	-	32			429	-		0	0	2	6	0	-
19/08/2025	142	-	592	-	29	181.4	742.5	450	-	561.1	0	1	2	5	0	-
20/08/2025	150	-	592	-	30			442	-		0	0	2	6	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements	QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon			
										06:30-06:44	06:30-06:59			06:30-06:44	06:30-06:59	
21/08/2025	161	-	592	-	32			431	-	0	1	2	5	1	-	
22/08/2025	167	-	592	-	32			425	-	0	1	2	5	0	-	
23/08/2025	44	153	100	280	9			56	127	0	3	2	3	4	-	
24/08/2025	109		200		18			91		-	-	-	-	1	-	
25/08/2025	139	-	230	-	27			91	-	0	0	2	6	0	-	
26/08/2025	159	-	592	-	31			433	-	1	2	1	4	0	-	
27/08/2025	164	-	592	-	32	183.2		428	-	0	1	2	5	0	-	
28/08/2025	169	-	592	-	33		742.5	423	-	0	2	2	4	1	-	
29/08/2025	173	-	592	-	32			419	-	0	0	2	6	0	-	
30/08/2025	44	156	100	280	9			56	124	1	5	1	1	2	-	
31/08/2025	112		200		19			88		-	-	-	-	1	102	
01/09/2025	179	-	592	-	35			413	-	0	3	2	3	2	-	
02/09/2025	177	-	592	-	35			415	-	0	1	2	5	0	-	
03/09/2025	176	-	592	-	34			416	-	0	3	2	3	1	-	
04/09/2025	187	-	592	-	35	199.9	742.5	405	-	0	1	2	5	0	-	
05/09/2025	170	-	592	-	33			422	-	0	1	2	5	0	-	
06/09/2025	43	157	100	280	9			57	123	1	4	1	2	4	-	
07/09/2025	114		200		19			86		-	-	-	-	0	-	
08/09/2025	186	-	592	-	35			406	-	0	4	2	2	1	-	
09/09/2025	185	-	592	-	34			407	-	1	1	1	5	0	-	
10/09/2025	177	-	592	-	34			415	-	0	3	2	3	0	-	
11/09/2025	190	-	592	-	35	199.6	742.5	402	-	0	1	2	5	1	-	
12/09/2025	186	-	592	-	34			406	-	0	1	2	5	0	-	
13/09/2025	42	151	100	280	9			58	129	1	4	1	2	6	-	
14/09/2025	109		200		18			91		-	-	-	-	1	-	
15/09/2025	187	-	592	-	34	197.2	742.5	405	-	0	2	2	4	1	-	

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total	
								Day	Week-end		06:30-06:44	06:30-06:59				06:30-06:44
16/09/2025	181	-	592	-	34			411	-		1	1	1	5	0	-
17/09/2025	178	-	592	-	33			414	-		0	3	2	3	0	-
18/09/2025	185	-	592	-	36			407	-		0	3	2	3	0	-
19/09/2025	171	-	592	-	32			421	-		1	2	1	4	0	-
20/09/2025	44	156	100	280	9			56	124		1	2	1	4	4	-
21/09/2025	112		200		19			88			-	-	-	-	3	-
22/09/2025	193	-	592	-	36			399	-		0	2	2	4	0	-
23/09/2025	175	-	592	-	33			417	-		1	4	1	2	0	-
24/09/2025	170	-	592	-	33			422	-		0	2	2	4	0	-
25/09/2025	185	-	592	-	35	197.2	742.5	407	-	545.3	0	1	2	5	0	-
26/09/2025	172	-	592	-	33			420	-		0	3	2	3	0	-
27/09/2025	44	156	100	280	9			56	124		0	3	2	3	4	-
28/09/2025	112		200		19			88			-	-	-	-	1	-
29/09/2025	180	-	592	-	33			412	-		0	1	2	5	1	-
30/09/2025	178	-	592	-	34			414	-		0	2	2	4	0	100
01/10/2025	187	-	592	-	34			405	-		0	2	2	4	0	-
02/10/2025	193	-	592	-	36	191.5	742.5	399	-	551.0	0	4	2	2	1	-
03/10/2025	154	-	592	-	29			438	-		0	3	2	3	0	-
04/10/2025	36	137	100	280	8			64	143		1	2	1	4	3	-
05/10/2025	101		200		17			99			-	-	-	-	2	-
06/10/2025	198	-	592	-	36			394	-		1	2	1	4	0	-
07/10/2025	182	-	592	-	34			410	-		0	1	2	5	0	-
08/10/2025	191	-	592	-	35	200.1	742.5	401	-	542.4	0	2	2	4	0	-
09/10/2025	179	-	592	-	34			413	-		0	2	2	4	0	-
10/10/2025	175	-	592	-	33			417	-		0	2	2	4	0	-
11/10/2025	48	150	100	280	9			52	130		0	3	2	3	2	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]		
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon 22:00-22:30 / 12:30-13:00	3 Month Running Total
								Day	Week-end		06:30-06:44	06:30-06:59	06:30-06:44	06:30-06:59		
12/10/2025	102		200		18			98			-	-	-	1	-	
13/10/2025	196	-	592	-	36			396	-		0	2	2	4	1	-
14/10/2025	184	-	592	-	34			408	-		0	3	2	3	0	-
15/10/2025	185	-	592	-	35			407	-		0	2	2	4	0	-
16/10/2025	191	-	592	-	35		742.5	401	-	542.4	0	2	2	4	0	-
17/10/2025	187	-	592	-	35			405	-		0	4	2	2	0	-
18/10/2025	46	142	100	280	8			54	138		0	4	2	2	0	-
19/10/2025	96		200		17			104			-	-	-	-	0	-
20/10/2025	183	-	592	-	35			409	-		0	2	2	4	0	-
21/10/2025	178	-	592	-	34			414	-		0	2	2	4	0	-
22/10/2025	184	-	592	-	35			408	-		0	3	2	3	0	-
23/10/2025	157	-	592	-	31		742.5	435	-	546.3	0	1	2	5	0	-
24/10/2025	170	-	592	-	32			422	-		0	2	2	4	0	-
25/10/2025	48	160	100	280	10			52	120		0	4	2	2	4	-
26/10/2025	112		200		19			88			-	-	-	-	0	-
27/10/2025	174	-	592	-	33			418	-		0	2	2	4	0	-
28/10/2025	166	-	592	-	31			426	-		0	1	2	5	0	-
29/10/2025	160	-	592	-	31			432	-		0	4	2	2	0	-
30/10/2025	170	-	592	-	33		742.5	422	-	551.7	0	3	2	3	0	-
31/10/2025	170	-	592	-	32			422	-		0	2	2	4	0	73
01/11/2025	55	166	100	280	10			45	114		1	2	1	4	3	-
02/11/2025	111		200		20			89			-	-	-	-	0	-
03/11/2025	181	-	592	-	34			411	-		0	3	2	3	0	-
04/11/2025	164	-	592	-	31		742.5	428	-	554.0	0	3	2	3	0	-
05/11/2025	170	-	592	-	32			422	-		0	2	2	4	0	-
06/11/2025	177	-	592	-	33			415	-		0	3	2	3	0	-

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]			
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total		
								Day	Week-end		06:30-06:44	06:30-06:59				06:30-06:44	06:30-06:59
07/11/2025	170	-	592	-	32			422	-		0	3	2	3	0	-	
08/11/2025	47	150	100	280	8		53	130			1	1	1	5	0	-	
09/11/2025	103		200		19	97			-	-	-	-	-	-	-	-	-
10/11/2025	171	-	592	-	33		421	-			0	1	2	5	0	-	
11/11/2025	164	-	592	-	31		428	-			1	4	1	2	0	-	
12/11/2025	172	-	592	-	32		420	-			0	2	2	4	0	-	
13/11/2025	175	-	592	-	33	187.9	417	-	554.6		0	3	2	3	1	-	
14/11/2025	175	-	592	-	33		417	-				0	2	2	4	1	-
15/11/2025	47	155	100	280	8		53	125				0	1	2	5	5	-
16/11/2025	108		200		19		92	-		-	-	-	-	-	-	-	0
17/11/2025	173	-	592	-	33		419	-			0	3	2	3	0	-	
18/11/2025	167	-	592	-	31		425	-			0	2	2	4	0	-	
19/11/2025	169	-	592	-	32		423	-			0	2	2	4	0	-	
20/11/2025	190	-	592	-	34	190.8	402	-	551.7		1	3	1	3	1	-	
21/11/2025	175	-	592	-	32		417	-				1	3	1	3	0	-
22/11/2025	51	162	100	280	9		49	118				1	2	1	4	1	-
23/11/2025	111		200		19		89			-	-	-	-	-	-	-	-
24/11/2025	182	-	592	-	33		410	-			0	1	2	5	0	-	
25/11/2025	166	-	592	-	31		426	-			0	5	2	1	0	-	
26/11/2025	160	-	592	-	31		432	-			0	3	2	3	0	-	
27/11/2025	179	-	592	-	33	187.3	413	-	555.2		0	3	2	3	0	-	
28/11/2025	169	-	592	-	31		423	-				0	2	2	4	0	-
29/11/2025	53	163	100	280	9		47	117				1	2	1	4	1	-
30/11/2025	110		200		20		90			-	-	-	-	-	-	-	0
01/12/2025	165	-	592	-	32		427	-			0	3	2	3	0	-	
02/12/2025	175	-	592	-	32	193.0	742.5	417	-		1	5	1	1	0	-	

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)	Late Actual Movements ^[2]			
	Day	Week-end	Day	Week-end	Day	Week	Week	Actual Movements		QC Total	Early Morning		Early Morning	Late Eve / Sat Afternoon	3 Month Running Total		
								Day	Week-end		06:30-06:44	06:30-06:59					
																Day	Week-end
03/12/2025	188	-	592	-	34			404	-		0	3	2	3	0	-	
04/12/2025	185	-	592	-	34			407	-		1	2	1	4	0	-	
05/12/2025	170	-	592	-	32			422	-		0	3	2	3	2	-	
06/12/2025	52	157	100	280	9			48	123		0	1	2	5	2	-	
07/12/2025	105		200		19	95	-	-		-	2	-	-	-	2	2	-
08/12/2025	186	-	592	-	34			406	-		0	2	2	4	0	-	
09/12/2025	156	-	592	-	28			436	-		0	3	2	3	0	-	
10/12/2025	183	-	592	-	34			409	-		0	3	2	3	0	-	
11/12/2025	191	-	592	-	35		742.5	401	-	545.8	0	3	2	3	0	-	
12/12/2025	182	-	592	-	34			410	-		0	3	2	3	0	0	-
13/12/2025	56	175	100	280	10			44			1	2	1	4	1	1	-
14/12/2025	119		200		21	81		-	-	-	-	-	-	0	0	-	
15/12/2025	175	-	592	-	32			417	-		0	3	2	3	0	-	
16/12/2025	151	-	592	-	27			441	-		0	3	2	3	0	-	
17/12/2025	147	-	592	-	27			445	-		0	0	2	6	0	-	
18/12/2025	156	-	592	-	30		742.5	436	-	565.5	0	1	2	5	0	-	
19/12/2025	163	-	592	-	31			429	-		0	2	2	4	1	1	-
20/12/2025	57	158	100	280	11			43			0	1	2	5	4	4	-
21/12/2025	101		200		19	99		-	-	-	-	-	-	3	3	-	
22/12/2025	156	-	592	-	30			436	-		0	2	2	4	0	-	
23/12/2025	122	-	592	-	22			470	-		0	2	2	4	0	-	
24/12/2025	93	-	592	-	17			499	-		0	2	2	4	0	-	
25/12/2025	0	-	0	-	0		742.5	0	-	627.3	-	-	-	-	0	-	
26/12/2025	100	-	100	-	19			0	-		0	0	2	6	0	0	-
27/12/2025	51	149	100	280	10			49			1	3	1	3	6	3	-
28/12/2025	98		200		17	102		-	-	-	-	-	1	1	1	-	

Date	Actual Aircraft Movements		Permitted Actual Aircraft Movements		QC Total		Permitted QC Total	Differences (Permitted - Actual)			Early Actual Movements		(Early Permitted - Actual)		Late Actual Movements ^[2]		3 Month Running Total
	Day	Week-end	Day	Week-end	Day	Week		Actual Movements	QC Total	Early Morning		Early Morning		Late Eve / Sat Afternoon			
							06:30-06:44			06:30-06:59	06:30-06:44	06:30-06:59	22:00-22:30 / 12:30-13:00				
29/12/2025	136	-	592	-	26	742.5	456	-	675.3	0	1	2	5	0	-		
30/12/2025	125	-	592	-	22		467	-		0	2	2	4	0	-		
31/12/2025	102	-	592	-	19		490	-		0	0	2	6	0	49		
-	-	-	-	-	-		-	-		-	-	-	-	-	-		
-	-	-	-	-	-	67.2	-	-	675.3	-	-	-	-	-	-		
-	-	-	-	-	-		-	-		-	-	-	-	-	-		
-	-	-	-	-	-		-	-		-	-	-	-	-	-		
-	-	-	-	-	-		-	-		-	-	-	-	-	-		
Annual Total	51,164		111,000		9,560	-	22,000	59,836	-	12,440	37	634	-	-			

**Annual
Performance
Report 2025**

Annex 3

Aircraft Noise Categorisation Scheme (ANCS) Report



LONDON CITY AIRPORT

AIRCRAFT NOISE CATEGORISATION SCHEME (ANCS) REPORT 2025

Report to

**London City Airport
The Royal Docks
London E16 2PB**

**A11327_05_RP084_1.0
30 March 2026**

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Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

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Appendix 2: Assumed Quota Count Values	
Appendix 3: Quota Count Daily and Weekly Totals	
Appendix 4 2025 Noise Monitoring Results by Airline and Aircraft Type	

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1.0 INTRODUCTION

The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretary of State for Communities and Local Government and the Secretary of State for Transport in July 2016 following an appeal and public inquiry which was held in March and April 2016.

Condition 18 of the permission required a new Aircraft Noise Categorisation Scheme (ANCS) to be submitted to and approved by the Local Planning Authority (LPA) prior to the first beneficial use of the development. The ANCS was approved in December 2017 and implemented in January 2018.

Condition 19 of the permission requires the ANCS to be reviewed periodically. Following its first four years of operation, the ANCS was reviewed in 2022 and an update to the scheme was approved by the LPA. This came into effect from April 2022 and resulted in changes to the procedure used to determine the Quota Count (QC) values of jet aircraft and formalisation of the procedure for light propeller aircraft.

Condition 19 also requires that *“a report shall be submitted to the local planning authority annually on 1 June or the first working day thereafter as part of the Annual Performance Report on the performance and/or compliance with the approved Aircraft Noise Categorisation Scheme during the previous calendar year”*.

To satisfy this condition, the ANCS states that *“A report will also be produced as part of the Annual Performance Report that records the results of the assessments undertaken as part of the quota count regime, including but not limited to:-*

- *The quota counts used for each aircraft type during the calendar year in question;*
- *The total annual quota arising from aircraft operations during the calendar year;*
- *The results of noise monitoring undertaken during the calendar year, expressed for each aircraft and airline as averages in relation to sideline, flyover and approach noise levels as determined in accordance with Section 3.1 above;*
- *The quota counts to be used for each aircraft for the forthcoming calendar year; and*
- *The expected total annual quota for the forthcoming year.”*

This report covers the items listed above for 2025.

2.0 QUOTA COUNT CLASSIFICATION SYSTEM

The ANCS uses a Quota Count (QC) classification system which, in the case of departure noise, is based on official noise certification data derived from measurements made on actual aircraft which have been conducted in accordance with the International Civil Aviation Organisation (ICAO) certification process.

A similar noise certification process exists for civil aircraft on approach, but this is based on operations at a glide slope of 3 degrees, not 5.5 degrees as used at LCA. To account for this difference, the AEDT¹ software has been used to compute, at the approach noise certification point², the difference in noise level between a 3 degree and a 5.5 degree glide slope using the AEDT in-built aircraft database. This difference is then applied to the noise certification data to estimate a certification value based on a glide slope of 5.5 degrees.

Whereas this method for approach noise levels provides a reasonable correlation with measurements of turbofan aircraft at LCA, it does not reflect well the noisiness of turboprop aircraft on steeper approaches. As a result, measured data at LCA has been used to validate the turboprop aircraft types within the AEDT model to achieve a reasonable correlation between prediction of approach noise at the noise certification point and measurement.

The ANCS uses manufacturers' noise certification data to categorise aircraft and allocate a specific 'QC score' to each aircraft type permitted to fly into and out of the airport. Each aircraft has a certificated 'sideline', 'flyover' and 'approach' noise level. These are described in Appendix 1.

Each aircraft in operation at the airport is allocated a separate QC score for arrival and departure operations, based on its certificated noise levels (adjusted to reflect the approach glide slope used at LCA), and categorised into 1 dB bands (rather than 3 dB bands as is the case in most other QC schemes). The QC classification bands are set out in Table 1 below. As an example, the ANCS would allocate a QC score of 0.4 to an aircraft departure or arrival in a noise band range of 87.0 dB to 87.9 dB and a QC score of 0.1 to a quieter aircraft departure or arrival in a noise band range of 81.0 dB to 81.9 dB.

¹ The term AEDT throughout this document refers to the Aviation Environmental Design Tool version 3d, produced by the Federal Aviation Administration.

² 2.0 km from runway threshold.

Noise Level Band ³ , EPNdB	Quota Count (QC) Classification	Noise Level Band ³ , EPNdB	Quota Count (QC) Classification
90 – 90.9	0.8	78 – 78.9	0.05
89 – 89.9	0.63	77 – 77.9	0.04
88 – 88.9	0.5	76 – 76.9	0.0315
87 – 87.9	0.4	75 – 75.9	0.025
86 – 86.9	0.315	74 – 74.9	0.002
85 – 85.9	0.25	73 – 73.9	0.016
84 – 84.9	0.2	72 – 72.9	0.0125
83 – 83.9	0.16	71 – 71.9	0.01
82 – 82.9	0.125	70 – 70.9	0.008
81 – 81.9	0.1	69 – 69.9	0.0063
80 – 80.9	0.08	68 – 68.9	0.005
79 – 79.9	0.063		

Table 1: Aircraft Noise Classifications

(NB. This classification system is a modification and extension of that operated by the designated airports in their Night Noise Quota Count System)

³ Aircraft operations falling in noise level bands above those presented would not be permitted to operate at LCA as a result of the need to comply with the noise certification level limits within the scheme.

2.1 Derivation of Noise Certification Levels - Departures

Under regulations laid out by the European Commission⁴, all aircraft of the types used at LCA are required to hold a certificate that sets out the noise certification levels for the aircraft and states the weight at which the aircraft was certificated (a higher weight typically corresponds with a higher noise level).

The sideline and flyover noise levels on the noise certificate are used to describe the noise of departing aircraft for all aircraft other than light propeller aircraft. Noise certification data for a given aircraft type can exist at a variety of different take-off weights. In addition, some aircraft of a given type are fitted with modified (quieter) engines and are certificated accordingly. As a result of this, the selection of noise certification levels for an individual aircraft shall be based on:-

- i. the sideline and flyover departure noise values set out on the noise certificate for the individual aircraft; or
- ii. the values set out in the EASA⁵ database for the specific aircraft type⁶ accounting for the permitted Maximum Take-Off Weight (MTOW) of that aircraft at LCA. If no entry in the database is available for the specific aircraft at this MTOW, the entry for the next highest MTOW will be used; or
- iii. under exceptional circumstances, evidence presented to LBN which demonstrates to their satisfaction, confirmed in writing, that the aircraft is capable of operating at its permitted MTOW at LCA within the noise constraints applicable at the airport.

Appendix 1 sets out how to derive the Departure Noise Level from the sideline and flyover noise certification values to enable a QC classification to be derived from Table 1. Appendix 2 provides the QC values that are assumed for each aircraft type where no noise certificate is available.

⁴ Commission Regulation (EU) 748/2012

⁵ European Aviation Safety Agency *Aircraft type certificate data sheets*, [Online], Available: <https://www.easa.europa.eu/en/document-library/type-certificates/tcdsn> [10/03/2026].

⁶ This relates to the noise certification levels given for the aircraft at a MTOW in the EASA database that equals the average of the maximum take-off weights specified for that aircraft type.

2.2 Derivation of Noise Certification Levels – Arrivals

The approach noise levels on the noise certificate are used to describe the noise of arriving aircraft for all aircraft other than light propeller aircraft. This certificated noise level requires modification. This is because the certificated noise level appearing on the certificate is measured based on a glide slope of 3 degrees, whereas 5.5 degrees is used at LCA. This steeper approach is required to keep aircraft higher for longer for obstacle avoidance.

To account for this difference, the AEDT software is used to compute the approach noise level based on both a 3 degree and a 5.5 degree glide slope. The AEDT software contains an in-built database of aircraft types, flight, thrust and noise parameters. This database of information has been developed in consultation with aircraft manufacturers.

This computational method provides good correlation with measurements of turbofan aircraft at the different glide slopes; however it does not accurately reflect the noisiness of turboprop aircraft on steeper approaches. Data measured with noise monitors at LCA is therefore used to validate the turboprop aircraft types within AEDT.

The approach noise level for a given type of turbofan aircraft is derived by modelling the aircraft in AEDT using the matching or recommended built-in aircraft database entry at the approach noise certification point described in ICAO Annex 16⁷. This is done separately with a glide slope of 3 degrees and 5.5 degrees and the difference computed. This difference is then applied to the certificated (3 degree) approach noise level of the individual aircraft, obtained using the same criteria as for departing aircraft. The resulting value is equivalent to the noise certification level for that given turbofan aircraft type for a 5.5 degrees approach.

The approach noise level for a given type of turboprop aircraft is derived by firstly adjusting the noise profile of the most appropriate aircraft type within the AEDT to best match the approach noise level measured at LCA during a 5.5 degree approach. This aircraft type is then modelled with a glide slope of 5.5 degrees using the AEDT to derive the noise value at the approach noise certification point described in ICAO Annex 16. This resulting value is used as the approach noise certification level for that given turboprop aircraft type for the purposes of quota count classification. Appendix 1 sets out how to derive the Arrival Noise Level from the approach noise level to enable a QC classification to be derived from Table 1. Appendix 2 provides the assumed QC values used where no noise certificate is available, based on the EASA database.

⁷ Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise

2.3 Derivation of Noise Certification Levels – Light Propeller Aircraft

Light propeller aircraft are not subject to the same measurements as part of the certification process and therefore comparable certificated noise levels are not available. For these aircraft the following procedure is followed to estimate the certificated noise levels:

- i. Determine the reference aircraft, being the lightest propeller aircraft for which suitable measurements operating at LCA are available and which is subject to the ICAO Chapter 4 certification tests.
- ii. Compare the measured EPNdB noise levels taken by the LCA NMTs with those for the reference aircraft, separately for sideline (NMTs 1-4), flyover (NMTs 5-6) and approach (NMTs 5-6).
- iii. Use these difference to estimate the sideline, flyover and approach noise levels for the light propeller aircraft by comparing with noise certificates for the reference aircraft.

These estimated noise levels are then used to confirm that the aircraft meets the maximum noise limits. Light propeller aircraft are then treated as turboprop aircraft for the purposes of determining the arrival noise level and departure noise level.

3.0 QUOTA COUNT BUDGET

3.1 Quota Count Period

The quota count period applies throughout the operational hours of the airport as specified in the airport's entry given in the UK AIP⁸. For the purposes of an annual assessment of the quota count, the calendar year applies.

3.2 Quota Count Budget

LCA are required to operate within an overall noise quota budget set out in the ANCS, which limits the number of annual flight movements. Each aircraft landing or taking-off counts towards the overall quota budget at the airport. The noisier the aircraft type, the higher its QC score and the more it counts towards the total budget, resulting in fewer permitted flights within the limit. The use of 1 dB bands means that even a small reduction in noise levels may result in a lower QC score, thereby incentivising the use of quieter aircraft. Performance against the quota budget is calculated by multiplying the number of departures and arrivals by the respective QC scores for an aircraft and adding together the totals for each aircraft using the airport. All aircraft operating at LCA are included in the quota, other than those engaged in training, positioning, aircraft testing and/or evaluation.

The quota count budget is:

- i) 22,000 per calendar year; and
- ii) 742.5 in any one week

Each year's total quota count will be determined based on the schedule of actual aircraft movements for the year and established QC scores. The results will be compared against LCA's permitted noise quota budget as specified in i) and ii) above.

3.3 2025 QC Assessment

The QC score has been calculated for each aircraft movement during 2025. Totals for each day and week are presented in Appendix 3. These show that the airport has operated within its quota budget of 742.5 per week during this period.

⁸ The UK Aeronautical Information Publication, NATS Aeronautical Information Service
<https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

Table 2 presents the total QC score for 2025, broken down by aircraft type. This shows that the airport has operated within its quota budget of 22,000 for 2025.

Aircraft Type	Average QC Score ¹		2025 Total Mvts		2025 Quota Count ²		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
Airbus A221	0.031	0.131	2,585	2,585	81	339	420
ATR 72	0.250	0.100	965	965	241	96	338
Dash 8-400	0.125	0.100	1,477	1,477	185	148	332
Embraer E190	0.050	0.397	18,177	18,179	909	7,221	8,130
Embraer E190-E2	0.040	0.100	524	524	21	52	73
Embraer E195-E2	0.040	0.125	172	172	7	22	28
General Aviation: Jet Aircraft	0.025	0.116	1,677	1,679	42	195	237
General Aviation: Non-Jet Aircraft	0.315	0.100	3	3	1	0	1
TOTAL			25,580	25,584	1,487	8,073	9,560

¹ Some aircraft types can have different departure QC scores depending on the specific aircraft flown. Average QC score for each aircraft type has been rounded to three decimal places.

² QC totals rounded to nearest whole number. Overall totals are sum of unrounded values.

Table 2: 2025 QC Assessment

3.4 2026 QC Forecast

Based on the forecast provided by LCA, a predicted QC total for 2026 has been computed. An assumed QC score has been assigned to each aircraft operating at LCA and used to compute a predicted QC total for 2026.

Aircraft Type	Assumed QC Score		2026 Forecast Movements ¹		2026 Forecast Quota Count ²		
	Arr	Dep	Arr	Dep	Arr	Dep	Total
Airbus A221	0.031	0.131	1,420	1,420	45	186	231
ATR 72	0.250	0.100	1,204	1,204	301	120	421
Dash 8-400	0.125	0.100	1,484	1,484	186	148	334
Embraer E190	0.050	0.397	18,916	18,916	946	7,513	8,459
Embraer E190-E2	0.040	0.100	692	692	28	69	97
Embraer E195-E2	0.040	0.125	684	684	27	86	113
General Aviation: Jet Aircraft	0.025	0.116	1,677	1,679	42	195	237
General Aviation: Non-Jet Aircraft	0.315	0.100	3	3	1	0	1
TOTAL			26,080	26,082	1,575	8,318	9,893

¹ Forecast annual totals are derived from a summer forecast provided by LCA. Therefore, arrival and departure totals may not match exactly. General Aviation forecast movements are based on 2025 activity.

² QC totals are rounded to nearest whole number. Overall totals are sum of unrounded values.

Table 3: 2026 QC Prediction

The above calculation shows that in 2026 the airport is predicted to be under the QC budget of 22,000.

4.0 NOISE MONITORING

4.1 Aircraft Noise Measurement

The airport's noise monitoring system records the noise levels in terms of Effective Perceived Noise Level (EPNL) during aircraft departures and landings at six locations (NMTs 1 to 6) shown in Figure 1.

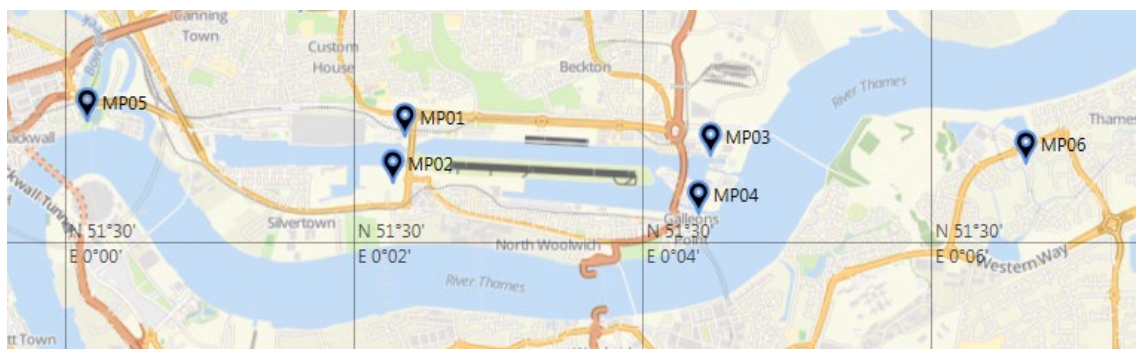


Figure 1: Location of NMTs 1-6

This data is reviewed on an annual basis to establish for each aircraft type, separately for each airline, the following information:

- the average annual SIDELINE⁹ departure noise level (in EPNdB), from NMTs 1 to 4,
- the average annual FLYOVER departure noise level (in EPNdB), from NMTs 5 and 6,
- the average annual APPROACH noise level (in EPNdB), from NMTs 5 and 6.

4.1.1 Calibration Details

The sound level meter and microphone systems that comprise the NMTs are calibrated by a UKAS accredited institution every two years as a minimum, in accordance with ISO 20906:2009/Amd.1:2013 *"Acoustics – Unattended monitoring of aircraft sound in the vicinity of airports"*.

4.1.2 Monitoring Results

A literal interpretation of the ANCS requirement is to compare the year-on-year changes for every aircraft type and associated airline. However, it is often not appropriate to assess every

⁹ At LCA all aircraft types, both jet and propeller, are measured at the same "sideline" noise monitoring locations. Further explanation of "sideline" in this context is given in Appendix 1.

combination, as when there are small numbers of results this will likely show large differences due to the natural variation in measurement results, for example due to variation in aircraft weights and weather conditions. Therefore, it was agreed with the London Borough of Newham (LBN) that only aircraft and airline combinations which recorded at least one arrival and departure measurement per day on average would be included in the comparison.

The 2025 noise levels are presented in Table 4, alongside their change from 2024. The 2025 noise levels for all aircraft and airline combinations are given in Appendix 1.

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		Avg Level, EPNdB	Change from 2024 ^[1]	Avg Level, EPNdB	Change from 2024 ^[1]	Avg Level, EPNdB	Change from 2024 ^[1]
A221	AZ	93.9	-0.2	84.1	+0.2	82.8	0.0
A221	LX	94.2	0.0	84.4	+0.1	82.9	-0.9
AT75	GR	92.5	-0.4	84.8	+0.6	88.4	0.0
AT75 ^[2]	LM	92.0	-	83.6	-	87.7	-
DH8D	LG	93.3	+0.1	81.7	-0.8	84.9	-0.1
E190	BA	100.1	0.0	88.8	+0.2	85.4	+0.1
E190	EN	99.6	-0.1	88.7	0.0	85.7	+0.2
E190	KL	99.3	+0.2	88.4	+0.4	85.2	+0.1
E290	LX	93.7	-0.3	82.7	-0.2	83.5	-0.5

^[1] Averages are rounded to 1 decimal place. Changes are based on the unrounded values.

^[2] Aircraft type and airline combination had fewer than one measurement per day in 2024.

Table 4: 2025 Noise Monitoring Results and Comparison to 2024

The results in Table 4 show that for all the most commonly operating aircraft and airline combinations, there has been no significant change in the average measured arrival noise levels when compared to 2024. The QC classifications used in 2024 are therefore considered to remain appropriate.

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Nick Williams
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David Charles
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APPENDIX 1

DERIVATION OF DEPARTURE AND ARRIVAL LEVEL FOR QUOTA COUNT ASSESSMENT

The basic principles of how to calculate the departure and arrival level as part of the Night Noise Quota Counts that are in place at Heathrow, Gatwick and Stansted Airports are described in a report prepared by the Civil Aviation Authority¹⁰.

These principles are adopted in the LCA Quota Count Scheme with some slight modifications and are as follows:-

- i) The noise classification of aircraft into 1 EPNdB wide QC categories or bands is based on certificated (for departure) and calculated (for approach) Effective Perceived Noise Level (EPNL, in units EPNdB).
- ii) The Departure Noise Level is determined from the aircraft's noise certification values (EPNLs) for sideline and flyover based on the following equation:

$$\text{Departure Noise Level} = (\text{Sideline EPNL} + \text{Flyover EPNL})/2$$
- iii) The Arrival Noise Level is determined from the approach noise level derived as described in Section 2.2 above and the equation:

$$\text{Arrival Noise Level} = \text{Approach Noise Level EPNL} - 9$$
- iv) For propeller aircraft with maximum take-off weight (MTOW) not exceeding 5700 kg (i.e. those not subject to such criteria) and older propeller aircraft also not subject to these criteria, aircraft are classified according to assumptions based on available noise data.
- v) The Departure Noise Level and (separately) the Arrival Noise Level are matched in Table A1.1 with the relevant noise band to determine the associated quota count (QC) classification for the specific aircraft type.

¹⁰ ERCD Report 0204 Review of the Quota Count (QC) System: Re-Analysis of the Differences Between Arrivals and Departures

Noise Level Band, EPNdB	Quota Count (QC) Classification	Noise Level Band, EPNdB	Quota Count (QC) Classification
90 – 90.9	0.8	78 – 78.9	0.05
89 – 89.9	0.63	77 – 77.9	0.04
88 – 88.9	0.5	76 – 76.9	0.0315
87 – 87.9	0.4	75 – 75.9	0.025
86 – 86.9	0.315	74 – 74.9	0.002
85 – 85.9	0.25	73 – 73.9	0.016
84 – 84.9	0.2	72 – 72.9	0.0125
83 – 83.9	0.16	71 – 71.9	0.01
82 – 82.9	0.125	70 – 70.9	0.008
81 – 81.9	0.1	69 – 69.9	0.0063
80 – 80.9	0.08	68 – 68.9	0.005
79 – 79.9	0.063		

Table A1.1: Aircraft Noise Classifications

(NB. This classification system is a modification and extension of that operated by the designated airports in their Night Noise Quota Count System)

The terms “sideline” and “flyover” appear in this ANCS and also in LCA’s Noise Management and Mitigation Scheme (NOMMS) but carry different meanings in each. The following section provides an explanation of these terms in the context of both the ANCS and the NOMMS.

Explanation of “Sideline” and “Flyover” Points in the NOMMS and ANCS

The terms “sideline” and “flyover” are used in the NOMMS¹¹ and ANCS¹² to describe a point or location where aircraft noise is either measured or assessed. In the NOMMS, the terms are used to describe locations where London City Airport’s (LCA’s) fixed noise monitors are located. In the ANCS, the terms are used to describe noise certification points prescribed by the International Civil Aviation Organisation (ICAO). Although the terms “sideline” and “flyover” used in the NOMMS and ANCS are identical, they are not in the same position. To avoid confusion, this annex provides a short description of the location of the sideline and flyover points for both the NOMMS and ANCS.

NOMMS uses a number of fixed noise monitors to determine noise levels from departing and arriving aircraft at the airport. For historic reasons the location of these monitors are categorised as either *sideline* or *flyover* locations depending on where they are with respect to the flight path of departing or arriving aircraft. The results are used primarily for noise management purposes through a Penalties and Incentives Scheme.

The ANCS categorises and assesses aircraft by using noise certification data determined in accordance with procedures set out by ICAO. Each aircraft operating in the UK has a noise certificate describing its noise emissions under carefully controlled conditions, at three noise certification points. These certification levels are indicators of aircraft noise performance and are determined at three points in accordance with prescribed international procedures. These procedures also use the terms *sideline* and *flyover* for two of these three points (the third is the *approach* point).

NOMMS - noise monitor locations

A continuous noise monitoring system was first installed and became operational at the airport in 1992. A system of this type has been in place ever since that time and was upgraded in 2000 when a flight track monitoring system was also installed. The noise and flight track monitoring system was further updated in 2013. Historically, this noise and flight track monitoring system (NFTM) comprised four fixed noise monitors. These four monitors known as NMTs 1 to 4 are all located close to the airport.

Under the NOMMS, two new fixed noise monitors (NMTs 5 and 6) and a mobile noise monitor are incorporated within the NFTM.

¹¹ NOMMS – Noise Management and Mitigation Strategy

¹² ANCS – Aircraft Noise Categorisation Scheme

The six fixed noise monitors shown in Figure A1.1 are used to measure noise levels during an aircraft departure. These measured noise levels are used to determine the Sideline Noise Level and Flyover Noise Level for comparison with limits set in relation to the airport's Penalties and Incentives scheme which forms part of the NOMMS. The Sideline Noise Level and the Flyover Noise Level are compared against the fixed penalty limit and credit thresholds to determine whether a credit or penalty should be applied to the operator of the aircraft.

As NMTs 1 and 2, and 3 and 4 lie on either side of the flight path of a departing or an arriving aircraft these are designated as "sideline" locations.

For aircraft departures on Runway 27, the Sideline Noise Level is determined from the arithmetic average of the maximum noise level ($L_{Amax,S}$) measured at NMT 1 and 2. For aircraft departures on Runway 09, the Sideline Noise Level is determined from the arithmetic average of the maximum noise level ($L_{Amax,S}$) measured at NMT 3 and 4.

As NMTs 5 and 6 lie approximately underneath the flight path of a departing aircraft these are designated as "flyover" locations.

For aircraft departures on Runway 27, the Flyover Noise Level is the maximum noise level ($L_{Amax,S}$) measured at NMT 5. For aircraft departures on Runway 09, the Flyover Noise Level is the maximum noise level ($L_{Amax,S}$) measured at NMT 6.

The locations of NMTs 1 to 6 are shown in Figure A1.1.

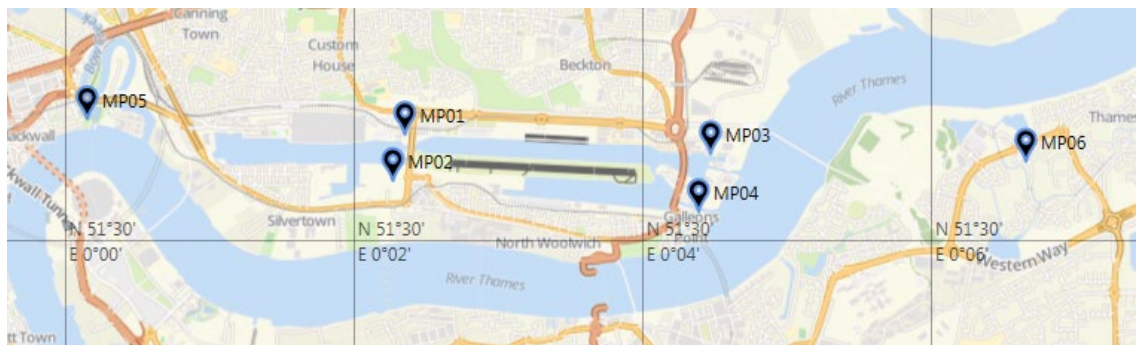


Figure A1.1: NOMMS - Location of Noise Monitoring Terminals

ANCS - noise certification level positions

The ANCS uses a Quota Count (QC) system as a means of limiting the noise generated by aircraft movements in a transparent and easily administered manner. It operates in a similar manner to the Night Noise Quota Count scheme used at the designated airports such as Heathrow, Gatwick and Stansted, and used at other UK airports such as Manchester. The QC system at LCA however applies during the daytime, not the night-time. LCA are the first airport to operate a daytime QC system in the UK. As is the case for the Night Noise Quota Count scheme, the LCA QC system is

based on aircraft noise certification data where each aircraft type is allotted a QC value based on the noise generated by the aircraft type on departure and arrival under prescribed certification conditions¹³.

Certification levels, determined in accordance with prescribed procedures under ICAO Annex 16¹⁴ and given in terms of the Effective Perceived Noise Level (EPNL), are used within the ANCS for a variety of reasons, including:

- to comply with UK Regulations¹⁵
- they are reliable and independently verified indicators of aircraft noise performance;
- they are freely available for practically every relevant aircraft type¹⁶.

Certificated noise levels for departing and arriving aircraft are determined under carefully controlled conditions at three positions:

- For jet-powered aeroplanes, 450 metres sideline at noisiest point during an aircraft departure. For propeller aircraft, depending on when the aircraft was certified, the point on the extended centre line of the runway 650 metres vertically below the climb-out flight path at full take-off power (referred to as Sideline or Lateral point);
- 6500 metres from start of roll, directly beneath the departing aircraft (referred to as Flyover point);
- 2000 metres from runway threshold, directly beneath the arriving aircraft (referred to as Approach point).

Figure A1.2, reproduced from ERCD 0205¹⁷, illustrates these three noise certification points below.

¹³ Based on the certified operating weight or maximum permitted operating weight at LCA or on evidence presented to LBN which demonstrates to their satisfaction, confirmed in writing, that the aircraft is capable of operating at its permitted MTOW at LCA within the noise constraints applicable at the airport.

¹⁴ Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise

¹⁵ Aerodrome (Noise Restrictions) (Rules and Procedures) Regulations 2003

¹⁶ European Aviation Safety Agency (2016) *Aircraft type certificate data sheets*, [Online], Available: <http://www.easa.europa.eu/certification/type-certificates/aircraft.php> [12/02/2024].

¹⁷ ERCD Report 0205 Quota Count Validation Study: Noise Measurements and Analysis, Civil Aviation Authority

AIRCRAFT NOISE CERTIFICATION MEASUREMENT POINTS

in relation to illustrative footprints

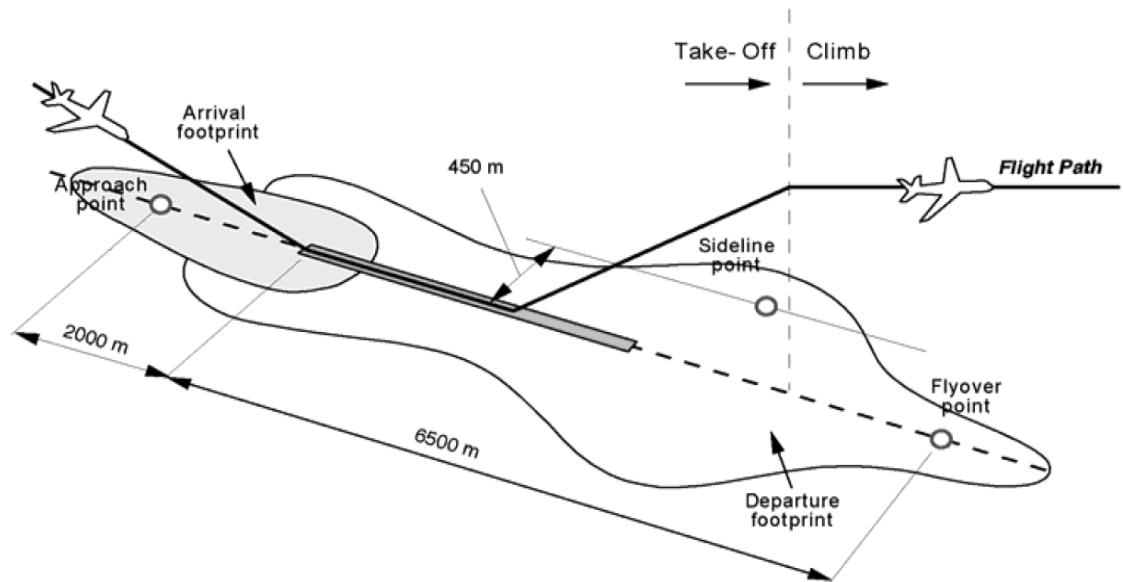


Figure A1.2: Aircraft noise certification measurement points

The Sideline point shown is for jet-powered aircraft. For propeller aircraft, depending on when the aircraft was certified, the sideline position may be the point on the extended centre line of the runway 650 metres vertically below the climb-out flight path at full take-off power. For reasons given in ERCD 0205, the use of a different measurement position for sideline noise from propeller aircraft is because of practical difficulties in measuring sideline noise at the 450 m sideline point required for jet-powered aircraft. ERCD found that the results obtained in the two locations are practically the same.

APPENDIX 2

ASSUMED QUOTA COUNT VALUES

The following table gives the Quota Count values which are assumed for each aircraft type in operation at LCA. These are used when a noise certificate is not available. The values are calculated using the noise certificate information set out in the EASA database for the specific aircraft type accounting for the permitted Maximum Take Off Weight (MTOW) of that aircraft at LCA.

Aircraft Code	Aircraft Description	Aircraft Category	Quota Count	
			Departures	Arrivals
A221	Airbus A220-100	Turbofan	0.16	0.0315
A318	Airbus A318	Turbofan	0.315	0.05
B461	BAe 146-100	Turbofan	0.16	0.063
B462	BAe 146-200	Turbofan	0.315	0.08
C25A	Cessna CitationJet CJ2	Turbofan	0.1	0.0315
C25B	Cessna CitationJet CJ3	Turbofan	0.1	0.0125
C25C	Cessna CitationJet CJ4	Turbofan	0.16	0.016
C510	Cessna Citation Mustang	Turbofan	0.063	0.0063
C525	Cessna CitationJet	Turbofan	0.05	0.016
C550	Cessna Citation II	Turbofan	0.16	0.025
C55B	Cessna Citation Bravo	Turbofan	0.063	0.0315
C560	Cessna Citation V	Turbofan	0.063	0.0125
C56X	Cessna Citation Excel	Turbofan	0.05	0.04
C680	Cessna Citation Sovereign	Turbofan	0.063	0.0315
C68A	Cessna Citation Latitude	Turbofan	0.08	0.016
CL30	Bombardier Challenger 300	Turbofan	0.1	0.016
CL35	Bombardier Challenger 350	Turbofan	0.125	0.016
CL60	Bombardier Challenger 600	Turbofan	0.125	0.025
E135	Embraer E135	Turbofan	0.1	0.0315
E170	Embraer E170	Turbofan	0.4	0.063
E175	Embraer E175	Turbofan	0.4	0.063
E190	Embraer E190	Turbofan	0.5	0.05
E290	Embraer E190-E2	Turbofan	0.1	0.04

Aircraft Code	Aircraft Description	Aircraft Category	Quota Count	
			Departures	Arrivals
E295	Embraer E195-E2	Turbofan	0.125	0.04
E545	Embraer EMB-545 (Legacy 450)	Turbofan	0.05	0.016
E550	Embraer EMB-550 (Legacy 500)	Turbofan	0.063	0.025
E55P	Embraer EMB-505 (Phenom 300)	Turbofan	0.063	0.02
F2TH	Dassault Falcon 2000	Turbofan	0.25	0.016
F900	Dassault Falcon 900	Turbofan	0.2	0.04
FA50	Dassault Falcon 50	Turbofan	0.4	0.1
FA6X	Dassault Falcon 6X	Turbofan	0.25	0.025
FA7X	Dassault Falcon 7X	Turbofan	0.4	0.063
FA8X	Dassault Falcon 8X	Turbofan	0.25	0.04
G150	Gulfstream G150	Turbofan	0.25	0.0315
G280	Gulfstream G280	Turbofan	0.125	0.02
GA5C	Gulfstream GVII-G500	Turbofan	0.1	0.0315
GA6C	Gulfstream GVII-G600	Turbofan	0.16	0.04
GL5T	Bombardier Global 5000	Turbofan	0.2	0.02
GL7T	Bombardier Global 7000	Turbofan	0.25	0.02
GLEX	Bombardier Global 6000	Turbofan	0.25	0.02
GLF6	Gulfstream G650	Turbofan	0.125	0.02
H25B	Hawker 800	Turbofan	0.25	0.1
J328	Dornier 328JET	Turbofan	0.125	0.016
LJ45	Learjet 45	Turbofan	0.063	0.04
PC24	Pilatus PC-24	Turbofan	0.2	0.0315
RJ85	Avro RJ-85	Turbofan	0.25	0.1
AT42	ATR 42-200	Turboprop	0.08	0.2
AT45	ATR 42-500	Turboprop	0.04	0.2
AT75	ATR 72-500	Turboprop	0.08	0.25
D328	Dornier 328	Turboprop	0.125	0.125

Aircraft Code	Aircraft Description	Aircraft Category	Quota Count	
			Departures	Arrivals
DH8D	De Havilland Canada Dash 8 400	Turboprop	0.08	0.125
F50	Fokker 50	Turboprop	0.125	0.315
SB20	Saab 2000	Turboprop	0.125	0.08
SF34	Saab 340	Turboprop	0.1	0.125
B350	Beechcraft Super King Air 350	Light Prop	0.04	0.125
BE20	Beechcraft Super King Air 200	Light Prop	0.025	0.125
P180	Piaggio P-180 Avanti	Light Prop	0.1	0.315
PA31	Piper PA-31 Navajo	Light Prop	0.1	0.125

Table A2.1: 2025 Assumed Quota Counts

APPENDIX 3

QUOTA COUNT DAILY AND WEEKLY TOTALS

The following table gives the daily and weekly Quota Count totals for 2025. Daily values have been rounded to the nearest whole number and weekly values have been rounded to 1 decimal place, therefore in some cases the sum of the daily total may not match the weekly total.

Date	Daily Quota Count	Weekly Total
30/12/2024	23	134.4
31/12/2024	22	
01/01/2025	18	
02/01/2025	22	
03/01/2025	25	
04/01/2025	9	
05/01/2025	16	
06/01/2025	20	132.4
07/01/2025	21	
08/01/2025	21	
09/01/2025	23	
10/01/2025	24	
11/01/2025	7	
12/01/2025	15	
13/01/2025	25	150.0
14/01/2025	25	
15/01/2025	23	
16/01/2025	27	
17/01/2025	26	
18/01/2025	6	
19/01/2025	17	

Date	Daily Quota Count	Weekly Total
20/01/2025	26	151.9
21/01/2025	23	
22/01/2025	27	
23/01/2025	27	
24/01/2025	23	
25/01/2025	8	
26/01/2025	18	
27/01/2025	27	170.5
28/01/2025	26	
29/01/2025	28	
30/01/2025	28	
31/01/2025	32	
01/02/2025	9	
02/02/2025	19	
03/02/2025	28	172.7
04/02/2025	27	
05/02/2025	28	
06/02/2025	31	
07/02/2025	32	
08/02/2025	9	
09/02/2025	18	
10/02/2025	29	179.5
11/02/2025	28	
12/02/2025	29	
13/02/2025	31	
14/02/2025	33	
15/02/2025	10	
16/02/2025	19	

Date	Daily Quota Count	Weekly Total
17/02/2025	28	168.9
18/02/2025	25	
19/02/2025	29	
20/02/2025	29	
21/02/2025	30	
22/02/2025	9	
23/02/2025	19	
24/02/2025	32	180.0
25/02/2025	29	
26/02/2025	29	
27/02/2025	31	
28/02/2025	32	
01/03/2025	7	
02/03/2025	18	186.0
03/03/2025	31	
04/03/2025	31	
05/03/2025	32	
06/03/2025	32	
07/03/2025	32	
08/03/2025	10	186.7
09/03/2025	18	
10/03/2025	29	
11/03/2025	32	
12/03/2025	33	
13/03/2025	32	
14/03/2025	32	
15/03/2025	10	
16/03/2025	19	

Date	Daily Quota Count	Weekly Total
17/03/2025	34	193.5
18/03/2025	31	
19/03/2025	32	
20/03/2025	33	
21/03/2025	34	
22/03/2025	10	
23/03/2025	20	
24/03/2025	32	185.3
25/03/2025	31	
26/03/2025	31	
27/03/2025	33	
28/03/2025	31	
29/03/2025	10	
30/03/2025	17	
31/03/2025	35	195.7
01/04/2025	34	
02/04/2025	34	
03/04/2025	35	
04/04/2025	32	
05/04/2025	8	
06/04/2025	18	
07/04/2025	32	190.3
08/04/2025	33	
09/04/2025	34	
10/04/2025	34	
11/04/2025	32	
12/04/2025	9	
13/04/2025	17	

Date	Daily Quota Count	Weekly Total
14/04/2025	33	182.8
15/04/2025	33	
16/04/2025	34	
17/04/2025	33	
18/04/2025	25	
19/04/2025	9	
20/04/2025	17	
21/04/2025	27	179.2
22/04/2025	31	
23/04/2025	32	
24/04/2025	33	
25/04/2025	32	
26/04/2025	8	
27/04/2025	16	
28/04/2025	33	190.8
29/04/2025	33	
30/04/2025	34	
01/05/2025	33	
02/05/2025	33	
03/05/2025	8	
04/05/2025	17	
05/05/2025	25	183.2
06/05/2025	33	
07/05/2025	33	
08/05/2025	34	
09/05/2025	32	
10/05/2025	8	
11/05/2025	18	

Date	Daily Quota Count	Weekly Total
12/05/2025	35	198.4
13/05/2025	33	
14/05/2025	34	
15/05/2025	35	
16/05/2025	34	
17/05/2025	8	
18/05/2025	19	
19/05/2025	34	191.7
20/05/2025	35	
21/05/2025	33	
22/05/2025	35	
23/05/2025	31	
24/05/2025	8	
25/05/2025	17	
26/05/2025	26	184.9
27/05/2025	33	
28/05/2025	33	
29/05/2025	34	
30/05/2025	33	
31/05/2025	8	
01/06/2025	17	
02/06/2025	35	200.7
03/06/2025	35	
04/06/2025	35	
05/06/2025	35	
06/06/2025	33	
07/06/2025	8	
08/06/2025	20	

Date	Daily Quota Count	Weekly Total
09/06/2025	37	203.1
10/06/2025	34	
11/06/2025	36	
12/06/2025	37	
13/06/2025	32	
14/06/2025	10	
15/06/2025	18	
16/06/2025	35	195.4
17/06/2025	32	
18/06/2025	32	
19/06/2025	35	
20/06/2025	33	
21/06/2025	10	
22/06/2025	19	
23/06/2025	33	188.6
24/06/2025	31	
25/06/2025	31	
26/06/2025	34	
27/06/2025	32	
28/06/2025	8	
29/06/2025	19	
30/06/2025	33	182.9
01/07/2025	32	
02/07/2025	30	
03/07/2025	31	
04/07/2025	31	
05/07/2025	9	
06/07/2025	16	

Date	Daily Quota Count	Weekly Total
07/07/2025	34	189.0
08/07/2025	32	
09/07/2025	32	
10/07/2025	32	
11/07/2025	32	
12/07/2025	9	
13/07/2025	18	
14/07/2025	33	186.7
15/07/2025	31	
16/07/2025	30	
17/07/2025	34	
18/07/2025	31	
19/07/2025	9	
20/07/2025	18	
21/07/2025	33	182.7
22/07/2025	31	
23/07/2025	31	
24/07/2025	32	
25/07/2025	31	
26/07/2025	9	
27/07/2025	17	
28/07/2025	31	177.7
29/07/2025	30	
30/07/2025	27	
31/07/2025	31	
01/08/2025	31	
02/08/2025	9	
03/08/2025	18	

Date	Daily Quota Count	Weekly Total
04/08/2025	32	183.7
05/08/2025	31	
06/08/2025	30	
07/08/2025	33	
08/08/2025	30	
09/08/2025	9	
10/08/2025	18	
11/08/2025	33	184.6
12/08/2025	31	
13/08/2025	30	
14/08/2025	33	
15/08/2025	31	
16/08/2025	9	
17/08/2025	18	
18/08/2025	32	181.4
19/08/2025	29	
20/08/2025	30	
21/08/2025	32	
22/08/2025	32	
23/08/2025	9	
24/08/2025	18	
25/08/2025	27	183.2
26/08/2025	31	
27/08/2025	32	
28/08/2025	33	
29/08/2025	32	
30/08/2025	9	
31/08/2025	19	

Date	Daily Quota Count	Weekly Total
01/09/2025	35	199.9
02/09/2025	35	
03/09/2025	34	
04/09/2025	35	
05/09/2025	33	
06/09/2025	9	
07/09/2025	19	
08/09/2025	35	199.6
09/09/2025	34	
10/09/2025	34	
11/09/2025	35	
12/09/2025	34	
13/09/2025	9	
14/09/2025	18	
15/09/2025	34	197.2
16/09/2025	34	
17/09/2025	33	
18/09/2025	36	
19/09/2025	32	
20/09/2025	9	
21/09/2025	19	
22/09/2025	36	197.2
23/09/2025	33	
24/09/2025	33	
25/09/2025	35	
26/09/2025	33	
27/09/2025	9	
28/09/2025	19	

Date	Daily Quota Count	Weekly Total
29/09/2025	33	191.5
30/09/2025	34	
01/10/2025	34	
02/10/2025	36	
03/10/2025	29	
04/10/2025	8	
05/10/2025	17	
06/10/2025	36	200.1
07/10/2025	34	
08/10/2025	35	
09/10/2025	34	
10/10/2025	33	
11/10/2025	9	
12/10/2025	18	
13/10/2025	36	200.1
14/10/2025	34	
15/10/2025	35	
16/10/2025	35	
17/10/2025	35	
18/10/2025	8	
19/10/2025	17	
20/10/2025	35	196.2
21/10/2025	34	
22/10/2025	35	
23/10/2025	31	
24/10/2025	32	
25/10/2025	10	
26/10/2025	19	

Date	Daily Quota Count	Weekly Total
27/10/2025	33	190.8
28/10/2025	31	
29/10/2025	31	
30/10/2025	33	
31/10/2025	32	
01/11/2025	10	
02/11/2025	20	
03/11/2025	34	188.5
04/11/2025	31	
05/11/2025	32	
06/11/2025	33	
07/11/2025	32	
08/11/2025	8	
09/11/2025	19	187.9
10/11/2025	33	
11/11/2025	31	
12/11/2025	32	
13/11/2025	33	
14/11/2025	33	
15/11/2025	8	190.8
16/11/2025	19	
17/11/2025	33	
18/11/2025	31	
19/11/2025	32	
20/11/2025	34	
21/11/2025	32	
22/11/2025	9	190.8
23/11/2025	19	

Date	Daily Quota Count	Weekly Total
24/11/2025	33	187.3
25/11/2025	31	
26/11/2025	31	
27/11/2025	33	
28/11/2025	31	
29/11/2025	9	
30/11/2025	20	
01/12/2025	32	193.0
02/12/2025	32	
03/12/2025	34	
04/12/2025	34	
05/12/2025	32	
06/12/2025	9	
07/12/2025	19	
08/12/2025	34	196.7
09/12/2025	28	
10/12/2025	34	
11/12/2025	35	
12/12/2025	34	
13/12/2025	10	
14/12/2025	21	
15/12/2025	32	177.0
16/12/2025	27	
17/12/2025	27	
18/12/2025	30	
19/12/2025	31	
20/12/2025	11	
21/12/2025	19	

Date	Daily Quota Count	Weekly Total
22/12/2025	30	115.2
23/12/2025	22	
24/12/2025	17	
25/12/2025	0	
26/12/2025	19	
27/12/2025	10	
28/12/2025	17	
29/12/2025	26	67.2
30/12/2025	22	
31/12/2025	19	
-	-	
-	-	
-	-	
-	-	

Table A3.1: 2025 Daily and Weekly Quota Count Totals

APPENDIX 4

2025 NOISE MONITORING RESULTS BY AIRLINE AND AIRCRAFT TYPE

Table A4.1 presents the 2025 noise monitoring results for each aircraft and airline combination. Results are given separately for sideline, flyover, and approach. Aircraft and airline combinations with fewer than 10 results have been grouped as “Other”. Average noise levels have been rounded to 1 decimal place.

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB
A221	AZ	4136	93.9	2059	84.1	2077	82.8
A221	LX	903	94.2	453	84.4	452	82.9
A221	Other	0	-	0	-	1	83.1
AT75	GR	1129	92.5	560	84.8	564	88.4
AT75	LM	761	92.0	380	83.6	385	87.7
AT75	Other	2	93.1	1	83.1	0	-
C25A	DG	14	91.6	6	81.1	4	79.3
C25A	DI	12	91.2	4	81.4	5	79.5
C25A	IX	19	92.5	7	67.8	5	78.1
C25A	MC	120	91.2	49	75.9	43	77.2
C25A	Other	4	90.2	1	93.4	2	78.8
C25B	JV	45	92.4	12	80.3	18	70.3
C25B	Other	8	91.2	3	80.7	3	80.0
C25C	MC	36	93.2	16	80.5	11	79.8
C25C	Other	8	89.9	2	78.8	1	79.2
C510	AE	16	91.0	7	79.7	0	-
C510	GA	210	90.2	80	79.3	17	74.6
C510	Other	18	90.8	8	80.8	3	77.3
C525	MC	16	91.3	8	79.7	3	51.6
C525	Other	12	89.1	3	78.0	5	77.0
C56X	AB	22	91.7	7	78.1	11	81.4
C56X	AW	42	90.4	18	78.6	20	82.3

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB
C56X	NJ	165	90.7	59	76.6	86	79.9
C56X	Other	65	91.3	25	79.5	33	81.2
C56X	SU	28	91.1	13	79.9	12	67.3
C56X	VJ	101	90.2	41	76.8	49	81.4
C680	AW	12	90.8	2	81.0	5	76.8
C680	EF	10	91.1	3	76.1	5	77.5
C680	Other	8	92.5	2	81.9	4	79.5
C68A	AJ	12	92.0	4	75.1	5	78.4
C68A	AW	42	91.7	13	78.4	17	72.2
C68A	NJ	411	90.7	100	73.7	189	77.1
C68A	Other	10	91.1	3	79.6	5	77.1
CL35	NJ	175	92.9	70	77.3	86	79.8
CL35	Other	14	93.5	4	58.9	7	80.7
CL60	NJ	22	90.2	3	53.3	13	80.8
CL60	Other	10	91.5	2	77.3	5	80.5
DH8D	LG	2877	93.3	1349	81.7	1447	84.9
E135	AB	29	92.4	13	78.3	15	79.3
E135	Other	2	93.9	1	82.1	1	81.0
E190	BA	29125	100.1	14446	88.8	14634	85.4
E190	EN	1497	99.6	738	88.7	752	85.7
E190	KL	4398	99.3	2194	88.4	2214	85.2
E190	LO	506	100.9	253	89.1	251	84.7
E190	LX	30	99.9	13	88.0	15	86.0
E190	Other	4	99.2	2	88.5	3	85.3
E290	LX	1019	93.7	509	82.7	520	83.5
E295	LX	338	94.7	164	84.3	166	84.2

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB
E550	FJ	81	93.8	27	74.9	34	75.7
E550	FL	46	95.2	17	79.4	24	75.6
E550	Other	15	92.0	5	81.0	6	79.4
E550	PV	20	91.8	8	68.1	10	79.1
E550	VJ	14	93.2	2	82.0	6	78.7
E55P	BO	12	92.7	6	78.9	6	65.3
E55P	NJ	326	91.0	118	78.0	163	78.9
E55P	PE	24	95.5	10	80.9	12	79.4
E55P	PV	190	93.2	73	76.5	93	79.3
F2TH	BF	27	92.3	12	80.4	5	61.8
F2TH	FH	26	88.0	12	72.9	7	78.1
F2TH	Other	16	91.6	7	80.7	5	78.5
F2TH	PH	25	91.1	13	80.8	9	69.0
F900	Other	20	93.5	10	84.4	8	78.4
FA6X	Other	2	92.0	1	81.7	0	-
FA7X	AB	24	96.6	12	82.6	12	80.7
FA7X	BT	10	89.3	5	80.8	5	80.1
FA7X	HB	30	90.7	14	82.3	15	80.4
FA7X	LE	19	89.7	10	83.0	9	81.6
FA7X	Other	28	92.1	14	82.7	14	75.4
FA8X	HB	10	88.4	5	84.6	5	80.1
FA8X	JV	10	91.4	5	82.8	5	79.5
FA8X	Other	25	91.9	12	81.6	13	80.3
FA8X	PE	149	89.4	75	78.9	74	80.5
G280	Other	4	93.4	2	79.7	2	79.4
GA6C	Other	8	92.5	0	-	4	84.8

Aircraft Code	Airline Code	Sideline (NMTs 1-4)		Flyover (NMTs 5-6)		Approach (NMTs 5-6)	
		No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB	No. Results	2025 Avg Level, EPNdB
GL5T	NJ	12	90.5	6	82.7	6	78.8
GL5T	Other	15	93.7	6	78.5	8	80.6
GL7T	Other	18	92.9	7	80.2	7	79.7
GLEX	N1	16	92.8	7	80.0	8	80.1
GLEX	NJ	39	92.2	19	81.4	20	79.5
GLEX	Other	8	96.2	4	82.2	4	80.5
GLF6	Other	34	92.0	17	81.0	19	79.0
GLF6	SN	20	89.4	9	81.2	9	79.0
LJ45	BZ	10	93.3	3	79.8	4	61.4
LJ45	GU	12	90.5	2	76.1	4	78.9
P180	Other	6	91.5	3	82.7	3	90.8
PC24	CA	10	94.6	4	76.8	4	82.1
PC24	FY	17	93.9	8	81.1	8	84.7
PC24	JF	161	95.6	74	80.9	77	83.9
PC24	Other	26	94.4	11	78.4	13	84.1

Table A4.1: 2025 Noise Monitoring Results

**Annual
Performance
Report 2025**

Annex 4

Annual Community and
Airline Report

Community Fund
2025 Awardees



LONDON CITY AIRPORT

ANNUAL COMMUNITY AND AIRLINE REPORT

2025

Report to

London City Airport
The Royal Docks
London E16 2PB

A11327_07_RP083_2.0
27 March 2026

Bickerdike Allen Partners LLP is an integrated practice of Architects, Acousticians, and Construction Technologists, celebrating over 60 years of continuous practice.

Architects: Design and project management services which cover all stages of design, from feasibility and planning through to construction on site and completion.

Acoustic Consultants: Expertise in planning and noise, the control of noise and vibration and the sound insulation and acoustic treatment of buildings.

Construction Technology Consultants: Expertise in building cladding, technical appraisals and defect investigation and provision of construction expert witness services.

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2.0 Incentives and Penalties Scheme (IPS).....	4
Appendix 1: 2025 IPS Results by Airline and Aircraft Type	

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1.0 INTRODUCTION

One of the noise control measures at London City Airport (LCA) is the Incentives and Penalties Scheme (IPS), which is part of the wider Noise Management and Mitigation Strategy (NOMMS).

The IPS monitors the noise levels produced by departing aircraft, and if the noise level is above or below certain thresholds then airlines accrue or lose credit points. The noisiest aircraft can also incur a financial penalty.

As part of the IPS, there is a requirement to produce an Annual Community and Airline Report. The relevant text from the IPS is as follows:

“An annual report shall be produced as part of the Annual Performance Report describing aircraft/airline performance with regard to noise monitoring in terms of good and poor performers and league tables, for the period relating to the immediately preceding calendar year. The most improved airline will be awarded with a partnership delivering the Community Projects Fund with LCA in the following year. The report will be submitted to the airlines, LBN and the LCACC and will also be included in the APR.”

This report presents the 2025 information to satisfy the IPS requirements.

2.0 INCENTIVES AND PENALTIES SCHEME (IPS)

2.1 Scheme Details

The IPS makes use of LCA's Noise and Track Keeping (NTK) system, in particular the fixed noise monitors, to monitor departure noise levels. The IPS focuses on incentivising quieter operation of aircraft on departure and penalising noisy departures.

The IPS works as follows:

- The flyover noise level for a given departure is defined as the $L_{Amax,5}$ noise level measured at the relevant NMT (NMT 5 for runway 27 departures, and NMT 6 for runway 09 departures).
- The measured noise levels are compared with the relevant thresholds.
- If the Fixed Penalty Limit is exceeded, the airline responsible is fined £600¹ per dB(A) of exceedance, and one credit point is removed from the airline's credit account.
- If the Fixed Penalty Limit is not exceeded, but the Credit Removal Threshold is exceeded, one credit point is removed from the airline's credit account.

¹ Fines were not payable prior to 1st November 2018

- If the Credit Award Threshold is not exceeded, one credit point is added to the airline's credit account.
- An airline may avoid a fixed penalty or credit removal for a particular flight, if they are able to provide a reasonable explanation for the noisy departure. Each exceedance event is considered on a case by case basis to establish whether or not a penalty or credit removal is applied.
- An airline's credit account is reset to zero at the beginning of each calendar year.

The fines for exceeding the Fixed Penalty Limit are paid into London City Airport's Community Fund, and are added to the annual contribution of £75,000 provided to the fund by LCA. The most improved airline each year, as determined by this review, partners the airport in delivering the fund.

2.2 London City Airport's Community Fund

The Community Fund grant provides a financial boost to local groups, such as mental health charities, disability groups, community gardens and sports teams as well as those providing family support, mentoring programmes and employability training. The Community Fund awarded over £85k in 2025, to 30 organisations, including Fight for Peace International, Bonny Downs Community Association (BDCA), Deafroots, Vision Ability CIC, Mama2Mama baby Essentials and more. More details are available on the airport website².

Applications are considered twice a year by a board of Trustees from London City Airport and representatives from the local community, as well as an independent chair. This means that with great local insight and expertise, the Trustees evaluate applications using their knowledge to ensure the greatest possible benefit goes to the community.

To qualify for any of the available Grant, an applicant must be a charity or not for profit organisation and the project is expected to meet one or more of the following criteria:

- build stronger, safer and healthier communities;
- create more sustainable and greener communities;
- raise aspirations of East Londoners; or
- create pathways into employment.

² <https://www.londoncityairport.com/corporate/responsible-growth/community-fund>

LCA promotes the Community Fund through its social media platforms and shares information across its internal and external networks. LCA also works with local communities and partners, including council representatives to encourage charities and not-for-profit organisations to apply.



**LONDON CITY AIRPORT
COMMUNITY
FUND**



£75,000

Funding Criteria

Applications are open to charities and not-for-profit organisations. To qualify your project needs to fit within the following categories:

-  Building stronger, safer and healthier communities
-  Creating more sustainable and greener communities
-  Raising aspirations of East Londoners
-  Creating pathways into employment

Apply Now

To apply, please fill out the application form on our website:
www.londoncityairport.com/corporate/responsible-growth/community-fund

The Fund has awarded grants to over 150+ charities and not-for-profit organisations in East London, distributing more than £475k worth of funding since its launch in May 2019.

Contact us for more information:
Community.Fund@londoncityairport.com

For Terms and Conditions and submission deadlines, please visit our website.





Eligibility

See below the eligible locations:

Barking & Dagenham | Bexley | Epping Forest District Council | Greenwich | Hackney | Havering | Newham | Lambeth | Lewisham | Redbridge | Southwark | Tower Hamlets | Waltham Forest

To support local charities and organisations that represent inclusive and diverse communities across East London.

Figure 1: Example of Community Fund Advert

2.3 Scheme Operation

The IPS was first implemented on 18 August 2017 on a provisional basis. Credits were awarded or removed but the fixed financial penalties were not payable until the review after 1 year of operation had been carried out.

Following the review of the scheme in 2018, the penalty and credit limits (noise levels) set out in Table 1 were adopted. These have applied from 1st November 2018.

Threshold Description	Aircraft Category	Flyover Noise Level, dB L _{ASmax}	
		Runway 09	Runway 27
Fixed Penalty Limit	Turbofans	84	84 ¹
	Turboprops	78	78
Credit Removal Threshold	Turbofans	81	82
	Turboprops	75	77
Credit Award Threshold	Turbofans	73	72
	Turboprops	66.5	65.5

¹ If aircraft is between 100m and 300m north of the extended runway centreline, a 0.2 dB reduction is applied

Table 1: IPS Fixed Penalty Noise Limits and Credit Thresholds

2.4 League Table of Credits

The number of residual credits is given for the most commonly operating airlines (those with at least one departure per week on average) in Table 2. These are based on the thresholds given in Table 1. Full details of the fixed penalties, credit awards and credit removals for 2025 are given by airline and aircraft type in Appendix 1.

Airline Name	Airline Code	Residual Credits 2025	Residual Credits 2024	Residual Credits Difference 2025 - 2024
ITA Airways	ITY	728	666	62
Aeroways	MCK	64	25	39
Swiss	SWR	575	553	22
PAD Aviation	PVD	72	50	22
Pelican Express	PEX	71	51	20
Jetfly Aviation	JFA	44	36	8
Loganair	LOG	0	-2	2
LOT Polish Airlines	LOT	1	1	0
GlobeAir	GAC	75	76	-1
Aurigny Air Services	AUR	-4	-1	-3
NetJets Europe	NJE	327	341	-14
Air Dolomiti	DLA	13	29	-16
Air Hamburg	VJH	42	64	-22
Luxair	LGL	18	42	-24
KLM Royal Dutch Airlines	KLM	58	116	-58
BA Cityflyer	CFE	68	132	-64

Table 2: 2025 Residual Credits Ranking

The most improved airline has been determined by comparing the total residual credits in the previous two years. Therefore, ITA Airways will partner LCA in delivering the Community Fund in 2027.

Ajan Mohanaranjan
for Bickerdike Allen Partners LLP

David Charles
Partner

APPENDIX 1

2025 IPS RESULTS BY AIRLINE AND AIRCRAFT TYPE

Table 3 summarises the number of flights that incurred fixed penalties, credit removals and credit awards in 2025, by airline and aircraft type. Additionally, the total value of fixed penalties which were accrued and the residual number of credits are presented.

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
AAB	C25C	0	£0	0	2	2
ABF	E550	0	£0	0	1	1
ABP	C56X	0	£0	0	7	7
ABP	E135	0	£0	0	11	11
ABP	FA7X	0	£0	0	7	7
ADN	CL35	0	£0	0	3	3
AIA	C510	0	£0	0	6	6
AJD	C68A	0	£0	0	1	1
AJD	F900	0	£0	0	2	2
AJD	GL5T	0	£0	0	1	1
APX	C525	0	£0	0	2	2
ASJ	C68A	0	£0	0	2	2
AUR	AT72	0	£0	4	0	-4
AUR	AT75	0	£0	0	0	0
AWH	C56X	0	£0	0	18	18
AWH	C680	0	£0	0	2	2
AWH	C68A	0	£0	0	12	12
BA	E190	0	£0	0	0	0
BBB	F2TH	0	£0	0	2	2
BCP	PC24	0	£0	0	1	1
BFD	F2TH	0	£0	0	8	8
BIB	F2TH	0	£0	0	11	11
BNJ	C510	0	£0	0	1	1
BNJ	C56X	0	£0	0	1	1
BOM	E55P	0	£0	0	5	5
BTX	FA7X	0	£0	0	4	4

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
BTX	FA8X	0	£0	0	1	1
BTX	PC24	0	£0	0	3	3
BZE	LJ45	0	£0	0	3	3
CAZ	PC24	0	£0	0	4	4
CFE	E190	0	£0	6	74	68
CLF	FA8X	0	£0	0	2	2
CRD	F2TH	0	£0	0	1	1
DAB	FA8X	0	£0	0	1	1
DCS	C56X	0	£0	0	3	3
DGJ	C25A	0	£0	0	6	6
DIG	C25A	0	£0	0	2	2
DLA	E190	0	£0	0	13	13
ECC	G280	0	£0	0	0	0
EFD	C25B	0	£0	0	2	2
EFD	C25M	0	£0	0	1	1
EFD	C56X	0	£0	0	3	3
EFD	C680	0	£0	0	3	3
EJA	GL5T	0	£0	0	2	2
EJA	GL7T	0	£0	0	1	1
EJA	GLEX	0	£0	0	5	5
EJM	GL5T	0	£0	0	0	0
ELJ	C56X	0	£0	0	1	1
ELJ	C68A	0	£0	0	1	1
EMC	PC24	0	£0	0	1	1
ETI	C56X	0	£0	0	1	1
FII	E550	0	£0	0	0	0
FJO	E550	0	£0	0	27	27
FLJ	E550	0	£0	0	12	12
FPK	FA7X	0	£0	0	0	0

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
FYG	FA7X	0	£0	0	0	0
FYG	GL5T	0	£0	0	3	3
FYL	PC24	0	£0	0	5	5
GAC	C510	0	£0	0	73	73
GAC	C56X	0	£0	0	2	2
GES	C56X	0	£0	0	1	1
GLJ	GL7T	0	£0	0	2	2
IAM	F900	0	£0	0	0	0
IJM	FA7X	0	£0	0	0	0
ITY	A221	0	£0	0	727	727
ITY	BCS1	0	£0	0	1	1
IXR	C25A	0	£0	0	6	6
IXR	C510	0	£0	0	3	3
JCO	FA7X	0	£0	0	2	2
JDI	CL35	0	£0	0	1	1
JDI	FA6X	0	£0	0	0	0
JEF	FA7X	0	£0	0	0	0
JFA	GLEX	0	£0	0	1	1
JFA	PC24	0	£0	0	43	43
JIV	C56X	0	£0	0	3	3
JNL	E550	0	£0	0	1	1
JTH	FA7X	0	£0	0	1	1
JVW	C25B	0	£0	0	10	10
JVW	FA8X	0	£0	0	4	4
KLM	E190	0	£0	0	58	58
KOC	FA8X	0	£0	0	2	2
LEA	F900	0	£0	0	2	2
LEA	FA7X	0	£0	0	6	6
LEX	GL7T	0	£0	0	0	0

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
LGL	DH8D	0	£0	1	19	18
LOG	AT72	0	£0	0	0	0
LOG	AT75	0	£0	0	0	0
LOT	E190	0	£0	0	1	1
LUC	FA8X	0	£0	0	1	1
LXA	FA7X	0	£0	0	0	0
MCK	C25A	0	£0	0	43	43
MCK	C25C	0	£0	0	13	13
MCK	C525	0	£0	0	8	8
MMD	FA7X	0	£0	0	2	2
NJE	C56X	0	£0	0	36	36
NJE	C68A	0	£0	0	92	92
NJE	CL35	0	£0	0	66	66
NJE	CL60	0	£0	0	3	3
NJE	E55P	0	£0	0	111	111
NJE	GL5T	0	£0	0	6	6
NJE	GLEX	0	£0	0	13	13
NJU	C56X	0	£0	0	21	21
NJU	C68A	0	£0	0	6	6
NJU	CL35	0	£0	0	2	2
PEA	E55P	0	£0	0	8	8
PEX	FA8X	0	£0	0	71	71
PJS	FA8X	0	£0	0	1	1
PNC	C56X	0	£0	0	1	1
PNC	F2TH	0	£0	0	1	1
PVD	E550	0	£0	0	8	8
PVD	E55P	0	£0	0	64	64
PVT	C25A	0	£0	0	1	1
PVT	C510	0	£0	0	1	1

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
PVT	C56X	0	£0	0	1	1
PVT	E190	0	£0	0	0	0
PVT	E550	0	£0	0	1	1
PVT	F2TH	0	£0	0	7	7
PVT	F900	0	£0	0	3	3
PVT	FA7X	0	£0	0	7	7
PVT	G280	0	£0	0	1	1
PVT	GL7T	0	£0	0	2	2
PVT	GLEX	0	£0	0	2	2
PVT	GLF6	0	£0	0	11	11
PVT	PC24	0	£0	0	1	1
RJB	C56X	0	£0	0	4	4
RMB	C56X	0	£0	0	0	0
RTG	F2TH	0	£0	0	2	2
SJI	C56X	0	£0	0	3	3
SNM	GLF6	0	£0	0	5	5
SUA	C56X	0	£0	0	10	10
SUI	C56X	0	£0	0	1	1
SVW	F2TH	0	£0	0	1	1
SVW	FA7X	0	£0	0	1	1
SVW	GLF6	0	£0	0	2	2
SWR	A221	0	£0	0	141	141
SWR	E190	0	£0	0	0	0
SWR	E290	0	£0	0	345	345
SWR	E295	0	£0	0	89	89
SXN	LJ45	0	£0	0	2	2
SYB	GL7T	0	£0	0	0	0
SYB	GLEX	0	£0	0	0	0
TLJ	E135	0	£0	0	0	0

Airline Code	Aircraft Code	Fixed Penalties (# aircraft)	Fixed Penalties (total value)	# Credits Removed	# Credits Awarded	Residual Credits
TVS	C680	0	£0	0	1	1
TWY	FA7X	0	£0	0	0	0
ULC	FA7X	0	£0	0	1	1
VIK	CL60	0	£0	0	2	2
VJH	C56X	0	£0	0	41	41
VJH	E550	0	£0	0	1	1
VSB	PC24	0	£0	0	4	4
WMN	GLF6	0	£0	0	0	0
XGO	P180	0	£0	0	0	0
XRO	F900	0	£0	0	1	1

Table 3: 2025 IPS results by airline and aircraft type

Community Fund 2025 Awardees

First Tranche – March 2025

Organisation	Funds £	Boroughs Supporting	Category	Funding Criteria
Bow Foodbank	£ 3,000	Tower Hamlets	Foodbank supporting food poverty	building stronger, safer, healthier communities
We Are Motherly Love CIC	£ 2,000	Redbridge, Waltham Forest	Therapy, wellbeing workshop for mothers	building stronger, safer, healthier communities
Newham All Star Sports Academy (NASSA)	£ 3,000	Newham	Basketball sessions for SEND young people	raising aspirations of East Londoners
One Newham	£ 3,000	Newham	Bio-diversity activities/events for community	creating more sustainable and greener communities
School 360	£ 3,000	Newham	Green garden within school/open to community	creating more sustainable and greener communities
Fight for Peace International	£ 3,000	Newham	Vocational workshops for attendees/sports session after	building stronger, safer, healthier communities
Barking & Dagenham Youth Zone (working name: Future Youth Zone)	£ 2,935	Barking & Dagenham	Youth Club - sports for local young people	building stronger, safer, healthier communities
Pioneer Theatres Ltd- Stratford East	£ 2,230	Newham	Training & employability experience	creating pathways into employment
Children Ahead Ltd	£ 3,000	Hackney	Mental Health and wellbeing sessions	building stronger, safer, healthier communities
Eastside Centre	£ 3,000	Tower Hamlets	Advice & support for elderly people	building stronger, safer, healthier communities
Development Through Challenge	£ 3,000	Tower Hamlets	Sports for deaf and blind beneficiaries	raising aspirations of East Londoners
Refugee and Migrant Forum of Essex and London (RAMFEL)	£ 3,000	Newham	English class for refugees /creche for their children	creating pathways into employment
Thames Reach Charity	£ 3,000	Southwark	Homelessness - supporting into jobs, interview clothes/travel to interviews	creating pathways into employment
YOUTH ON THE MOVE (LONDON)	£ 3,000	Hackney	Financial & business education programme disadvantaged youth	creating pathways into employment
Sport Academies	£ 2,000	Newham Waltham Forest	Coaching accreditations for local youth	creating pathways into employment
Frenford Clubs	£ 3,000	Redbridge	Youth Club to support with health and wellbeing	raising aspirations of East Londoners
Bonny Downs Community Association (BDCA)	£ 3,000	Newham	Community Gardening for mums & under 5s	building stronger, safer, healthier communities
Total March 2025 (17)	£48,165			

Second Tranche – September 2025

Organisation	Funds £	Boroughs Supporting	Category	Funding Criteria
Beckton Skills Centre	£ 2,960	Newham, Tower Hamlets	Training & skills disadvantaged young people	raising aspirations of East Londoners
Bermondsey Community Kitchen	£ 3,000	Lambeth, Lewisham, Southwark	SEND - Cooking skills & Training	building stronger, safer, healthier communities
Deafroots	£ 2,600	Newham	Deaf - employability/skills programme	creating pathways into employment
Good Nugget Academy	£ 3,000	Hackney	Training & Mentoring	creating pathways into employment
Happy Kids	£ 3,000	Hackney	Environmental workshops for kids	creating more sustainable and greener communities
Homerton Hope (Charity arm of Homerton Healthcare NHS Foundation Trust)	£ 3,000	Hackney	Bio-diversity for patients	creating more sustainable and greener communities
Mama2Mama baby Essentials	£ 3,000	Barking & Dagenham, Bexley, Greenwich, Hackney, Lewisham, Southwark	Baby essentials	building stronger, safer, healthier communities
Renew UK	£ 2,000	Hackney	Support families with infertility & child loss	building stronger, safer, healthier communities
The Outrunners Charity	£ 3,000	Hackney, Newham, Tower Hamlets	Wellbeing & mentoring for youth	raising aspirations of East Londoners
Tower Hamlets Friends and Neighbours	£ 3,000	Tower Hamlets	Memory & Cognitive Stimulation for older adults	building stronger, safer, healthier communities
Vision Ability CIC	£ 2,710	Barking & Dagenham, Hackney, Newham, Redbridge, Tower Hamlets, Waltham Forest	Support for visually impaired	raising aspirations of East Londoners
Wood Street Walls CIC	£ 2,500	Hackney, Waltham Forest	Sports & wellbeing for girls	building stronger, safer, healthier communities
Youth Unity CIC	£ 3,000	Bexley, Greenwich	Skills & training platform for residents	creating pathways into employment
Total September 2025 (13)	£36,770			
Total 2025	£84,935			

**Annual
Performance
Report 2025**

Annex 5

Annual Air Quality Monitoring Report



Report
Air Quality Monitoring Strategy
Annual Report 2025

For London City Airport
30 March 2026

Document Control

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Executive Summary

This document represents the 2025 Annual Report for the Air Quality Monitoring Strategy (AQMS) that was operated by Air Quality Consultants Ltd. on behalf of London City Airport (LCA) throughout 2025. This programme measures concentrations of nitrogen dioxide (NO₂) and fine particles (the so called PM₁₀ and PM_{2.5} fractions, i.e., particles that are less than 10 and 2.5 micrometres in diameter, respectively).

Monitoring is currently carried out at two automatic monitoring stations. One is to the north of Royal Albert Dock adjacent to the Newham Dockside building (LCA-ND), and one is adjacent to King George V House (LCA-KGV). These automatic sites are supplemented by a network of passive monitoring devices (nitrogen dioxide diffusion tubes) located at 16 sites in and around the Airport boundary.

The Government has set a number of air quality objectives to protect human health. These are based on monitoring carried out over the period of a calendar year. In some cases, these objectives refer to average concentrations of pollutants measured over the calendar year (the “annual mean”); in other cases, they refer to the number of hours or days on which a specified pollutant concentration should not be exceeded (for example, no more than 35 days in each calendar year on which PM₁₀ concentrations exceed 50 µg/m³, and no more than 18 hours in each calendar year on which nitrogen dioxide concentrations exceed 200 µg/m³). The GLA has also set an aspirational target to achieve the WHO Guideline for PM_{2.5} (10 µg/m³) by 2030.

In addition to the objectives, the Government has established a set of descriptors for the 1-hour mean concentrations of nitrogen dioxide and 24-hour mean concentrations of PM₁₀ and PM_{2.5}. Air quality is defined by these descriptors as being ‘Low’, ‘Moderate’, ‘High’ or ‘Very High’.

Pollution concentrations measured in and around the Airport are associated with a wide range of sources at the local, regional, national and international scales. On occasions when pollution levels rise, these higher levels are often observed across the whole of London as a “regional pollution episode”. To assist with the interpretation of the results, pollution levels measured at other London monitoring sites are included in this report.

Nitrogen Dioxide

The 2025 annual mean nitrogen dioxide concentration measured at the automatic station at the Newham Dockside site was 16.0 µg/m³ (micrograms per cubic metre). An annual mean concentration of 16.6 µg/m³ was measured at the King George V House site. The annual mean objective (40 µg/m³) was not exceeded at either of the automatic sites in 2025.

There were no exceedances of the 1-hour mean objective value (200 µg/m³) at both the Newham Dockside and King George V House sites. All of the 1-hour mean concentrations across both sites fell into the “Low” pollution band.

Annual mean concentrations of nitrogen dioxide at other background and roadside sites elsewhere in London over this period ranged from 15.5 to 23.5 µg/m³. The 1-hour mean concentrations over the year show similar patterns at both Airport monitoring sites. There was a good correlation between observed peaks at the Airport sites and other London sites, suggesting that these occurrences were principally due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

The annual mean nitrogen dioxide concentrations measured at the diffusion tube sites ranged from 12.0 to 21.8 µg/m³. There were no measured exceedances of the air quality objective (40 µg/m³). As measured concentrations were well below 60 µg/m³, it is highly unlikely that the 1-hour mean objective was exceeded (based on empirical relationships published by Defra).

Fine Particles (PM₁₀)

The annual mean PM₁₀ concentration measured at the automatic station situated at King George V House was 14.2 µg/m³. This is well below the objective value of 40 µg/m³. There was one recorded exceedance of the 24-

hour mean objective (compared with the 35 exceedances allowed in a calendar year). The majority (99.7%) of the 24-hour mean concentrations were classified as 'Low', and the remaining 0.3% were 'Moderate'. There were no 24-hour mean concentrations within the 'High' or 'Very High' pollution bands.

24-hour mean concentrations of PM₁₀ at other background sites in London over this period showed a similar pattern to those seen at the Airport site. There was a good correlation between observed peaks at the Airport site and other London sites, suggesting that these occurrences were principally due to regional sources and changing weather conditions that affect the dispersion and dilution of pollutant emissions.

Fine Particles (PM_{2.5})

The annual mean PM_{2.5} concentration measured at the automatic station at King George V House was 9.3 µg/m³, well below the objective value of 20 µg/m³, and below the GLA target of 10 µg/m³. The majority (98.4%) of the 24-hour mean concentrations were classified as 'Low', 1.4% were 'Moderate', and 0.3% were 'High' (when rounded to one decimal place). There were no 24-hour mean concentrations within the 'Very High' pollution band.

Concentrations of PM_{2.5} at other background and roadside sites in London over this period showed similar patterns and correlation in observed peaks as that at the Airport site. As for PM₁₀, this suggests that these occurrences were principally attributable to regional sources.

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1 Introduction

- 1.1 This document represents the 2025 Annual Report for the Air Quality Monitoring Strategy (AQMS), operated on behalf of London City Airport (LCA).
- 1.2 The City Airport Development Programme (CADP) 1 planning application was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March / April 2016. Condition 57 of the CADP 1 planning permission requires that an AQMS be implemented on commencement of the development.
- 1.3 The AQMS, as defined within Condition 57, requires the operation of two automatic air quality monitoring stations, currently situated at Newham Dockside (ND) and King George V (KGV) House, and a network of nitrogen dioxide diffusion tubes, situated in and around the Airport site.
- 1.4 The AQMS also included a commitment to commission a site measuring PM_{2.5} concentrations before 31st December 2018 at KGV House. This new site was fully operational on 1st January 2019, and records concentrations of both PM₁₀ and PM_{2.5}; both metrics have been included within this report.
- 1.5 The AQMS was managed by Air Quality Consultants Ltd. (AQC) on behalf of London City Airport throughout 2025. Service support for the automatic monitoring stations was provided by Enviro Technology Services plc, with Ricardo Energy & Environment (Ricardo) providing independent audit checks.
- 1.6 Ricardo took over management of the AQMS on 1st January 2026. Monitoring data have been provided by Ricardo for the period between 1st January 2026 and 8th January 2026 to enable comparison of the automatic data to the diffusion tube monitoring period.
- 1.7 Chapter 2 of this Report sets out the various standards and guidelines against which air pollution concentrations should be compared. Chapter 3 describes the monitoring methodology and provides a summary of the measured concentrations in 2025 with respect to these criteria, and compares the measured concentrations with other local monitoring sites. Chapter 4 then provides an analysis of the monitoring data with respect to trends.

2 Assessment Criteria

- 2.1 The Government has established a set of air quality standards and objectives to protect human health. The 'standards' are set as concentrations below which effects are unlikely even in sensitive population groups, or below which risks to public health would be exceedingly small. They are based purely upon the scientific and medical evidence of the effects of an individual pollutant. The 'objectives' set out the extent to which the Government expects the standards to be achieved by a certain date. They take account of economic efficiency, practicability, technical feasibility and timescale. The objectives for use by local authorities are prescribed within the Air Quality (England) Regulations (2000)¹ and the Air Quality (England) (Amendment) Regulations (2002)².
- 2.2 For PM_{2.5}, the objective set by Defra for local authorities is to work toward reducing concentrations without setting any specific numerical value. In the absence of a numerical objective, it is convention to assess local air quality impacts against the limit value, originally set at 25 µg/m³ and currently set at 20 µg/m³.
- 2.3 The WHO has set a guideline for annual mean PM_{2.5} concentrations of 10 µg/m³. The guideline is not currently in UK regulations and there is no requirement to assess against it at this time. However, achievement of the guideline is a long-term aspiration of the UK Government and the GLA has set out an intent in the London Environment Strategy to achieve it by 2030³. As such, consideration to this guideline has been included within this report.
- 2.4 The Environmental Targets (Fine Particulate Matter) (England) Regulations 2025 has set two legally binding targets for PM_{2.5} to be achieved by 2040. These are a maximum annual mean concentration target (AMCT) of 10 µg/m³, and a population exposure reduction target (PERT) of 35% compared to 2018. Compliance with these targets is to be based on national monitoring undertaken by Defra. There is no way to project 2025 concentrations forward to 2040 at this stage.
- 2.5 EU Directive 2008/50/EC⁴ sets limit values for nitrogen dioxide, PM₁₀ and PM_{2.5}, and is implemented in UK law through the Air Quality Standards Regulations (2010)⁵. The limit values for nitrogen dioxide are the same numerical concentrations as the UK objectives, but achievement of these values is a national obligation rather than a local one. In the UK, only monitoring and modelling carried out by UK Central Government meets the specification required to assess compliance with the limit values. Central Government does not normally recognise local authority monitoring or local modelling studies when determining the likelihood of the limit values being exceeded, unless such studies have been audited and approved by Defra and DfT's Joint Air Quality Unit (JAQU).
- 2.6 The relevant air quality criteria for this report are provided in Table 2-1.

¹ HMSO (2000) The Air Quality (England) Regulations 2000 Statutory Instrument 928

² HMSO (2002) The Air Quality (England) (Amendment) Regulations 2002, Statutory Instrument 3043

³ The WHO Guideline of 10 µg/m³ was set in 2005. In 2021, WHO revised this guideline down to 5 µg/m³. The Mayor has made it clear that the aspiration in London is to achieve the 2005 Guideline by 2030.

⁴ The European Parliament and the Council of the European Union (2008) <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32008L0050>

⁵ As amended through The Air Quality Standards (Amendment) Regulations 2016 and The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020.

Table 2-1: Relevant Air Quality Criteria

Pollutant	Time Period	Objective / Value
Nitrogen Dioxide	1-hour mean	200 µg/m ³ not to be exceeded more than 18 times a year
	Annual mean	40 µg/m ³
Fine Particles (PM ₁₀) ^a	24-hour mean	50 µg/m ³ not to be exceeded more than 35 times a year ^b
	Annual mean	40 µg/m ³
Fine Particles (PM _{2.5})	Annual mean ^c	20 µg/m ³
	Annual mean ^d	10 µg/m ³

^a Measured by the gravimetric method.

^b Equivalent to a 90th percentile of 24-hour mean concentrations of 50 µg/m³.

^c There is no numerical PM_{2.5} objective for local authorities. Convention is to assess against the UK limit value which is currently 20 µg/m³.

^d GLA target to be achieved by 2030 and AMCT to be achieved by 2040, based on national monitoring undertaken by Defra.

2.7

In addition to the objectives, Defra has established a set of descriptors for the 1-hour mean values for nitrogen dioxide and for the 24-hour mean values for PM₁₀ and PM_{2.5}, classifying the concentrations in an index from 1 to 10 and thus labelling the levels as 'Low', 'Moderate', 'High' or 'Very High'. The banding is referred to as the Daily Air Quality Index (DAQI)⁶. The DAQI criteria are set out in Table 2-2.

Table 2-2: Daily Air Quality Index Bandings

Band	Index	Nitrogen Dioxide 1-hour Mean (µg/m ³)	PM ₁₀ 24-hour mean (µg/m ³) ^a	PM _{2.5} 24-hour mean (µg/m ³) ^a
Very High	10	601 or more	101 or more	71 or more
High	9	535 – 600	92 – 100	65 – 70
	8	468 – 534	84 – 91	59 – 64
	7	401 – 467	76 – 83	54 – 58
Moderate	6	335 – 400	67 – 75	48 – 53
	5	268 – 334	59 – 66	42 – 47
	4	201 – 267	51 – 58	36 – 41
Low	3	135 – 200	34 – 50	24 – 35
	2	68 – 134	17 – 33	12 – 23
	1	0 – 67	0 – 16	0 – 11

^a Reference equivalent. 24-hour values are for the period 00:00 to 23:59.

⁶ Defra (2025) Defra Air Quality website. Daily Air Quality Index. Available at: <https://uk-air.defra.gov.uk/air-pollution/daq?view=more-info>

3 Monitoring Methodology and Results

Automatic Monitoring Stations

3.1 Monitoring was carried out at two automatic stations throughout 2025 as follows:

- Newham Docks (LCA-ND): Nitrogen dioxide (NO₂).
- King George V House (LCA-KGV): NO₂, PM₁₀ and PM_{2.5}.

3.2 The locations of the automatic sites are shown in Figure 3-1.

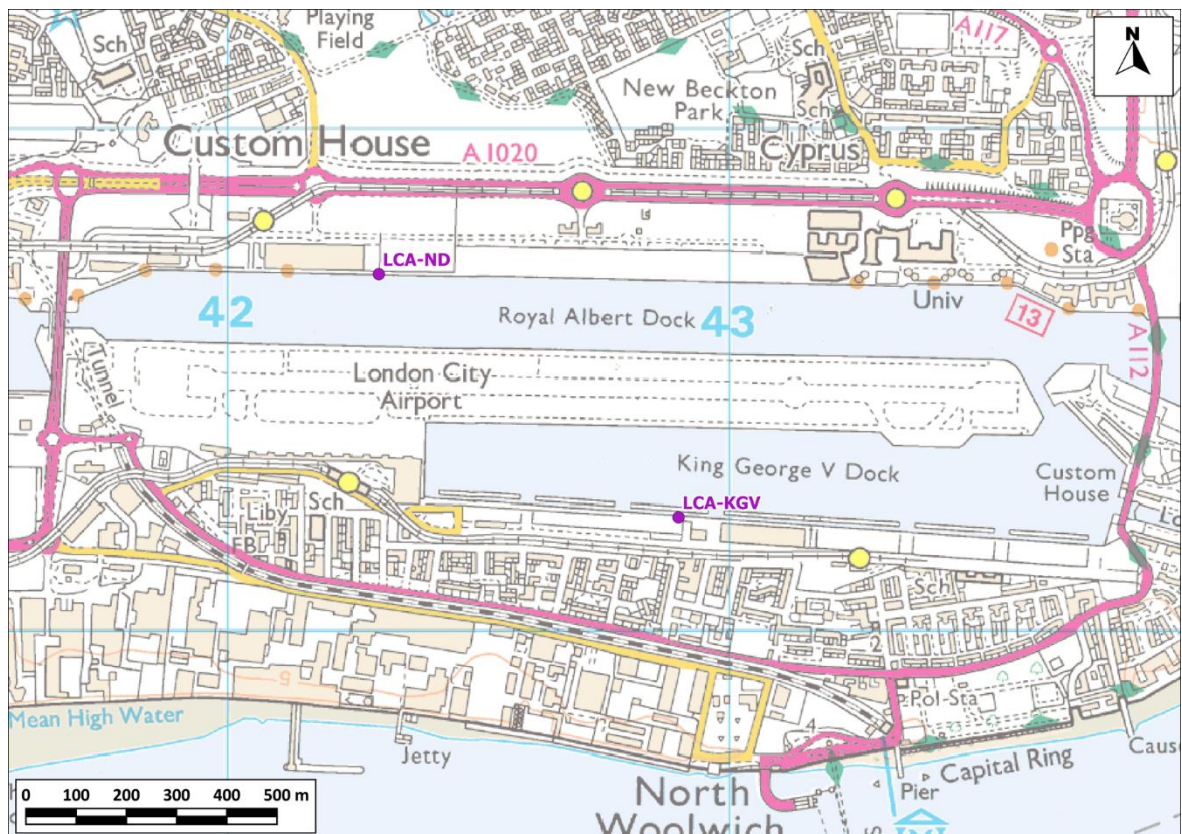


Figure 3-1: Automatic Monitoring Stations

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3.3 The LCA-ND and LCA-KGV automatic stations measure nitrogen dioxide using T200 chemiluminescence analysers. Additionally, the LCA-KGV site measures PM₁₀ and PM_{2.5} using a Palas FIDAS 200 Particulate Monitor. The data are stored as 15-minute mean concentrations, with further processing and ratification of the nitrogen dioxide concentrations to adjust to “reference-equivalent” as recommended by Defra⁷. The PM₁₀ and PM_{2.5} concentrations measured at LCA-KGV are “reference equivalent” and are unadjusted. The data provided by Ricardo for the period 1st January – 8th January to align with the exposure of diffusion tubes had already been processed and averaged to hourly mean concentrations.

⁷ Defra (2022) Review & Assessment: Technical Guidance LAQM.TG(22).

- 3.4 Independent site audits were carried out in March 2025, September 2025, and March 2026. The most recent audit on 4th March 2026 confirmed that both automatic monitoring stations were operating above the minimum standards set for the national networks operated by Government.
- 3.5 Ratification of the data has been based on calibration factors determined from the calibration reports, along with visual examination of the data and comparison with monitoring data from nearby background sites⁷. Any erroneous data have been flagged and removed from subsequent analysis. 1-hour, 24-hour, and period means have then been calculated.
- 3.6 Pollution concentrations measured at the automatic Airport monitoring stations are associated with a wide range of sources at the local, regional, national and international scales. On occasions when pollution levels rise, these higher levels are often observed across the whole of London as a "regional pollution episode". To assist with the interpretation of the results, comparable data have been obtained via the openair⁸ data import functions, which provide access to data from monitoring networks such as the UK Automatic Urban and Rural Network (AURN)⁹, the Air Quality England network, and monitoring undertaken by local authorities. Data were obtained for the following sites:
- Bexley - Belvedere (suburban);
 - Bexley - Slade Green (suburban);
 - Camden - Bloomsbury (urban background);
 - Newham - Wren Close (urban background);
 - Newham - Britannia Gate (roadside);
 - Newham - Hoola Tower (roadside); and
 - Newham - Cam Road (roadside).

Nitrogen Dioxide

- 3.7 The 2025 nitrogen dioxide results for the LCA-ND and LCA-KGV automatic monitoring stations are summarised in Table 3-1. Data capture for LCA-ND and LCA-KGV was 93.5% and 95.4%, respectively. The annual mean concentrations did not exceed the objective of 40 µg/m³ at either site. The 1-hour mean objective was also not exceeded at either site; there were no 1-hour mean concentrations above the objective value (200 µg/m³), which allows 18 exceedances in a calendar year.

Table 3-1: NO₂ 2025 Data Summary for LCA-ND and LCA-KGV

Metric	LCA-ND NO ₂	LCA-KGV NO ₂	Objectives
Maximum 1-Hour Mean (µg/m ³)	117.5	120.0	-
No. 1-Hour Mean > 200 µg/m ³	0	0	200 µg/m ³ ; no more than 18 exceedances
Annual Mean (µg/m ³)	16.0	16.6	40 µg/m ³
Data Capture (%)	93.5	95.4	-

⁸ Carslaw, D. C., and K. Ropkins. 2012. "openair — An R package for air quality data analysis." Environmental Modelling & Software 27–28 (0): 52–61. <https://doi.org/10.1016/j.envsoft.2011.09.008>.

⁹ Defra (2025) Defra Air Quality website. Automatic Urban and Rural Network (AURN). Available at: <https://uk-air.defra.gov.uk/networks/network-info?view=aurn>

- 3.8 Table 3-2 shows the distribution of the 1-hour mean values into the different pollution bands (DAQI). All 1-hour mean nitrogen dioxide concentrations measured at both sites fell into the 'Low' pollution band during 2025.

Table 3-2: DAQI Bandings for NO₂ in 2025

Band ^a	Index	LCA-ND	LCA-KGV
Very High	10		
High	9		
	8		
	7		
Moderate	6		
	5		
	4		
Low	3		
	2	72	105
	1	8123	8248

^a Number of 1-hour values

- 3.9 Nitrogen dioxide concentrations for six monitoring sites across London throughout 2025 are summarised in Table 3-3. These sites range from central London (Camden) to outer London (Bexley), with three in east London (Newham).
- 3.10 The measured annual mean concentrations at LCA-ND and LCA-KGV (16.0 µg/m³ and 16.6 µg/m³, respectively) were higher than the annual mean concentration measured at Bexley Belvedere, similar to those measured at Bexley Slade Green and Newham Wren Close, and lower than those measured at the other the London sites (Camden Bloomsbury, Newham Britannia Gate, and Hoola Tower). The maximum 1-hour mean concentrations recorded at both sites at London City Airport were similar as those recorded at most of the wider monitoring sites, in that there were no exceedances of the 1-hour mean objective. The one hour of recorded concentrations above 200 µg/m³ at the Bexley Belvedere site appears to be an anomalous result (see Figure 4-2).

Table 3-3: NO₂ Data Summary for London Monitoring Sites in 2025 ^a

Metric	Bexley Belvedere	Bexley Slade Green	Camden Bloomsbury	Newham Wren Close	Newham Britannia Gate	Newham Hoola Tower
Max. 1-hr Mean (µg/m ³)	204.5	101.8	87.7	109.5	117.7	110.9
Period Mean (µg/m ³)	15.5	16.3	23.5	17.4	21.0	20.0
No. 1-hr >200 µg/m ³	1	0	0	0	0	0

Metric	Bexley Belvedere	Bexley Slade Green	Camden Bloomsbury	Newham Wren Close	Newham Britannia Gate	Newham Hoola Tower
Data Capture (%)	95.8	80.7	98.9	99.7	96.5	81.8

^a Includes provisional data. Nitrogen oxides concentrations are provided in Appendix 1.

Particulate Matter PM₁₀

- 3.11 The PM₁₀ results for the LCA-KGV automatic monitoring station are summarised in Table 3-4. Data capture was good (99.9%) at LCA-KGV during the period. The recorded annual mean concentration at LCA-KGV (14.2 µg/m³) was well below the objective value of 40 µg/m³. There was one measured exceedance of the 24-hour mean objective level of 50 µg/m³, compared with the 35 exceedances allowed in a year. The 90th percentile of daily mean concentrations at LCA-KGV (25.5 µg/m³) was below 50 µg/m³.

Table 3-4: PM₁₀ Data Summary for LCA-KGV in 2025

Metric	LCA-KGV FIDAS	PM ₁₀ Objectives
Maximum 24-hour Mean (µg/m ³)	71.9	-
No. 24-Hour Means >50 µg/m ³	1	50 µg/m ³ ; no more than 35 exceedances
90 th Percentile (µg/m ³)	25.5	50 µg/m ³
Annual Mean (µg/m ³)	14.2	40 µg/m ³
Data Capture (%)	99.9	-

- 3.12 Table 7 includes the distribution of the 24-hour mean values into the different pollution bands (DAQI). Most of the 24-hour mean measured PM₁₀ concentrations during 2025 fell into the 'Low' pollution band (99.7%), with one day falling into the 'Moderate' band. There were no 'High' or 'Very High' pollution events.

Table 3-5: DAQI Bandings for PM₁₀ in 2025

Band	Index	LCA-KGV
Very High ^a	10	
High ^a	9	
	8	
	7	
	6	1
Moderate ^a	5	
	4	
Low ^a	3	15

Band	Index	LCA-KGV
	2	76
	1	273

^a Number of 24-hour mean values falling within band.

- 3.13 PM₁₀ concentrations for five sites across London in 2025 are summarised in Table 3-6. These sites range from central London (Camden) to outer London (Bexley), with two in east London (Newham). The Britannia Gate and Hoola Tower sites in Newham do not measure PM₁₀ and therefore concentrations at the Cam Road site are presented.
- 3.14 The measured period mean concentration at LCA-KGV (14.2 µg/m³) was lower than all these sites. There were also between one and seven recorded 24-hour mean exceedances of 50 µg/m³ across the other London sites (compared to the 35 allowed). The 90th percentile of 24-hour means at LCA-KGV was similar to those recorded the other sites.

Table 3-6: PM₁₀ Data Summary of Background London Monitoring Sites in 2025 ^a

Metric	Bexley Belvedere	Bexley Slade Green	Camden Bloomsbury	Newham Wren Close	Newham Cam Road
Maximum 24-hr mean (µg/m ³)	80	84.9	72.4	67.5	68.8
Period Mean (µg/m ³)	15.7	15.3	15.0	16.8	17.4
No. 24-hr mean >50 µg/m ³	5	7	1	2	2
90 th Percentile (µg/m ³)	28.6	27.9	25.3	26.2	27.7
Data Capture (%)	98.3	95.7	99.9	93.0	83.7

^a All values are reference equivalent.

Particulate Matter PM_{2.5}

- 3.15 The 2025 PM_{2.5} results for the LCA-KGV automatic monitoring station are summarised in Table 9. Data capture was good (99.9%) during the period. The recorded annual mean concentration was 9.3 µg/m³, which is below both the objective and the GLA target.

Table 3-7: PM_{2.5} Data Summary for LCA-KGV in 2025

	FIDAS PM _{2.5}
Annual Mean (µg/m ³)	9.3
Data Capture (%)	99.9

- 3.16 Table 10 includes the distribution of the 24-hour mean values into the different pollution bands (DAQI). The majority of 24-hour mean measured PM_{2.5} concentrations fell into the 'Low' pollution band (98.4%)

during 2025; there were five 24-hour mean values within the 'Moderate' pollution band (1.4%) and one 24-hour mean value within the 'High' pollution band. There were no 'Very High' pollution events.

Table 3-8: DAQI Bandings for PM_{2.5} in 2025

Band ^a	Index	LCA-KGV
Very High	10	
High	9	1
	8	
	7	
Moderate	6	
	5	1
	4	4
Low	3	16
	2	57
	1	286

^a Number of 24-hour mean values falling within band

- 3.17 PM_{2.5} concentrations for five sites across London in 2025 are summarised in Table 3-9. The sites are the same as those presented for PM₁₀ concentrations with the exception of Britannia Gate; the nearby Newham Hoola Tower site does not record PM_{2.5} but the Britannia Gate site does and has been presented in place of the Cam Road site. The measured period mean concentration at London City Airport (9.3 µg/m³) fell within the range of all the other sites.

Table 3-9: PM_{2.5} Data Summary of London Monitoring Sites in 2025

Metric	Bexley Belvedere	Bexley Slade Green	Camden Bloomsbury	Newham Wren Close	Newham Britannia Gate
Period Mean (µg/m ³)	9.9	9.7	8.9	10.8	9.3
Data Capture (%)	98.3	98.1	99.9	98.6	91.9

Nitrogen Dioxide Diffusion Tube Network

- 3.18 London City Airport also operates a network of passive diffusion tube samplers for nitrogen dioxide. The intent of this network is to establish the wider spatial pattern of nitrogen dioxide concentrations in the area surrounding the Airport. The locations of the monitoring sites are shown in Figure 3-2, and are described in Table 3-10; grid references and the monthly mean data are provided in Appendix A2. The diffusion tubes are exposed for approximately 4-week intervals. They are supplied and analysed by Gradko International Ltd. and are prepared using the 20% TEA in water method.
- 3.19 The diffusion tubes record monthly mean concentrations, which have been averaged to give the annual mean. The results cannot, therefore, be directly compared with the 1-hour mean objective.

However, measurements across the UK⁷ have shown that the 1-hour mean nitrogen dioxide objective is unlikely to be exceeded where the annual mean concentration is below 60 µg/m³.

Table 3-10: Description of Diffusion Tube Monitoring Sites ^a

Location	Site ID
Lamp post at top of Parker Street, adjacent to housing	LCA 01
Lamp post on Camel Road, adjacent to nearest property on Hartmann Street	LCA 02
Lamp post at waterfront to east end of Newham Dockside	LCA 04
Lamp post on Straight Road, at kerbside	LCA 05
Lamp post on pedestrian walkway adjacent to nearest housing at Gallions Way	LCA 06
Landing Lights	LCA 07
Jet Centre – airside	LCA 10
Lamp post at waterfront, eastern end of the University of East London	LCA 11
ILS, to north of runway and south of Royal Albert Dock	LCA 12
Lamp post at north west corner of Newham Dockside	LCA 13
Lamp post on waterfront at western end of Newham Dockside	LCA 14
Lamp post at kerbside (approx 1 m) of Royal Albert Way	LCA 15
Newham Dockside analyser (duplicate tubes)	LCA 18
Lamp post adjacent to roundabout, near to access road in Silvertown Quay. Approx. 1 metre from kerbside of main road.	LCA 20
Lamp post on Brixham Street	LCA 21
King George V House analyser (triplicate tubes)	LCA 22

^a LCA-17 was discontinued from January 2012, as the lamppost on which diffusion tubes were deployed had been removed. LCA-16 and LCA-19 were discontinued from January 2017, as the land on which the sites were located had been vacated for construction works. LCA-03 has been discontinued from April 2018 due to ongoing issues with access. LCA-20 was initiated at the start of April 2018. LCA-08 was discontinued in February 2021 as the lamppost on which diffusion tube was deployed had been removed. The site has been relocated to a nearby lamppost (LCA-21) and became operational in April 2021. The previous triplicate sites located at LCA-CAH analyser have been relocated to KGV House (LCA 22).

3.20 It is important to note that not all of these monitoring sites represent relevant public exposure for annual mean concentrations of nitrogen dioxide; therefore, the objectives are not strictly applicable at all of these sites. For instance, the sites at Landing Lights (LCA 07), the Jet Centre (LCA 10) and the ILS (LCA 12) are located on land that is not generally accessible by the public, or is owned by the Airport. The sites at LCA 04 (at the waterfront of Newham Dockside), LCA 11 (at the waterfront of the University of East London) and LCA 13, 14 and 15 (in the vicinity of Newham Dockside and Royal Albert Way) and LCA 20 would also not represent relevant exposure for annual mean concentrations according to the criteria defined in LLAQM.TG(22)¹⁰, but are relevant for the 1-hour mean objective.

¹⁰ Defra Technical Guidance Note LLAQM.TG(22) suggests that in the case of the annual mean objective, relevant locations should not include kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.

These sites have been included in the study to better understand the spatial pattern of nitrogen dioxide concentrations around the Airport.

- 3.21 Diffusion tubes are known to show systematic bias in relation to automatic (reference) monitors. For this reason, a co-location study has been carried out with triplicate tubes exposed alongside the inlet to the automatic monitor at LCA-KGV, and with duplicate tubes exposed in close proximity to the inlet of the LCA-ND automatic monitor. Comparison of the matched period results shows that the diffusion tubes were over-reading by an average of 39%. An adjustment factor of 0.72 has therefore been applied to all diffusion tube results to ensure that they give the best representation of true concentrations (see Appendix 3). The results from the triplicate tubes at LCA-KGV and the duplicate tubes at LCA-ND indicate overall “good” precision in 2025.
- 3.22 The bias-adjusted results are summarised in Table 3-11 and are also shown in Figure 3-3. The annual mean objective of $40 \mu\text{g}/\text{m}^3$ was achieved at all monitoring locations during 2025. All measured annual mean nitrogen dioxide concentrations were well below $60 \mu\text{g}/\text{m}^3$, and it is therefore unlikely that the 1-hour mean objective was exceeded at any location.

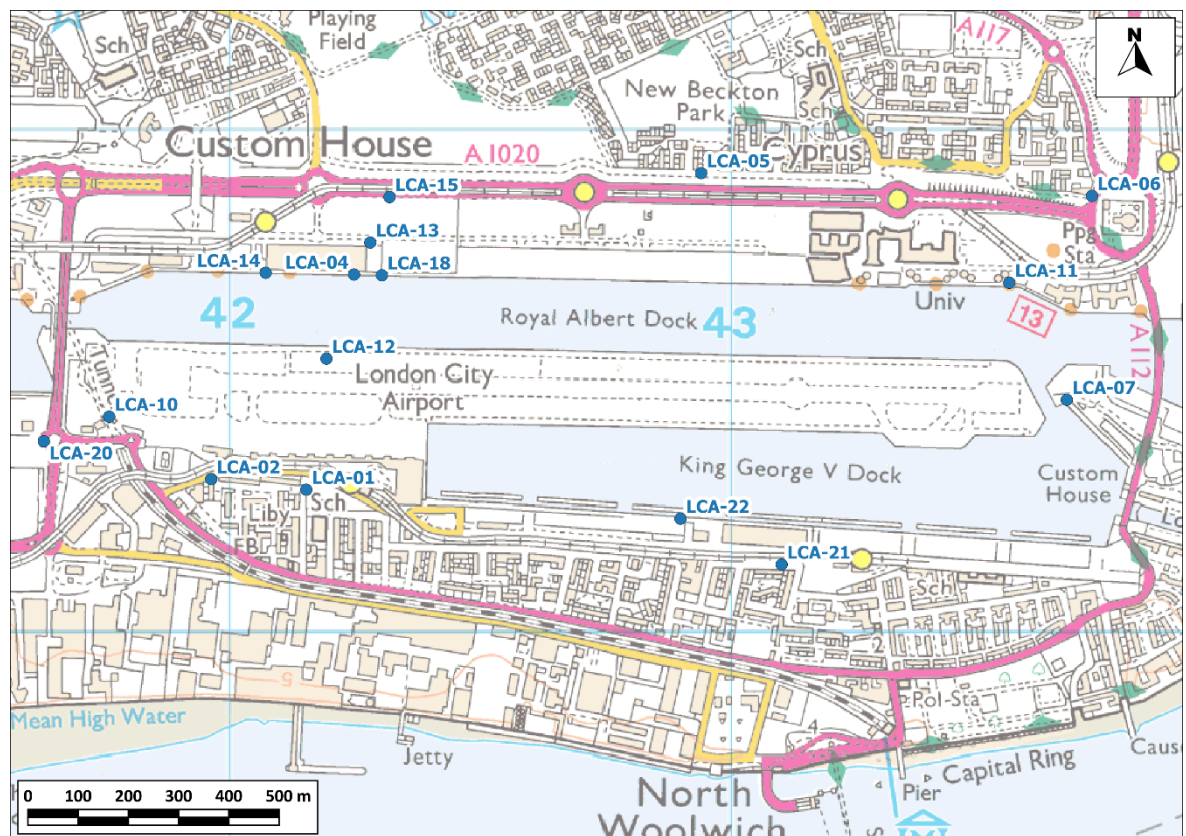


Figure 3-2: Diffusion Tube Monitoring Locations

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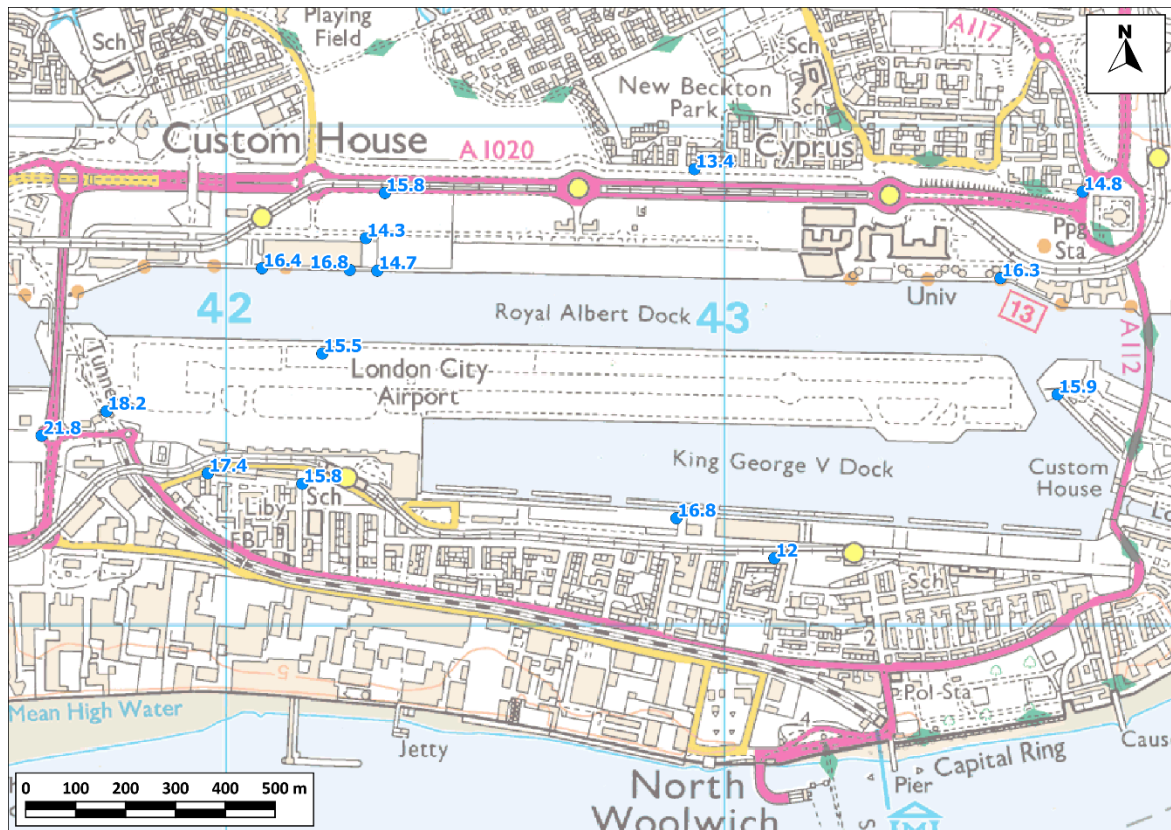


Figure 3-3: Annual Mean NO₂ Diffusion Tube Results for 2025 (µg/m³)

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Table 3-11: Diffusion Tube Data Summary for London City Airport in 2025 (Adjusted for Bias)

Site ID	Adjusted Value (µg/m ³) ^a
LCA 01	15.8
LCA 02	17.4
LCA 04	16.8
LCA 05	13.4
LCA 06	14.8
LCA 07	15.9 ^b
LCA 10	18.2
LCA 11	16.3
LCA 12	15.5
LCA 13	14.3
LCA 14	16.4 ^c
LCA 15	15.8
LCA 18	14.7

Site ID	Adjusted Value ($\mu\text{g}/\text{m}^3$) ^a
LCA 20	21.8
LCA 21	12.0
LCA 22	16.8

^a Data have been adjusted using a local bias adjustment factor for 2025 of 0.72. The co-location studies are carried out at LCA-KGV using triplicate tubes and at LCA-ND with duplicate tubes located at the automatic monitor.

^b Site LCA 07 was inaccessible for periods of time due to issues with a gate lock. Tubes were exposed for three months across periods five, six and seven (May – July) and again for two months across periods 11 and 12 (November – December). Based on the low recorded concentrations it is judged that the TEA would not be saturated and it is therefore appropriate to assign the respective recorded concentration as averages across these periods.

^c Measured concentrations were available for site LCA 14 for eight periods across 2025. Therefore, data capture was below 75% and required annualisation. The Camden Bloomsbury and Newham Wren Close sites were used to annualise the concentration measured at LCA 14 in line with guidance⁷. The average annualisation factor applied was 0.918.

4 Data Analyses

4.1 This section provides analyses of the data, including time series, trends and source contributions.

Time Series

4.2 The measured 1-hour mean nitrogen dioxide concentrations at the Airport sites and other sites in London are shown as time series in Figure 4-1 and Figure 4-2 respectively. The concentrations over the year generally show similar patterns at all monitoring sites. The concurrence of periods with elevated concentrations at all sites suggests that these episodes were due to regional changes in concentrations.

4.3 The measured daily mean PM₁₀ concentrations at LCA-KGV and at other sites in London are shown in Figure 4-3 and Figure 4-4 respectively. Once again, the similarity in peaks between the Airport sites and other London sites suggests that periods of high pollution were principally due to regional changes in concentrations.

4.4 As with PM₁₀, the concurrence of many periods of elevated PM_{2.5} concentrations at all sites (see Figure 4-5 and Figure 4-6) suggests that these episodes were due to regional rather than local sources and that changing weather conditions across the region affected the dispersion and dilution of pollutants.

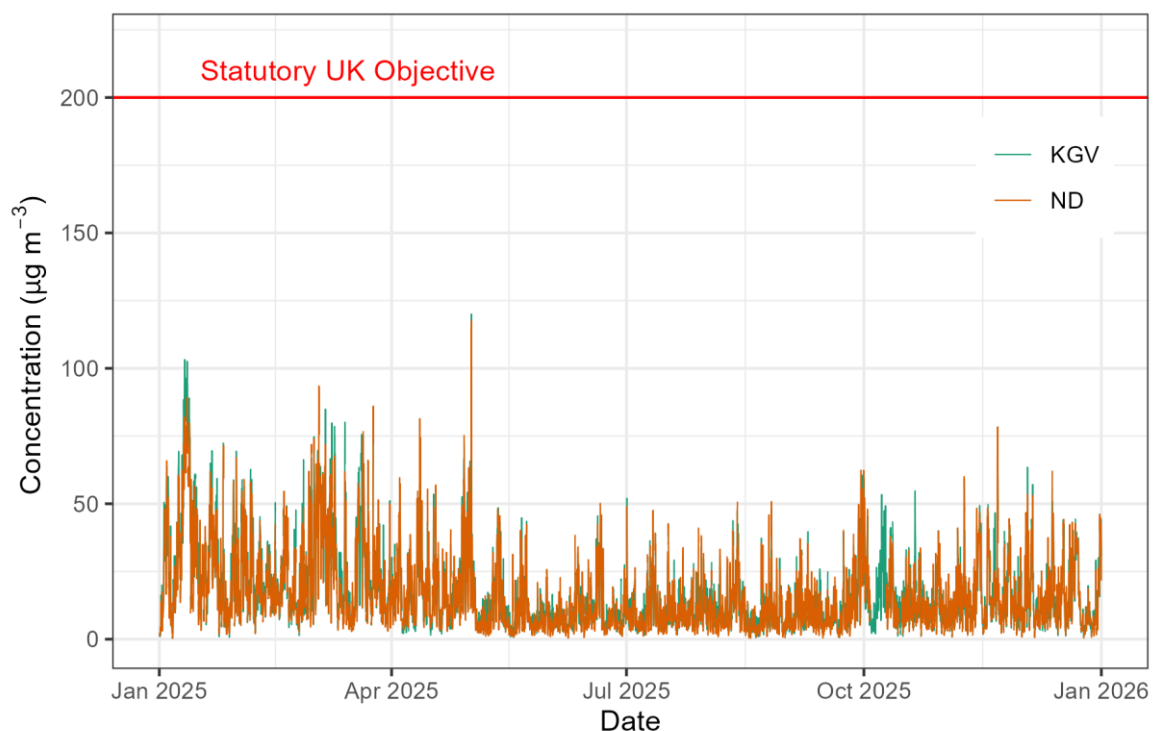


Figure 4-1: 1-Hour Mean NO₂ Concentrations at London City Airport in 2025

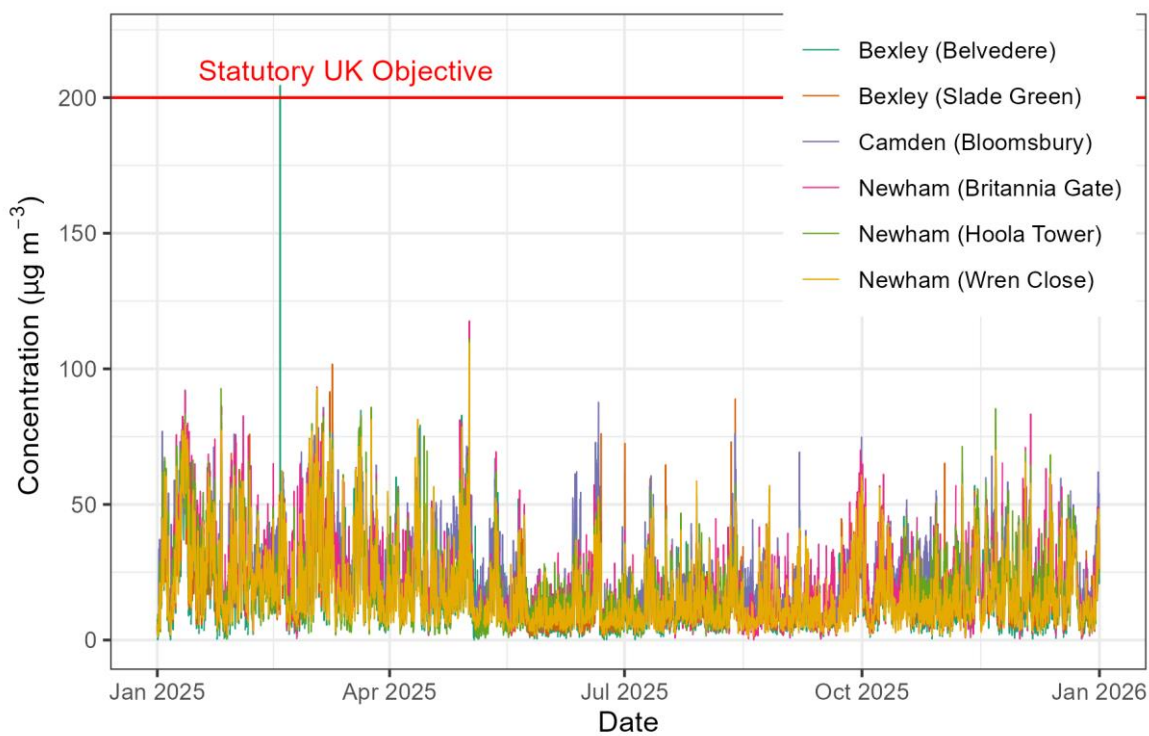


Figure 4-2: 1-Hour Mean NO₂ Concentrations at London Monitoring Sites in 2025

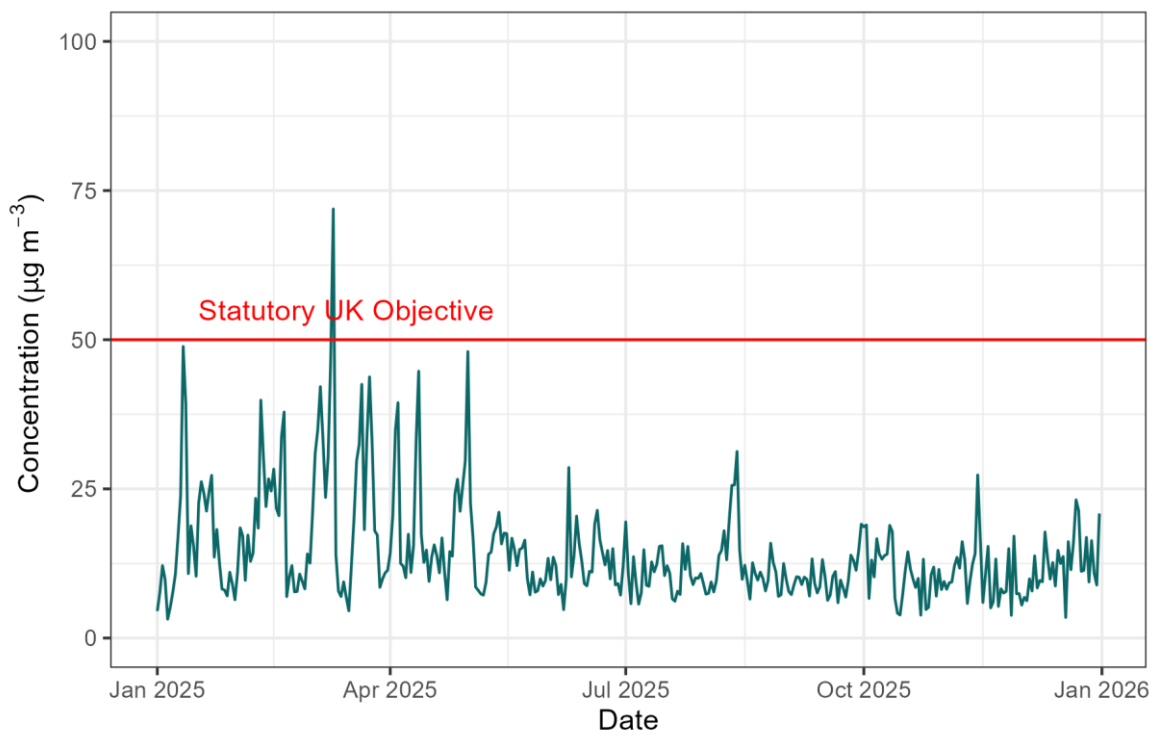


Figure 4-3: Daily Mean PM₁₀ Concentrations at London City Airport (LCA-KGV) in 2025

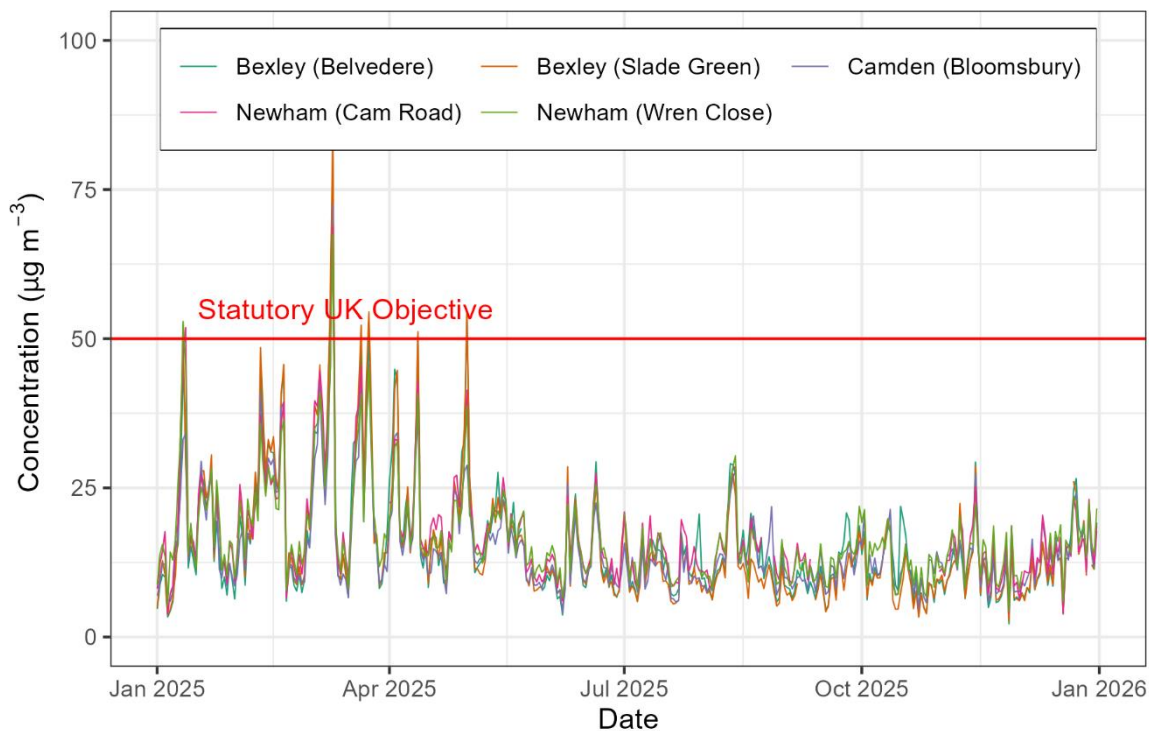


Figure 4-4: Daily Mean PM₁₀ Concentrations at London Monitoring Sites in 2025

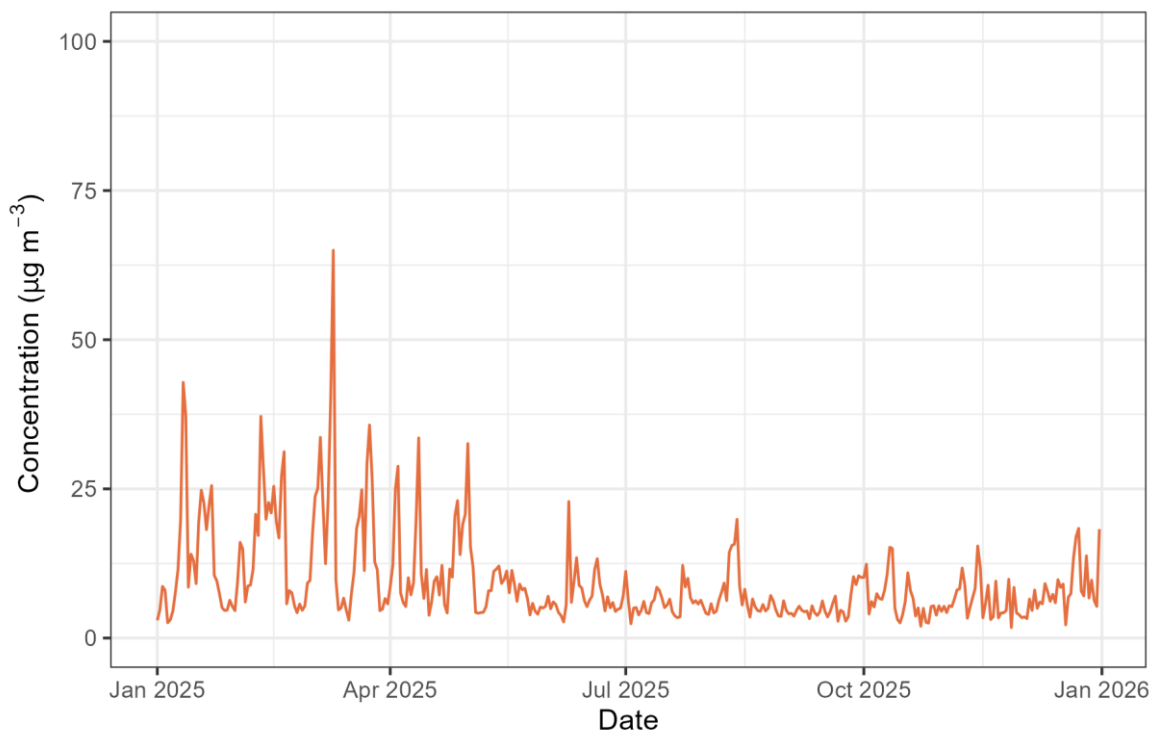


Figure 4-5: Daily Mean PM_{2.5} Concentrations at London City Airport (LCA-KGV) in 2025

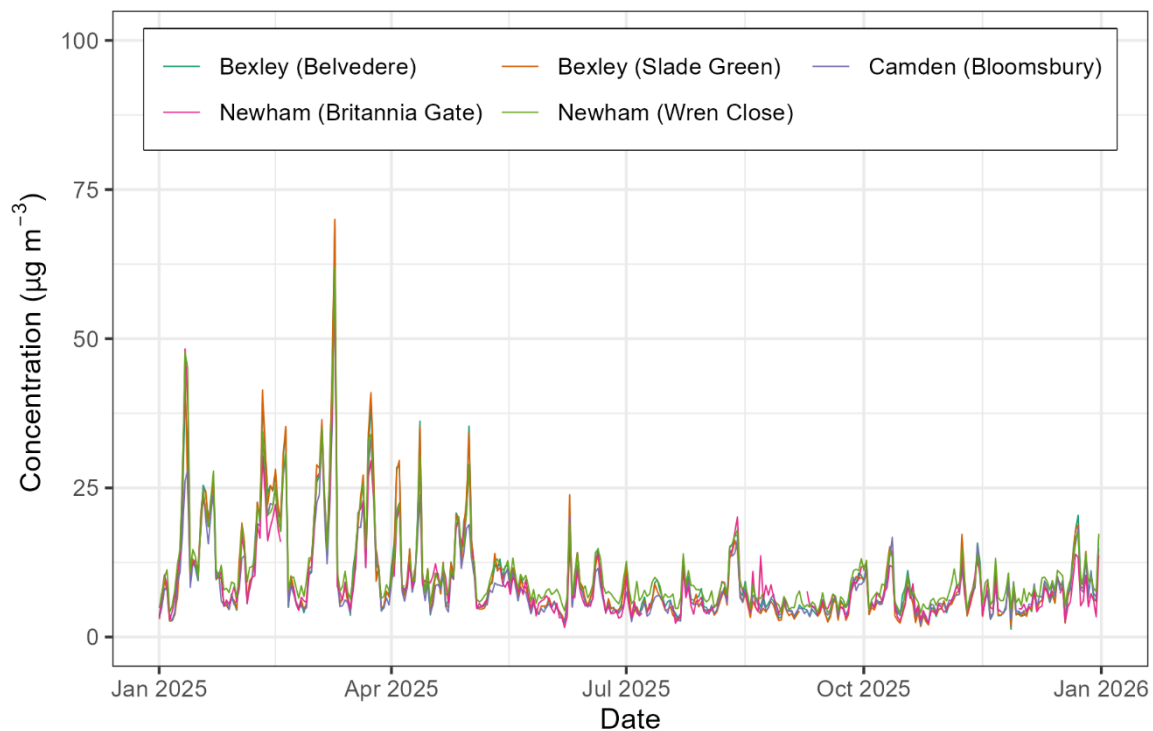


Figure 4-6: Daily Mean PM_{2.5} Concentrations at London Monitoring Sites in 2025

Trends in pollutant concentrations

- 4.5 Automatic monitoring of pollutant concentrations has been in operation at London City Airport since 2006. The monitoring station previously sited on the rooftop of City Aviation House (LCA-CAH) measured nitrogen dioxide, NO_x and PM₁₀ concentrations until it was decommissioned in May 2022. The LCA-ND site has been in operation since 2011 measuring nitrogen dioxide and NO_x. It is therefore appropriate to examine whether there are any trends in the measured pollutant concentrations over time at these sites. The LCA-KGV site has been operational since 2019 (PM_{2.5}/PM₁₀) and July 2022 (NO_x/NO₂), and while included in this section for completeness, trends from such a limited time period (<5 years) should be treated cautiously.
- 4.6 Figure 4-7 shows the trends in measured annual mean nitrogen dioxide concentrations at LCA-CAH, LCA-ND, LCA-KGV, and at the other monitoring locations identified for the regional evaluation of pollution episodes. From a visual examination of Figure 4-7, there appears to be a general downward trend at all sites from 2007 to 2019, followed by an acceleration of the downward trend in 2020, likely due to Covid-19 lockdown restrictions.
- 4.7 Because of the interest in trends, a more detailed analysis has been carried out, the results from which are provided in Appendix 5. In summary, there is a statistically significant downward trend at all the monitoring sites (excluding LCA-KGV due to the limited monitoring period) for both nitrogen dioxide and nitrogen oxides (NO_x), including at LCA-CAH and LCA-ND.
- 4.8 The trends in annual mean PM₁₀ concentrations are shown in Figure 4-8 for the LCA-KGV site (2019 onwards), LCA-CAH site (2006-2022), and other London monitoring locations. There is generally a downward trend between 2006 and 2025; concentrations in 2006 were all above 20 µg/m³, whereas concentrations in 2025 were all lower than 20 µg/m³. Measured PM₁₀ concentrations in 2025 were higher than those measured in 2024 at LCA-KGV and at all three other London monitoring locations,

indicating the regionally elevated concentrations between January and May are likely to have increased the annual average concentration measured across all sites.

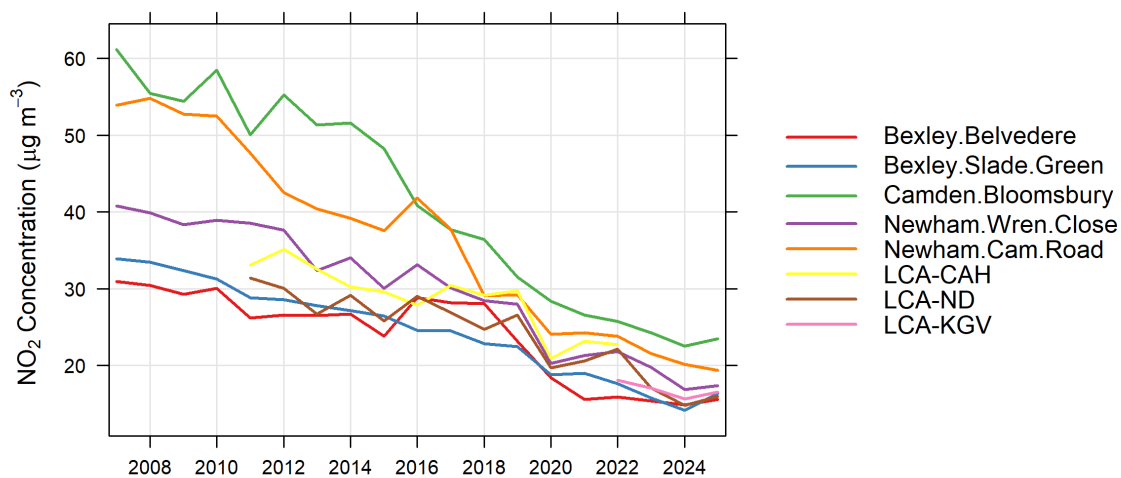


Figure 4-7: Annual Mean NO₂ Concentrations between 2007 and 2025 (µg/m³)

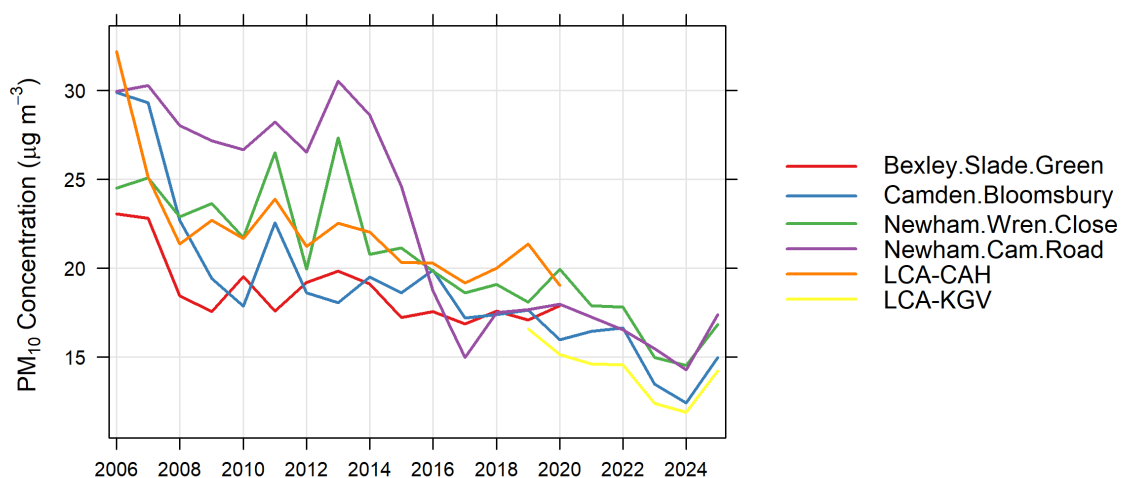


Figure 4-8: Annual Mean PM₁₀ Concentrations between 2006 and 2025 (µg/m³)

Bivariate Pollution Roses

- 4.9 Pollution roses are a useful technique for exploring the influence of different sources of air pollution at a monitoring site. Bivariate pollution roses have been prepared using the openair software⁸. These bivariate roses process average pollution concentration data by both wind direction and wind speed. They provide a powerful tool in identifying source contributions to measured concentrations at monitoring sites. The concentrations are shown by colour shading, with the distance from the centre point representing increasing wind speed.

- 4.10 It is known from both modelling studies and the analysis of empirical data that emissions from different source types behave differently in low and high wind speed conditions. For emissions from ground-level sources (such as road traffic), concentrations are highest during low wind speeds, and decrease rapidly with increasing wind speed (due to greater dilution and dispersion). In contrast, emissions released from elevated (e.g. chimney) sources, give rise to higher concentrations at higher wind speeds, as the plume is more likely to come down to ground close to the source. Emissions from the buoyant plumes of jet aircraft engines tend to behave in a similar manner to elevated sources. A separate study¹¹ showed how these bivariate plots could be used to identify the contribution of aircraft emissions to measured concentrations at Heathrow Airport.
- 4.11 Figure 4-9 shows bivariate pollution roses for NO_x concentrations in 2025 at the LCA-ND and LCA-KGV sites, using wind data from the meteorological station at London City Airport¹². During low wind speeds, dispersion is reduced and concentrations from ground-level sources are higher.
- 4.12 The pattern at both monitoring sites is that the highest NO_x concentrations occur during low wind speeds (i.e. towards the centre of the rose), indicating that the highest concentrations are associated with ground-level source releases. These higher concentrations are not associated with any particular wind direction. There is also some indication that emissions from the apron area are making a small contribution at all sites, with these contributions being associated with moderate wind speeds. The association with higher wind speeds is suggestive of emissions from an elevated, buoyant source reflecting emissions from aircraft engines.
- 4.13 It is concluded that airport sources do not make a significant contribution to local NO_x concentrations

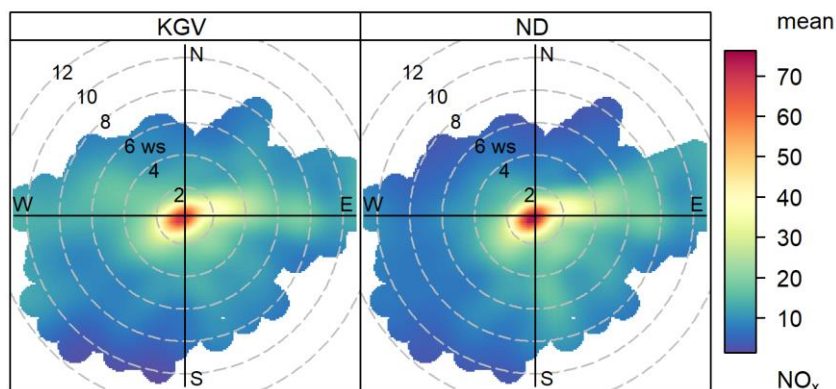


Figure 4-9: Bivariate Pollution Roses at LCA-KGV and LCA-ND Sites in 2025 (NO_x, µg/m³)

¹¹ Carslaw, D.C., Beevers, S.D., Ropkins, K and Bell, M.C., 2006. Detecting and quantifying aircraft and other on-airport contributions to ambient nitrogen oxides in the vicinity of a large international airport. *Atmos Environ*, 40/28 pp 5424-5434.

¹² Meteorological data were only available up to 24th August 2025.

5 Glossary

AURN	Automatic Urban and Rural Network.
Exceedance	A period of time when the concentration of a pollutant is greater than the appropriate air quality objective. This applies to specified locations with relevant exposure
LAQN	London Air Quality Network.
LCA-ND	London City Airport – Newham Dockside monitoring site.
LCA-KGV	London City Airport – King George V monitoring site.
$\mu\text{g}/\text{m}^3$	Microgrammes per cubic metre
NO_2	Nitrogen dioxide.
NO_x	Nitrogen oxides (taken to be $\text{NO}_2 + \text{NO}$).
NO	Nitric oxide.
Objectives	A nationally defined set of health-based concentrations for nine pollutants, seven of which are incorporated in Regulations, setting out the extent to which the standards should be achieved by a defined date, taking into account costs, benefits, feasibility and practicality.
PM_{10}	Small airborne particles, more specifically particulate matter less than 10 micrometers in aerodynamic diameter.
$\text{PM}_{2.5}$	Small airborne particles, more specifically particulate matter less than 2.5 micrometers in aerodynamic diameter.
Standards	A nationally defined set of concentrations for nine pollutants below which health effects do not occur or are minimal.
TEA	Triethanolamine – absorbent for nitrogen dioxide used in diffusion tubes.

6 Appendices

A1 Nitrogen Dioxide Results

A1.1 Nitrogen oxides (NO_x) concentrations, which are essentially the sum of nitrogen dioxide and nitric oxide, are presented in Table A1-1 for the automatic monitoring stations at London City Airport and for five sites across London in Table A1-2. There are no relevant air quality criteria for nitrogen oxides in an urban area. Nitrogen oxides concentrations are included here for completeness, and because they are relevant for air quality modelling.

Table A1-1: NO_x Data Summary for LCA-KGV and LCA-ND in 2025

	LCA-ND	LCA-KGV
Maximum 1-Hour Mean (µg/m ³)	354.0	325.1
Annual Mean (µg/m ³)	21.5	21.9
Data Capture (%)	93.5	95.3

Table A1-2: NO_x Data Summary for London Monitoring Sites in 2025

	Bexley Belvedere	Bexley Slade Green	Camden Bloomsbury	Newham Wren Close	Newham Britannia Gate	Newham Hoola Tower
Maximum 1-Hour Mean (µg/m ³)	665.8	375.8	321.9	389.9	444.7	429.7
Period Mean (µg/m ³)	21.0	21.9	28.7	22.1	33.7	29.0
Data Capture (%)	95.8	80.7	98.9	99.7	96.5	81.8

A2 Diffusion Tube Data

A2.1 Raw monthly average diffusion tube data, along with the location details and monitoring periods, are presented in Table A2-1.

Table A2-1: Raw Monthly Diffusion Tube Data for 2025, Not Bias Adjusted (µg/m³)

Site ID	Grid ref	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Unadjusted Annual Mean	Data Capture (%)
LCA 01	542154, 180288	25.3	30.0	29.7	23.6	19.4	16.2	18.0	16.7	19.7	20.4	24.2	22.9	10.8	100.0
LCA 02	541965, 180299	26.6	30.5	28.8	24.0			23.8	19.7	23.1	22.6	20.6	23.5	13.3	83.3
LCA 04	542271, 180708	30.1	33.9		26.3	16.3	16.6	17.5	15.4	23.5	23.5	30.8	26.5	11.2	91.7
LCA 05	542847, 180914	23.7	27.7		19.6	13.0	14.9	15.9	15.5	18.2	19.5		20.7	9.9	83.3
LCA 06	543712, 180868	31.9	27.8	21.3	24.4	17.9	15.2	16.6	19.1	20.0	17.9	20.3	19.2	11.1	100.0
LCA 07	543662, 180460	28.4	32.1			16.8	16.8	16.8	20.2	23.5	25.1	22.3	22.3	12.0	83.3
LCA 10	541758, 180428	27.2	34.0	31.8	27.7		21.0	21.9	21.7	23.7	21.6	25.6	25.3	13.4	91.7
LCA 11	543549, 180693			22.3	23.3	19.5	18.1	19.9	20.4	24.8	23.8	27.7	27.2	12.9	83.3
LCA 12	542192, 180561	29.0	31.7	23.5	20.6	13.7	15.8	16.5	14.7	22.0	21.3	27.7	23.9	10.6	100.0
LCA 13	542280, 180769	24.6	29.2	22.6	23.7	12.6	14.6	15.9	15.0	18.9	20.7	22.8	21.9	9.9	100.0
LCA 14	542070, 180712	28.0	30.2		23.8			19.8		24.0	24.0	26.2	23.5	13.1	66.7
LCA 15	542316, 180862	28.1	32.8	25.8	29.0	16.5	15.3	17.9	15.4	19.9	19.7	25.8	22.0	10.6	100.0
LCA 18	542303, 180707	23.9	32.1	23.2	25.2	15.0	15.3	16.9	16.1	20.8	16.7	24.5	21.1	10.7	100.0
		25.3	31.6	20.4	24.3	12.4	14.3	16.2	16.5	18.6	20.2	22.5	24.1	10.2	100.0
LCA 20	541632, 180378	32.8	39.9	39.4	36.2	30.5	26.2	27.2	27.4	29.7	21.8	28.9	28.5	16.8	100.0
LCA 21	543100, 180132	21.8	24.4			10.9	13.1	14.9	14.1	16.1	16.4	19.7	17.3	9.0	83.3

Site ID	Grid ref	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Unadjusted Annual Mean	Data Capture (%)
LCA 22	542902, 180212	35.4	31.4	27.3	27.6	18.4	17.3	18.0	18.1	20.9	20.3	21.1	27.4	11.4	100.0
		28.0	31.1	31.9	32.3	18.0	17.0	19.0	19.2	22.2	22.0	25.2	25.6	12.0	100.0
		30.0	33.4	24.2	23.0	18.9	16.7	18.6	17.8	22.3	23.1	24.9	24.8	11.7	100.0

A3 Bias Adjustment Factor for Diffusion Tubes

- A3.1 Diffusion tubes are known to exhibit bias when compared to results from automatic analysers. Therefore, diffusion tube results need to be adjusted to account for this bias. One of the main factors influencing diffusion tube performance is thought to be the laboratory that supplies and analyses the tubes. The diffusion tubes exposed at London City Airport are supplied and analysed by Gradko International Ltd. (20% TEA in water).
- A3.2 In order to determine the bias exhibited by these tubes, a study was carried out using triplicated tubes at LCA-KGV and duplicate tubes at LCA-ND. All diffusion tube data presented in this report have been adjusted using the overall factor calculated from the data presented in Table A3.1.
- A3.3 The accuracy of the bias adjustment factor is limited by the exposure periods of the co-located diffusion tubes and time the corresponding automatic monitors were operating for. There were no months of missing diffusion tube data at either of the sites. A comparison between the 2025 bias adjustment factor calculated and those from previous years (see Table A3.2) shows the 2025 factor is numerically slightly larger (which adjusts concentrations by a smaller degree) than in 2023 and 2024, but within the range of those calculated since monitoring commenced.

Table A3-1: Results of Diffusion Tube and Continuous Monitor Co-location Study in 2025

	Diffusion Tubes ($\mu\text{g}/\text{m}^3$) ^a	Automatic ($\mu\text{g}/\text{m}^3$) ^b	Adjustment Factor
LCA-ND	20.4	15.5	0.76
LCA-KGV	23.4	15.9	0.68
Overall Factor ^c			0.72

^a Diffusion tubes were exposed for the period between 13th January 2025 to 8th January 2026.

^b The automatic period corresponds with the diffusion tube period.

^c The overall factor has been determined using orthogonal regression.

- A3.4 Table A3.2 presents the bias adjustment factors applied to the data for the last fifteen years.

Table A3-2: Previous Bias Adjustment Factors

Year	Factor
2008	0.786
2009	0.717
2010	0.801
2011	0.738
2012	0.744
2013	0.771
2014	0.832
2015	0.858
2016	0.762
2017	0.724
2018	0.784
2019	0.796
2020	0.783
2021	0.846
2022	0.873
2023	0.673
2024	0.709
2025	0.720

A4 Diffusion Tube Precision

A4.1 Diffusion tube precision describes the ability of a measurement to be consistently reproduced, i.e., how similar the results of duplicate or triplicate tubes are to each other. It is an indication of how carefully the tubes have been handled in either the laboratory and/or the field. Tube precision is separated into two categories 'Good' or 'Poor' as follows: tubes are considered to have '**Good**' precision where the coefficient of variation (CV) of duplicate or triplicate diffusion tubes for eight or more periods during the year is less than 20%, and the average CV of all monitoring periods is less than 10%. Tubes are considered to have '**Poor**' precision where the CV of four or more periods is greater than 20% and/or the average CV is greater than 10%.

A4.2 Table A4.1 and Table A4.2 shows that monitoring at LCA-ND and LCA-KGV there was 'Good' precision at every period of recorded data across the year.

Table A4-1: Precision of Duplicate Diffusion Tubes at LCA-ND

Period	Start Date	End Date	Tube 1	Tube 2	Mean	Standard Deviation	CV	Tube Precision
1	13/01/2025	10/02/2025	23.9	25.3	25	0.9	3.9	8.5
2	10/02/2025	10/03/2025	32.1	31.6	32	0.3	1.0	2.9
3	10/03/2025	07/04/2025	23.2	20.4	22	1.9	8.9	17.5
4	07/04/2025	30/04/2025	25.2	24.3	25	0.6	2.5	5.6
5	30/04/2025	04/06/2025	15.0	12.4	14	1.8	13.4	16.5
6	04/06/2025	10/07/2025	15.3	14.3	15	0.7	5.0	6.7
7	10/07/2025	08/08/2025	16.9	16.2	17	0.5	3.0	4.5
8	08/08/2025	05/09/2025	16.1	16.5	16	0.3	1.8	2.6
9	05/09/2025	03/10/2025	20.8	18.6	20	1.6	8.1	14.4
10	03/10/2025	03/11/2025	16.7	20.2	18	2.5	13.8	22.8
11	03/11/2025	05/12/2025	24.5	22.5	24	1.4	6.1	12.9
12	05/12/2025	08/01/2026	21.1	24.1	23	2.1	9.4	19.1
Average CV							6.4	-

Table A4-2: Precision of Triplicate Diffusion Tubes at LCA-KGV

Period	Start Date	End Date	Tube 1	Tube 2	Tube 3	Mean	Standard Deviation	CV	Tube Precision
1	13/01/2025	10/02/2025	35.4	28.0	30.0	31	3.9	12.4	9.6
2	10/02/2025	10/03/2025	31.4	31.1	33.4	32	1.2	3.8	3.1
3	10/03/2025	07/04/2025	27.3	31.9	24.2	28	3.9	13.9	9.6
4	07/04/2025	30/04/2025	27.6	32.3	23.0	28	4.6	16.8	11.5
5	30/04/2025	04/06/2025	18.4	18.0	18.9	18	0.4	2.3	1.0
6	04/06/2025	10/07/2025	17.3	17.0	16.7	17	0.3	1.9	0.8
7	10/07/2025	08/08/2025	18.0	19.0	18.6	19	0.5	2.7	1.2
8	08/08/2025	05/09/2025	18.1	19.2	17.8	18	0.7	4.0	1.8
9	05/09/2025	03/10/2025	20.9	22.2	22.3	22	0.8	3.5	1.9
10	03/10/2025	03/11/2025	20.3	22.0	23.1	22	1.4	6.3	3.4
11	03/11/2025	05/12/2025	21.1	25.2	24.9	24	2.3	9.7	5.8
12	05/12/2025	08/01/2026	27.4	25.6	24.8	26	1.4	5.2	3.4
Average CV								6.9	-

A5 Detailed Trend Analysis

Nitrogen Dioxide

- A5.1 Figure A5-1 shows the smooth-trend analyses of monthly mean nitrogen dioxide concentrations for LCA-CAH, LCA-ND, LCA-KGV and the other nearby monitoring sites in the wider London area, over the period 2007 to 2025. As noted in Paragraph 4.5, interpretation of trends at the LCA-KGV monitoring site should be cautious due to the relatively limited time period of monitoring compared to the other sites studied.
- A5.2 A Theil-Sen analysis has been applied to the data to identify statistically significant trends and slopes, and the results are described in Table A5-1. There is a statistically significant downward trend in nitrogen dioxide concentrations at LCA-CAH, LCA-ND, and all of the wider London monitoring sites. It is unsurprising that no statistically significant trend was observed at LCA-KGV given the limited monitoring period.

Table A5-1: Theil-Sen Analysis of NO₂ Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other London Monitoring Sites between 2007 and 2025

Monitoring Site	Theil-Sen Analysis ^a	Statistically Significant Trend?
Bexley - Belvedere	-0.94 [-1.14, -0.75]	Yes
Bexley – Slade Green	-1.10 [-1.26, -0.93]	Yes
Camden - Bloomsbury	-2.37 [-2.58, -2.14]	Yes
Newham – Wren Close	-1.43 [-1.65, -1.25]	Yes
Newham – Cam Road	-2.11 [-2.38, -1.89]	Yes
LCA-CAH ^b	-0.93 [-1.21, -0.65]	Yes
LCA-ND ^c	-1.12 [-1.41, -0.83]	Yes
LCA-KGV ^d	-0.67 [-2.39, 0.64]	No

^a The first value is the slope. The number in brackets is the upper and lower 95th percentile confidence interval.

^b Analysis carried out for 2007 to 2022.

^c Analysis carried out for 2011 to 2025.

^d Analysis carried out for 2022 to 2025.

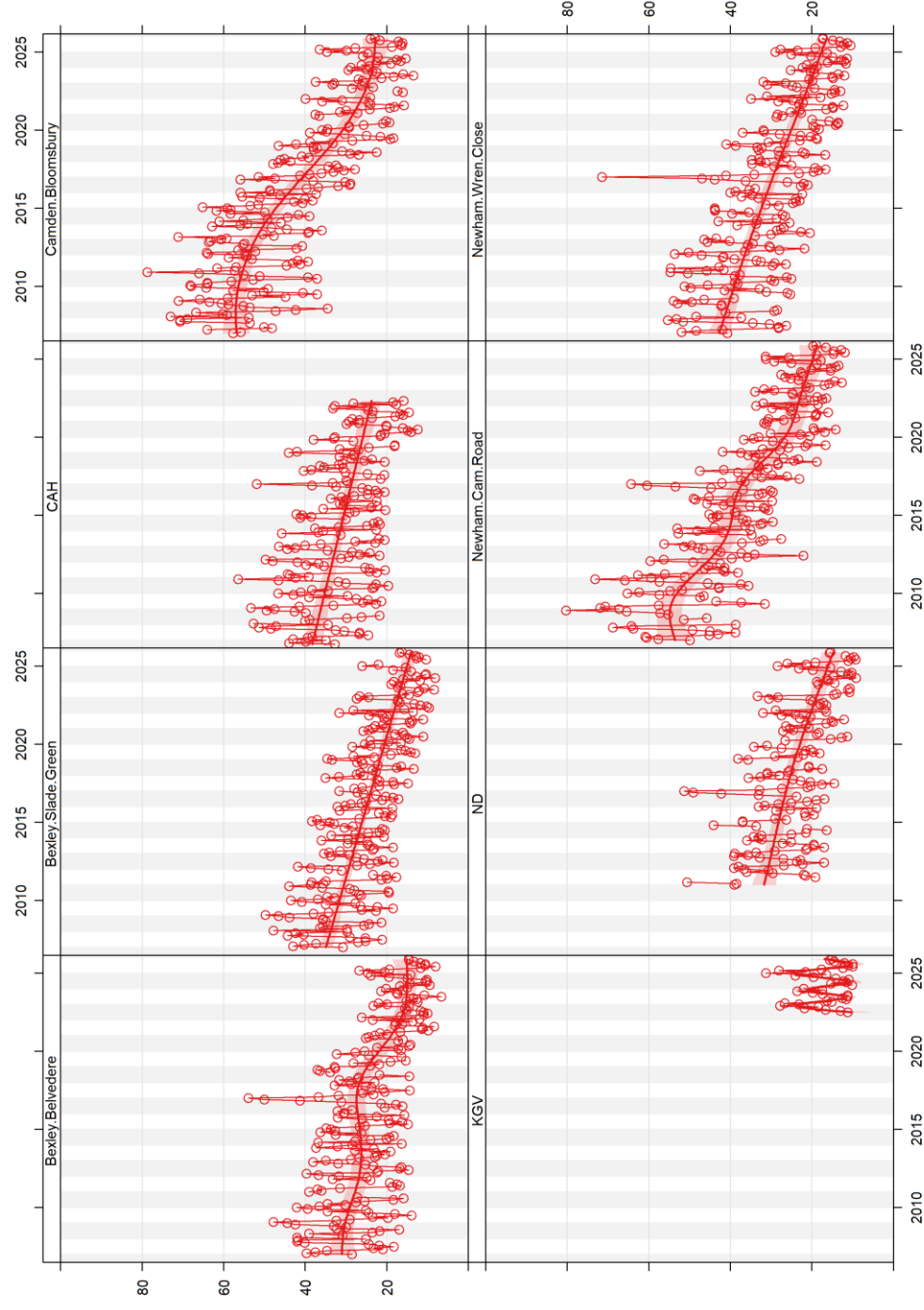


Figure A5-1: Smooth Trend Analysis of Monthly NO₂ Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other Monitoring Sites between 2007 and 2025

Nitrogen Oxides (NO_x)

- A5.3 Figure A5-2 shows the smooth trend analysis of monthly mean NO_x concentrations for LCA-CAH, LCA-ND, LCA-KGV and other monitoring sites in the wider London area for the period 2007 to 2025.
- A5.4 The Theil-Sen analysis, shown in Table A5-2, indicates a statistically significant downward trend in NO_x concentrations at LCA-CAH, LCA-ND, and all the other London monitoring sites. It is unsurprising that no statistically significant trend was observed at LCA-KGV given the limited monitoring period.

Table A5-2: Theil-Sen Analysis of NO_x Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other London Monitoring Sites between 2007 and 2025

Monitoring Site	Theil-Sen Analysis ^a	Statistically Significant Trend?
Bexley – Belvedere	-1.58 [-2.00, -1.14]	Yes
Bexley – Slade Green	-1.94 [-2.33, -1.56]	Yes
Camden - Bloomsbury	-4.65 [-5.18, -4.10]	Yes
Newham – Wren Close	-2.38 [-2.81, -1.92]	Yes
Newham – Cam Road	-4.48 [-5.15, -3.94]	Yes
LCA-CAH ^b	-1.81 [-2.50, -1.12]	Yes
LCA-ND ^c	-2.14 [-2.80, -1.59]	Yes
LCA-KGV ^d	-0.87 [-4.11, 0.84]	No

^a The first value is the slope. The number in brackets is the upper and lower 95th percentile confidence interval.

^b Analysis carried out for 2007 to 2022.

^c Analysis carried out for 2011 to 2025.

^d Analysis carried out for 2022 to 2025.

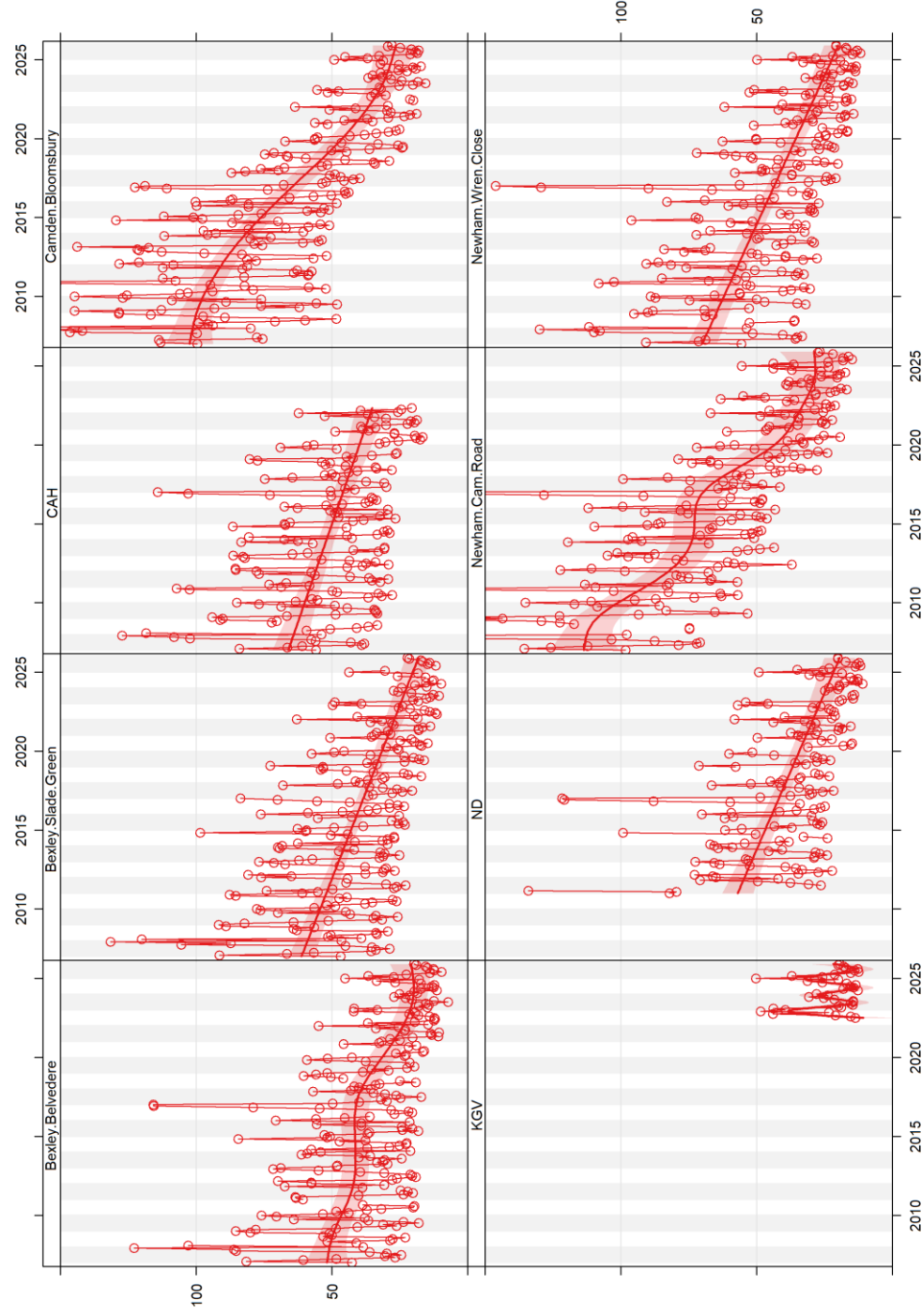


Figure A5-2: Smooth Trend Analysis of Monthly NO_x Concentrations at LCA-CAH, LCA-ND, LCA-KGV and Other London Monitoring Sites between 2007 and 2025



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Annex 6

Air Quality Action Plan Progress Update



Air Quality Action Plan Progress Update 2025

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2025
GROUND POWER				
Measure 1: Maximising availability of Fixed Electrical Ground Power (FEGP)	Measures to minimise APU run times (and emissions) include the provision of FEGP and actions taken to ensure its availability.	London City Airport will continue to routinely record the availability of FEGP on all stands where it has been installed. It will also continue to record the use of FEGP within the online portal and document any contraventions of Airfield Operating Instruction AOI 07.	June in each year	Ongoing. Records detailing serviceability are distributed during each shift. Stand planners are promptly informed if an aircraft cannot be supplied with power.
Measure 2: Minimising APU Use	NOx and PM10 emissions from APU use were 5.2 and 0.32 tonnes respectively, in 2019. Airfield Operating Instruction AOI 07 restricts the running of APUs.	London City Airport will continue to monitor the use of APU in accordance with AOI 07, and will continue to record APU use via the Airport's "Qlickview" online reporting tool. Any contraventions of the Airfield Operating Instructions, updated as necessary to comply with any requirements within the APU Strategy.	June in each year	Ongoing. This continues to be recorded in Qlik. 19 instances of extended APU usage were recorded in 2025.
EMISSIONS FROM AIRCRAFT TAXIING OPERATIONS				
Measure 3: Ground Engine Running Strategy – air quality implications	Ground running relates to the use of aircraft engines on stand, during taxiing, and on-hold, and accounted for 15.6 tonnes NOx and 0.35 tonnes PM10 in 2019. The Ground Engine Running Strategy is aimed at ensuring aircraft engines are operated at minimum power necessary and for	London City Airport will continue to review the outcomes of the Ground Engine Running Strategy within the quarterly reports and will prepare a report for submission to LBN on the air quality implications where ground running times exceed agreed targets.	Within 2 months of GERS quarterly reports	Taking the year as a whole, the ERS threshold was exceeded in the first two quarters by the Pilatus PC24 operated by Jetfly Aviation. LCY engaged in active discussions with Jetfly who were responsive to feedback and outlined mitigation

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2025
	as short a time as possible.			measures aimed at reducing on-stand running times. These measures were implemented, and the ERS time was below the threshold in the last two quarters of 2025. We will continue to monitor Jetfly's performance in future quarters on this basis.
Measure 4: Reduced thrust during taxiing	Taxiing accounted for 18.8 tonnes NOx and 0.47 tonnes PM10 in 2019. Emissions can be reduced by "Engine-Out Taxiing" in which one or more engines is switched off. However, there are both safety and operational concerns with the use of this measure.	London City Airport will continue to work with the major airlines to explore the potential to introduce reduced thrust during taxiing. Direct engagement with the airlines will be made at forthcoming bi-annual pilot forums.	June in each year	Ongoing. Continuing engagement with airlines via the bi-annual pilot forums.
Measure 5: Electric Taxiing Systems	Emissions from taxiing could be reduced by the use of electric pushback from stand	London City Airport will review the requirements for electric pushback systems as the new CADP stands become available.	June in each year	Electric pushback tugs requirements to be reviewed as and when new CADP stands become operational.
AIRSIDE VEHICLES AND PLANT				
Measure 6: ULEZ Compliance – Third Party Operators	The ULEZ will require diesel cars and vans to comply with the Euro 6 emission standard which will, on average, reduce NOx emissions by 65% compared to Euro 5.	London City Airport will continue to engage with third-party operators of airside vehicles to monitor progress and update records on ULEZ compliance on an annual basis going	June in each year	The final specialist non-compliant vehicle remaining at LCY has been replaced with a new ULEZ compliant

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2025
		forwards.		vehicle. This means that all vehicles are now ULEZ compliant at LCY.
Measure 7: Airside Vehicle Permits (AVP) – Promote Earlier Introduction of Cleaner Vehicles	Emissions from Ground Support Equipment (principally airside vehicles) accounted for 2.6 tonnes NO _x in 2019. The AVP system can be used to drive the introduction of cleaner vehicles at an earlier stage, in advance of full ULEZ compliance.	London City Airport will continue to enforce a requirement in AOI 12 that all new vehicles issued with a Airside Vehicle Permit (i.e. not renewal applications for existing AVPs, comply with the latest vehicle emissions standards for road vehicles (Euro Standards) defined as the date by which the Euro Standard comes into force for registration and the sale of new vehicles.	June in each year	Ongoing. As agreed on 21/12/2021, some dispensations may be granted if ULEZ compliant vehicles cannot be deployed on the basis of documented technical, safety, operational and financial constraints. Justification provided will be reviewed by LCY, records retained and updates required annually.
Measure 8: Vehicle Emissions Testing	Failed abatement systems can lead to substantially high emissions on individual vehicles	London City Airport will continue to undertake routine annual, and periodic, random emissions testing for Airport owned and third-party airside vehicles. Where a vehicle fails, a Vehicle Defect Notice will be used; the operator will have 14 days to rectify the fault or the AVP will be withdrawn. The results of the testing will be reported to LBN on an annual basis.	June in each year	Ongoing. LCY vehicles are required to be EUR06 compliant, which ensures emissions compliance. For older vehicles testing is completed through MOT.
Measure 9: Introduction of Hybrid and Electric Vehicles	Both hybrid and electric airside vehicles would reduce emissions (above and beyond ULEZ standards), but is dependent on the availability of	Both hybrid and electric vehicles would reduce emissions (above and beyond ULEZ standards) but is dependent on availability. London City Airport will	June in each year	Ongoing. LCY continues to review the overall fleet utilising electric or hybrid options. LCY has received three

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2025
	suitable vehicles	continue to review the Airport-owned fleet with the aim of maximising the use of hybrid and electric vehicles in line with its net zero ambitions.		new vehicles, including one electric and two hybrid vehicles which is aligned with this action.
EMISSIONS FROM BLACK CABS				
Measure 10: Anti-Idling: Black cabs	Idling engines when stationary causes unnecessary pollution emissions. Vehicle Idling Action is a behaviour change campaign supported by LBN.	London City Airport will continue to monitor idling by black cabs and will report any issues or complaints to the Airport Transport Forum.	Twice a year	Signs are in place to advise drivers to turn off engines. No related issues or complaints were received in 2025.
PUBLICITY AND PROMOTIONS				
Measure 11: Review and Update Website	No direct emissions benefits, but critical in communicating with staff, passengers and members of the public, and disseminating information of air quality	London City Airport will continue to review and update the website to provide clear, concise information to the local and wider community on the performance of the Air Quality Management Strategy.	June in each year	The AQMS and the air quality monitoring data are available on the public website. Updates on the Air Quality Action Plan are provided annually and available on the website as part of the APR.
Measure 12: RAMP Sampling.	Although subject to workplace air quality standards, staff on the RAMP are likely to be exposed to higher levels of pollution	London City Airport will continue to undertake, on a two-year basis, a RAMP employee air quality monitoring assessment with direct, individual recording apparatus	April 2025	Ramp sampling was done on 31 July 2025.
Measure 13: Staff Communications	No direct emissions benefits, but critical in communicating with staff, and in gaining support to this Strategy	London City Airport will publish an article relating to air quality and airport operations at least once per year in the airport newsletter "Inside E16" or in the staff eBulletin	June each year	Staff received information through the staff e-Bulletin on the airport's air quality management system in November of 2025. This

Measure	Expected Emissions / Air Quality Benefit	Outputs / Targets / KPIs	Completed by	Status APR 2025
				included the system of monitoring of air quality at the airport, as well as a link to the strategy.
ULTRA FINE PARTICLES				
Measure 14: Emission Inventories for Ultra Fine Particles (UFPs)	There is increasing evidence related to aircraft operations and UFPs, but there is currently no robust manner in which to quantify UFP emissions from sectors such as transport.	London City Airport will continue to review the emerging evidence on UFPs related to aircraft emission inventories and will provide an update on an annual basis.	June in each year	The annual UFP update will be provided to LBN in Q2 2026.
Measure 15: UFP Emissions and Sulphur Content of Aviation Fuel	Evidence has identified a unique size distribution of UFPs related to aviation emissions, which is thought to be linked to the high Sulphur content of aviation fuel.	London City Airport will continue review the emerging evidence on the link between the sulphur content of aviation fuel and UFP emissions and will work with industry partners to assess the benefits and feasibility of introducing SAFs.	June in each year	The annual UFP update will be provided to LBN in Q2 2026. SAF remains available on site.

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Annex 7

Sustainability and Biodiversity Strategy Update



Ref	Title	Timeframe	Status APR 2025
EMS1	Maintain LCA's current ISO14001:2015 and ISO9001 certification.	Ongoing (evidence yearly)	Ongoing. The airport has successfully undergone an external recertification audit in Q3 2025 for its Environmental Management System (EMS under Iso 14001:2015) and Quality Management System (QMS under ISO 9001:2015), meeting the requirements of both international standards.
EMS2	Continue to develop an integrated management system.	Ongoing	Ongoing. Integrated management system maintained (see above).
WST1	Implement SWMPs and review prior to each phase of CADP.	Prior to each phase of CADP	CADP works currently paused.
WST2	Reduce total waste kg per passenger by 10% from 2022 by the end of 2025.	End of 2025	The target has been exceeded, with waste per passenger estimated to have been reduced by over 40%. However, this reduction should be viewed in context, as measurement methods changed during the period. The 2022 data was based on mainly estimated average weights from the previous supplier, while the current supplier uses direct measurements. Additionally, the introduction of an airside compactor has further improved the accuracy of recorded data.
WST3	Recycle 70% of total kg of waste by the end of 2025.	End of 2025	As of 2025 we have achieved a 55% of waste recycled. This has always been an ambitious target, which has been technically influenced by change in supplier. Activities implemented in 2025 include: - Food waste collection at the LCY main airside/terminal kitchens - Liquid and coffee cup collection points in key public-facing areas - Upgraded signage and bins in the terminal - Annual online survey to

Ref	Title	Timeframe	Status APR 2025
			confirm suitability of waste infrastructure and revise volumes - Bi-annual in-person inspections to all concessions units, focused on segregation, contamination and waste facilities. - Dedicated training sessions on waste recycling and segregation for on-site partners
WST4	Work with a waste contractor (and/or others) to develop a circular economy strategy and waste reduction strategy.	End of 2023	Now in ongoing implementation phase of the relevant strategies.
WST5	Include waste management in the criteria for any new concessions, including how they will reduce waste and promote recycling, and integrate site-specific requirements into new contracts where practicable.	End of 2024	Waste management is included as a standard criteria for new concessions.
WST6	Demonstrate use of reasonable endeavours to eliminate all avoidable single use plastics generated by our staff and tenants.	End of 2025	While not all single-use plastics could be removed due to factors beyond LCY's control, progress has been made where possible. A survey with Recorra identified key problem items, including coffee cups. A new coffee cup scheme has now been fully implemented and is expected to recycle around 130,400 cups per year.
EC1	Improve employee awareness on energy reduction through two campaigns and training sessions per year. This target is ongoing with evidence on progress being provided yearly.	Ongoing (evidence yearly)	Measures promoted in 2025 include in relation to sustainable travel to work (21 August 2025 e-bulletin) and training between GSF and Recorra (24 November 2025).
EC2	Maintain Level 4+ Transition of the ACI Europe Airport Carbon Accreditation Scheme.	End of 2025	Level 4+ (Transition) certification under the Airport Carbon Accreditation Scheme was maintained in 2025, demonstrating that LCY is on a path towards net zero and actively engaging third parties

Ref	Title	Timeframe	Status APR 2025
			across the airport to support decarbonisation.
EC3	Report on LCY's progress in reducing scope 1 and 2 absolute emissions and provide an update annually through the 'LCY Sustainability Report' to also how LCA is supporting the target to achieve net zero by 2030.	Ongoing (evidence yearly)	A single report covering 2024 and 2025 performance has been completed, including third-party audited Scope 1 and Scope 2 emissions data for 2025. It has now been approved and published on LCY's website.
WH1	Review the safeguarding guidance for developers available on our website annually, which specifically details safe methods of increasing local biodiversity within developments within compromising aerodrome safety.	Ongoing (evidence yearly)	The safeguarding guidance has been reviewed and published on our website.
WH2	Provide a report to LBN annually summarising where LCY has requested amendments to local development proposals in order to manage the operational safety risk of birds.	Ongoing (evidence yearly)	In 2025, a Bird Hazard Management Plan was requested for 8 planning applications, all of which then proceeded without any objections.
WH3	Maintain the artificial substrate mesh for aquatic colonisation and the provision of shelter for fish fry within the KGV dock, and record whether colonisation is progressing.	End of 2024	A review was undertaken regarding the colonisation in 2024. Further opportunities have been explored with suppliers in 2025, subject to viability.
WH4	Provide £10,000 a year to LBN for educational biodiversity and environmental programmes for the local community. Where LBN are unable to use the money within 6 months of it becoming available, transfer the money to the Community Trust Fund for use on projects relating to biodiversity in the next round of grant allocation.	Ongoing (evidence yearly)	LBN have drawn down £10,000 in 2025 and LCY has now paid the contribution.
WH5	Fund other environmental and biodiversity projects with preference given to areas of nature deficiency from 2023 onwards. Subject to interest from schools and community	End of 2025	£5k awarded to Street Trees for Living, who planted four standard trees at Baring Primary School, care for them to ensure they thrive, educate students about biodiversity,

Comm

Ref	Title	Timeframe	Status APR 2025
	groups, options could include (1) funding allotment boxes in SINC; (2) enhancing biodiversity by installing bat boxes or hedgehog homes to protect these key species; or (3) funding biodiversity related projects in schools. Such projects would be subject to a combined annual funding of £5,000 from 2023.		ecology, and the benefits of trees, and inspire the school community to embrace greening and think creatively about their environment.
WH6	Continue the annual Biodiversity Fund investment of a minimum of £25,000 to local biodiversity projects.	End of 2025	In 2025 £25k fund was awarded to SUGi who planted a pocket forest at a nearby school at Langdon Academy, Newham. The planting event took place on 23 rd April 2025, 875 Trees were planted by primary students on 300 Square Meters space. 22 Native Species were planted, and 2,000 young students will be impacted by the creation of this pocket forest.
WH7	Achieve 10% net gain for any future airport develop projects by the end of 2026.	End 2026	This action only applies to new developments under new planning consents. CADP works currently paused.
W1	Review of the building standards and contractual requirements for tenants and concessionaires in relation to water usage.	End 2024	All new contracts include sustainability requirements for water usage and minimisation.
W2	Operate within the conditions stipulated in LCA's water discharge permit with regards to BOD and evidence performance by the end of May each year.	Ongoing (evidence yearly)	An isolated exceedance occurred in January 2026 due to human error. This was reported to the Environment Agency as per permit requirement.
W3	Achieve a reduction in surface water run-off of at least 63% against the 2013 baseline (as assessed in the UES) by completion of the CADP works.	By completion of the CADP works	CADP works currently paused.
N1	Continued operation of The Airspace & Environment Sub-Committee as part of the London City Airport Consultative Committee (LCACC) to achieve the	Ongoing	Ongoing. LCYCC Airspace & Environment Sub-Committee meetings held quarterly in 2025.

Ref	Title	Timeframe	Status APR 2025
	agreed objectives established at the inaugural meeting in October 2016.		
N2	Maintain compliance with all noise mitigation measures as required under CADP 1 planning permission.	Ongoing	Ongoing. Quarterly reports on noise mitigation measures are submitted to LBN to demonstrate compliance. The annual NOMMS report and ANCS report have been submitted as annexes to the 2025 APR.
SC1	Distribution of a community leaflet detailing construction activity at least four times a year to the immediate local area.	Ongoing throughout CADP works	CADP works currently paused.
SC2	Complete a Sustainable Construction Strategy to maximise sustainability performance and carbon reduction in any future development and increase energy efficiencies for future buildings and operations.	End of 2026	LCY is further assessing opportunities to align sustainability principles with procurement and construction processes.

Annex 8

List of Employers Onsite and CADP1 Contractors

List of Employers Onsite and CADP1 Contractors 2025

Company – 2025 List
ABM
AeroSpa
APCOA
AVIS
BA CITYFLYER
Big Penny Brews
Boots
BP Installations
Caffé Nero
Dnata
ESP
GGG LTD
Global Exchange
GSF
Hertz
ITA
Lagadere
Littlefish
London City Airport
Lufthansa
Luxair
MENZIES (ASIG)
MITIE
MITIE CARE+CUSTODY
NATS
Pret a Manger
SIXT
Sky Handling Partner - SHP
SSP - Select Service Providers
Swissport
WHSmith (/ inmotion)

CADP Main – 2025 List

No CADP Contractors were based on site in 2024 due to works being paused temporarily.

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Annex 9

Our Newham Work Statistics 2024



Our Newham Work Statistics 2025

Company	Vacancies	Starts	13 Week Sustained	26 Week Sustained	Still in Employment
LCY Direct	91	22	20	16	16
Onsite Partners	32	6	2	2	2
Total	123	28	22	16	16

Annex 10

LCY Recruitment Policy

Recruitment Policy

1 Policy Statement

London City Airport recognise that our staff are fundamental to continual success and is committed to fair and equitable recruitment. This policy provides a framework for the recruitment and selection of staff which complies with the Equality Act and other relevant employment legislation.

It is a core value of London City Airport to ensure that:

- All applicants are dealt with in a courteous, respectful, fair and diplomatic way.
- All applicants are properly informed at all stages of the progress of their application.
- The most suitable person for the job in respect of experience and qualification is selected.

London City Airport endeavours to employ people living in the vicinity of the airport to share its economic and social benefits. The airport has agreed targets with the Local Authority to employ:

- 70% of its employees from the local area¹.
- 50% from the London Borough of Newham.

2 Scope

The scope of this policy applies to all internal and external applicants for LCY jobs.

3 Applications

All applicable jobs are advertised on our dedicated career's page on www.londoncityairport.com/careers.

In some limited specific instances, vacancies of a specialist nature may be advertised on both LCY's website, LinkedIn and via specific aviation or other recruitment agencies and job boards. In this instance, advertising and procedure will remain the same as that for all other vacancies to ensure consistency. An exception to this may be where a role is specifically created as part of the development of internal talent.

Notwithstanding the above, where recruitment for more than one position is initiated simultaneously, London City Airport may also advertise such vacancies through a local employment agency, e.g. Newham Workplace) and/or notify local recruitment centres of such vacancies.

London City Airport works in partnership with the Local Authority via Newham Workplace to deliver into-work training for unemployed Newham residents. In some instances, candidates from this training programme may be recruited directly by London City Airport.

A standard online application form is used to assist in filling all vacancies as a way of obtaining the same information from each candidate.

¹ The 'local area' is defined by the London Borough of Newham as the 11 East London Boroughs of Newham, Tower Hamlets, Hackney, Waltham Forest, Redbridge, Barking & Dagenham, Havering, Bexley, Greenwich, Lewisham and Southwark and Epping Forest District Council.

Recruitment Policy

All documentation relating to selection of new staff (e.g. completed application forms) that is not retained must be disposed of securely (i.e. shredded). Our online recruitment partner, Networx, stores candidate data for a period of 6 months, after which it is automatically anonymised.

4 Selection

A candidate will not be appointed without first being interviewed by persons with the authority to select.

The purpose of the interview is to:

- Assess the skills and knowledge of the applicant in relation to the requirements of the role.
- Assess the behaviours and attitude of the applicant that indicate the optimum success in the role.
- Identify the strengths and opportunities not apparent from the application form alone.
- Probe details or inconsistencies submitted by the applicant to clarify any errors.
- Establish overall suitability for employment.
- Provide information about the job, working conditions and culture of the airport.

HR provides coaching to all interviewers in the appropriate way to conduct an interview.

All interviews are conducted by **two or more** people who are **senior** to the vacant position. An exception to this may occur where to do so would significantly delay the process.

All interviews are **conducted in private** and in a place **without distractions**. Where appropriate, the candidate is shown the environment in which he/she will work if successful.

Interviews reflect Company philosophy, observe legal requirements, are conducted courteously and give full details of terms and conditions of employment and benefits.

Written records are kept of all short-listing decisions for 6 months in case of a query at a later stage after which they are securely shredded.

Written records of all interviews conducted are kept using the standard 'Interview Assessment Form' for 6 months.

Successful applicants receive a standard offer of appointment letter.

5 Equal Opportunities policy

LCY advertises vacancies internally and externally in order to encourage applications from suitably qualified, experienced people in order to avoid stereotyping roles. Vacancies are advertised in a variety of ways to ensure a fair cross section of potential applicants have access to the advertisement, including via:

- Local Authority 'one stop shops' including Newham Workplace.
- All Job Centre Plus outlets, via their electronic system, Newham College (CIPS).
- London City Airport's website (www.londoncityairport.com/careers).

Recruitment Policy

Only relevant and non-discriminatory questions are included in the questionnaire that are necessary at the initial stages of selection.

At interview, questions or assumptions about a candidate's personal and domestic circumstances or plans will only be asked where necessary with regard to the role. Where the requirements of the job affect the candidate's personal life, for example shift work, unsociable hours of travel, etc. these will be discussed objectively with the candidate.

6 Selection criteria

Only those qualifications and skills that are relevant to the job are criteria for selection. These include, but are not limited to, education, professional qualifications, experience and physical abilities. However, formal academic or professional qualification requirements may be waived if candidates can demonstrate their suitability for the job by other means including previous experience and willingness to undergo further training.

All applicants will receive with the application form:

- An outline job description.
- A person specification detailing essential and desirable characteristics.

All applicants short-listed for interview will receive interview details in writing.

All candidates who are not short-listed receive a standard rejection email immediately after the short-listing process has been completed.

In the event that two candidates, after interview, equally meet the person specification, the candidate living closer to the airport will normally be given priority.

Positions will only be filled with suitable candidates. Unsuitable candidates will not be appointed.

All unsuccessful short-listed candidates will receive Notification informing them of the result of their assessment/interview usually within 7 working days.

All unsuccessful internal applicants are able to request a debriefing interview where the reasons for their non-appointment will be explained and, where appropriate general guidance will be given on areas for improvement. The airport will make all reasonable endeavours to fulfil such requests, however in high-volume recruitment this may not always be possible.

7 Selection tests

Selection tests are used to ensure applicants have the skills and aptitude requirements for the job. All such tests are valid, reliable and free from gender or race bias and are non-discriminatory. Tests are developed in conjunction with education professionals to ensure a level of suitability to the role applied for. Candidates are always asked to inform in advance of any special requirements so that these can be catered for.

8 Other criteria

Any requirements in relation to ability, experience and qualifications will be applied for the particular vacancy in a non-discriminatory way. All concessionaires/service partners at London City Airport have

Recruitment Policy

a contractual obligation to London City Airport to use all reasonable endeavours to recruit locally. London City Airport has an Employers' Forum which supports on-site partners with a range of issues, on of which is local recruitment.

9 Roles and Responsibilities

All managers involved in recruitment must consult with the respective HR Business Partner before starting any recruitment activity and follow the instructions within the Hire process.

Managers, HR personnel and other staff involved in processing personal data must treat the data as mandated by LCY's Data Protection Policy.

All employees are responsible for reading, understanding this policy and reporting any improvements to the HR Team.

10 Communication and Awareness

This policy is accessible internally via SharePoint and can be provided upon request to external parties.

11 Queries

For any queries about this policy, please contact your line manager in the first instance. You can also contact a member of the HR Team.

**Annual
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Annex 11

Employee Travel Survey



London City Airport Staff Travel Survey 2025: Results Analysis for Annual Performance Review

January 2026



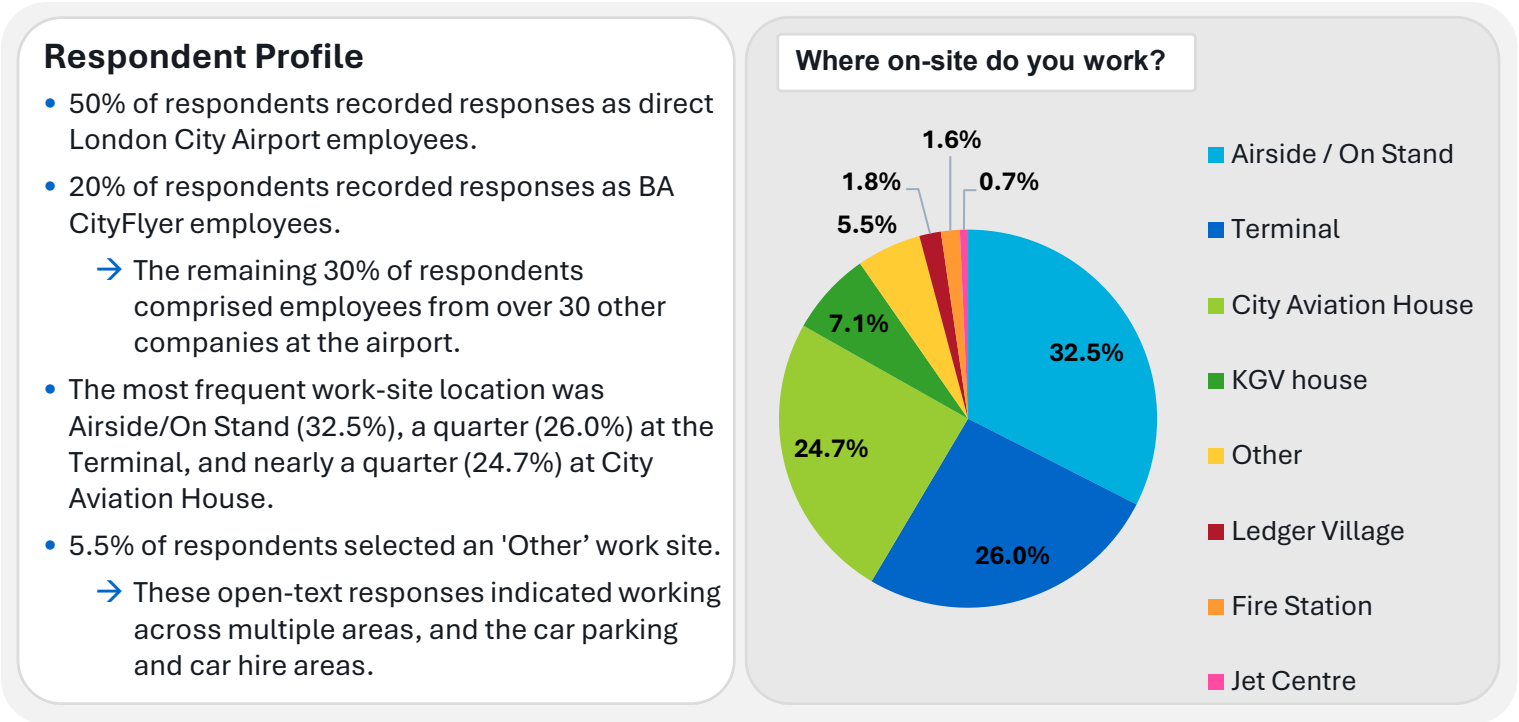
Content

1. Who responded, and where do they work?
2. How do staff travel to and from work?
3. When do staff typically start and finish work?
4. Awareness of current travel initiatives
5. Measures that staff would like to see the next travel plan focus on
6. Specific suggestions from staff to encourage greater use of public and sustainable transport for their journey to work



Who responded, and where do they work?

The LCY staff travel survey was carried out between October 1st and 12th November 2025. 434 members of staff responded, resulting in a 21% response rate and a 4% margin of error.



Work patterns and home postcodes



41% of staff report that they travel to work 5–6 days per week. 22% of staff travel to LCY 4 - 5 days per week, showing high levels of regular on-site working.



Respondent home postcodes were associated with 80 different UK Local Authorities, with a further two respondents reporting home postcodes outside of the UK.

27% of respondents reported a home post code within London Borough of Newham, which was the most common response.

How do staff travel to and from work?

The 2025 survey results demonstrated that the airport **continues to make progress** on its mode share target in the past year.

Staff were asked how they usually travel to work (for the longest part of the journey). The results for 2025, as well as the prior years, are shown below.

	2022	2023	2024	2025
Single occupancy car trips	57%	53%	51%	47%
DLR/Train/Tube	27%	27%	27%	29%
Bus	6%	8%	9%	9%
Walk	4%	4%	5%	5%
Car with passenger	1%	4%	5%	2%
Cycle	3%	3%	1%	5%
London Taxi/ Mini Cab	0%	1%	1%	1%
Motorcycle	1%	1%	0%	1%
Other (please specify)	0%	0%	0%	0%

Summary

- The proportion of staff travelling by single occupancy vehicle reduced this year to 46.5%, down from 51% in 2024. Use of taxis also decreased (used by 0.5% of respondents).
- DLR/Train/Tube use rose by over 1.5 percentage points - the first observed increase for these modes of transport since 2022. Bus use also increased slightly.
- Active travel commutes increased: cycling rose by 3.7 percentage points to nearly 5%, while walking grew by 0.8 percentage points to over 5% compared to 2024.
- Car Share: The share for carpooling was 2.1%, representing a decrease of 2.7 percentage points compared to 2024.

Key Finding: The staff mode share target from the 2025 travel plan was to reduce the proportion of staff driving alone to work to 48% by 2025. Based on the results to this question, this target has been achieved.

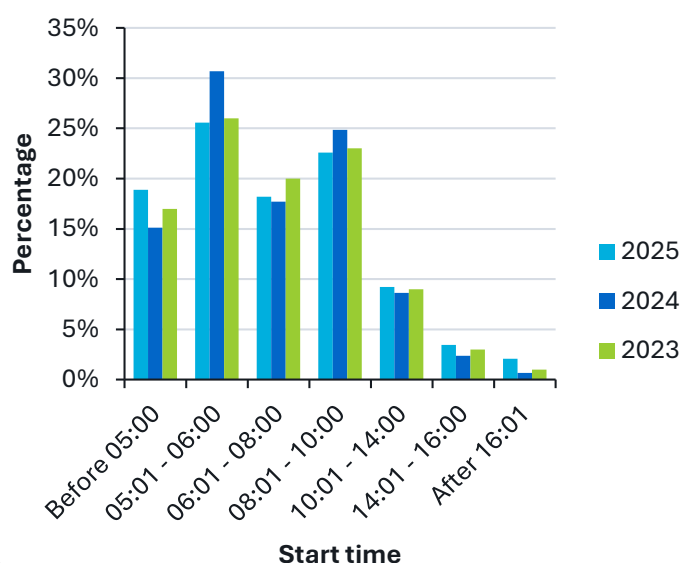
When do staff typically start and finish work?

London City Airport is an atypical workplace as a far greater proportion of staff start work earlier than a more typical workplace start time.

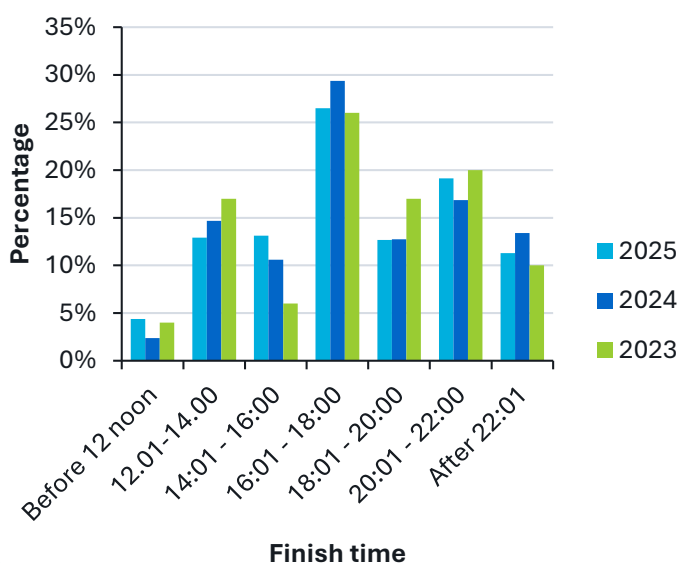
Start and finish times generally followed a similar pattern in 2025 as they had in 2024, and in previous years.

- The **most common start time** was 05:01 – 06:00 (26% of respondents)
- The **most common finish time** amongst staff in 2025 was 16:01 – 18:00 (26% of respondents)

Start Time



Finish Time

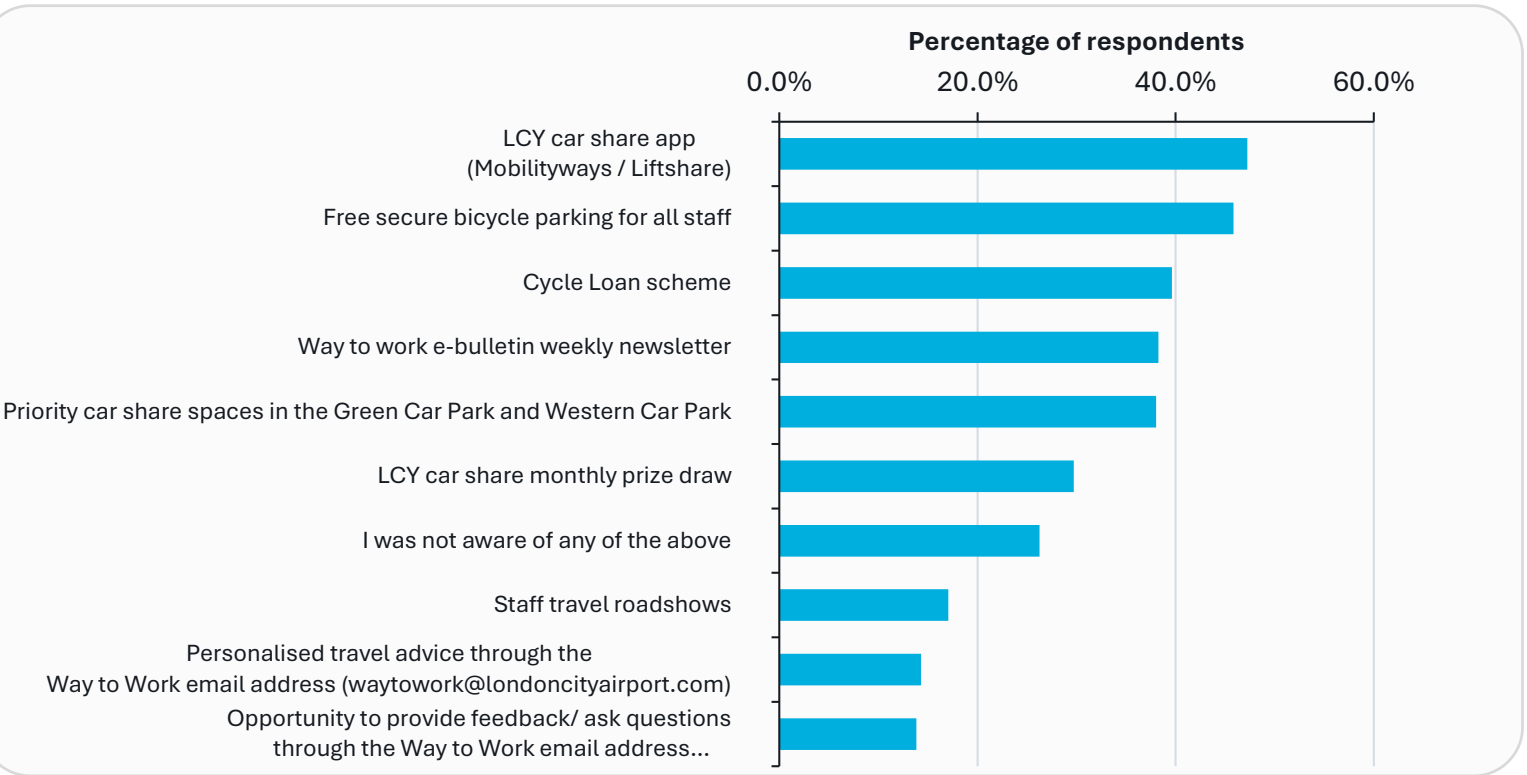


Key Findings: Whilst 05:01 – 06:00 continues to be the most common start time, more respondents (+4%) started work before 05:00 in 2025 than in 2024. This means that nearly half (44.5%) of respondents started work before 6am. Later start times (after 10:01) were reported by 15% of respondents in 2025, more frequently than in 2024 and 2023. The distribution of finish times remains broadly similar to previous years.

Awareness of current travel initiatives

Respondents were asked about their level of awareness of current travel initiatives that LCY offers to staff.

- The highest levels of awareness are shared by the LCY car share app (Mobilityways/Liftshare) and the provision of free secure bicycle parking for all staff, with both initiatives known by 47% and 46% of respondents, respectively.
- The Cycle Loan scheme also demonstrates strong awareness, known by around 40% of staff.
- Awareness of the Way to Work e-bulletin weekly newsletter increased in 2025, with 38.2% of respondents reporting awareness compared to 24% in 2024.



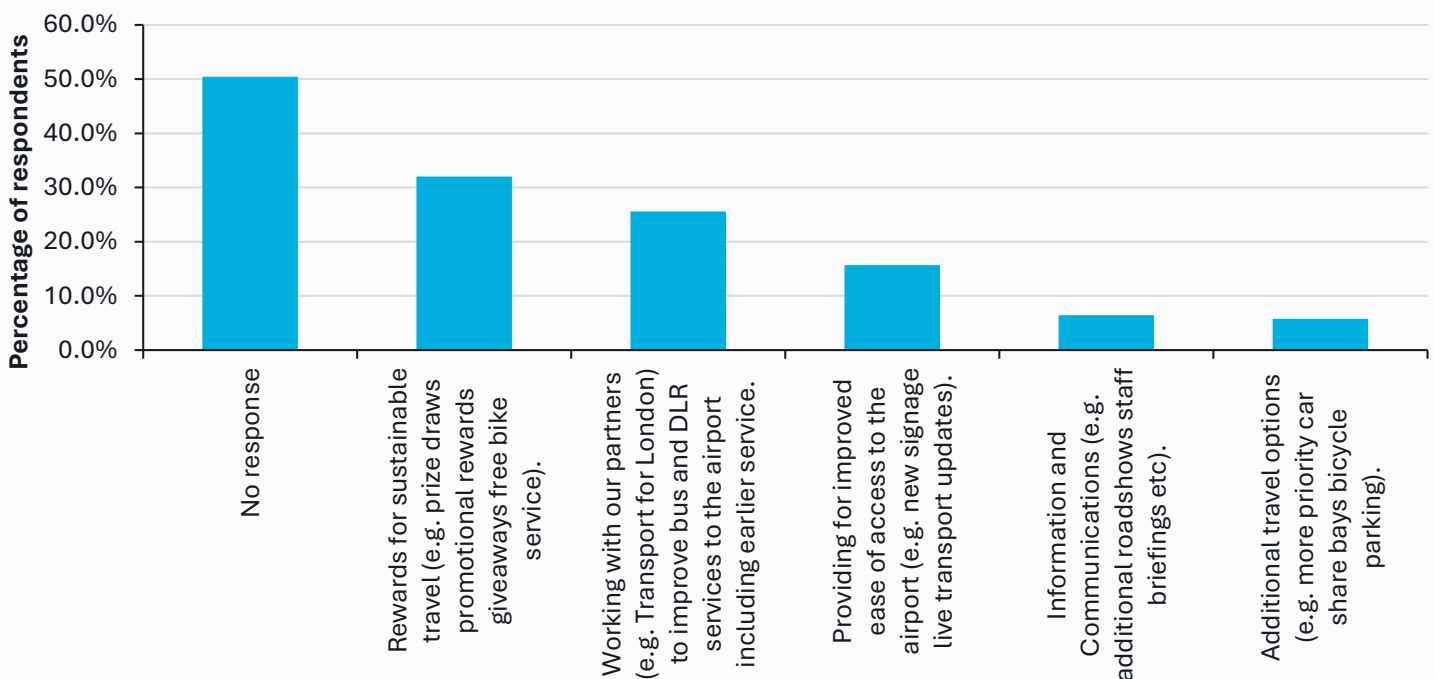
Key Findings: Least frequently known initiatives were those related to more personalised or direct engagement (e.g. personalised travel advice, opportunities to provide feedback and ask questions). Critically, 26% of respondents indicated they were not aware of any of the initiatives listed, revealing a potential gap in communications. The results suggest a need to support communication channels for staff currently unaware of available travel programmes.

What measures would you like to see a focus on in the next travel plan?

Staff were asked about the measures they would like to see in the forthcoming travel plan.

Just over half (50.5% of respondents) gave no response to this question. Among the respondents who did offer a preference, the most popular options selected were:

- Rewards for Sustainable Travel: this was the top priority, selected by 32% of staff.
- Public Transport Improvement: selected by approximately 26% of respondents.
- Improved Access and Signage: selected by approximately 16% of staff.
- Less than 10% of staff prioritised information, communications, or additional travel options.



Key Findings: These responses suggest that respondents are primarily focused on incentivising sustainable choices and improving the existing public transport services, including earlier service.

What specific suggestions do you have for the next travel plan, which you believe would encourage staff to use public and sustainable transport for their journey to work?

Staff were asked to suggest their own ideas for measures to be included in the forthcoming travel plan.

- This question received 332 open text responses, which were reviewed and categorised by common themes.

Response	Raw number	Percentage of Respondents
Suggestion for DLR/Train/Tube discount for staff	78	18%
Suggestion for earlier DLR services	63	15%
Suggestion for more/additional promotions or rewards for more sustainable transport options	29	7%
Suggestion for a dedicated airport shuttle from main transport hubs	17	4%
Suggestion for changes to the Eastern Gate opening times	15	3%
Comment that driving is the respondent's only feasible method of travelling to work	14	3%
Suggestions for improved EV charging provision for those with limited/restricted access (e.g. night-shift workers, airline crew), and reduced costs for EV charging	13	3%
Suggestion for earlier public transport services (general)	12	3%
Suggestion to improve awareness about available transport options (e.g. sharing maps, travel updates, and benefits of more sustainable commuting)	12	3%
Suggestion for earlier National Rail services	11	3%

Key Findings: Staff often recommended promotions, rewards, and discounts as incentives to promote more sustainable travel. Additionally, 15% of staff suggested earlier DLR services, indicating potential for increased staff travel if earlier options were available.

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Annex 12
Travel Plan
Measures Update



Target Ref	Measure	Description	Status Update	Status
GM1	Travel Plan Staff Resource	Role(s) for travel planning / surface access at the airport.	Ongoing. Resource procured, and consultant support provided where needed.	Complete
GM2	Direct bus link from Custom House to Elizabeth Line station	New bus service directly linking London City Airport and Custom House Crossrail station	Demand study undertaken in H1 2025. Key findings were presented to the ATF in June.	Complete
GM3	Improved real-time public transport information on site	Improved provision of real-time public transport information	New travel information developed for international baggage hall, and new real-time screen installed for staff in CAH.	Complete
GM4	Improved wayfinding and guidance at stations and bus stops	Improved provision of airport-branded wayfinding and information at stations and bus stops	In conjunction with TfL / DLR, improved signage now in place between terminal and ticket hall.	Complete
GM5	Promote 'Mobility Hub' facilities at nearby station hubs	Cycle parking and hire facilities at London City Airport DLR and / or Custom House stations	Action is tied to CADP1 delivery, and is therefore paused.	Action closed as agreed with LBN. Cycling actions captured in new Travel Plan
GM6	Cycle route to Connaught Bridge	Supporting the delivery of a committed cycle route to be implemented to Connaught Bridge	Planned cycle network improvements in subject area to be confirmed by Newham.	Action closed as agreed with LBN. New action captured in next Travel Plan
GM7	Regular travel surveys	Commitment to undertake travel surveys	Passenger surveys undertaken quarterly, staff survey took place in October 2025.	Complete
S1	Improved lift share system	Enhance priority parking spaces for lift share users	Four new priority spaces are in place in staff car park.	Complete
		Relaunch the lift share system	Lift share system relaunched in early 2024, including new prize draw and Guaranteed Ride Home policy.	Complete (ongoing)
S2	Cycle to work	Improve the quality of the cycle to work scheme	LCY announced an additional Cycle to Work	Complete

Target Ref	Measure	Description	Status Update	Status
			provider in October 2024. BACF also introduced a scheme in 2023.	
		Improved locker and shower facility provision	Shower and locker audit completed December 2024.	Complete
S3	Cycle parking improvements	Facilitate the development of high-quality secure and amenable staff cycle parking.	New additional cycle parking provision completed for KGV House and City Aviation House, and existing cycle parking improved at City Aviation House.	Complete
S4	Private car restrictions for business travel	Consider mileage allowance for private cars where sustainable modes would otherwise be available	Investigation completed with very low rates of private car business travel by LCY employees.	Complete
S5	Personalised Travel Planning (PTP) services	PTP available to staff	Staff who completed the staff travel survey were offered a PTP. Continue to promote PTP service through a regular feature in the weekly e-bulletin to staff.	Complete
S6	Staff Travel Planning Forum	Forum to discuss issues, opportunities, and ideas for modal shift.	Continue to present to airport Bi-Annual Employers Forum. Also at LCY Staff Committee. Identifying cycle champions through weekly e-bulletin.	Complete
S7	Sustainable Travel incentives and Gamification	Look to improve the quality of LCY's Starpoints system	Incentives for Sustainable Travel include issue of vouchers for TravelWise week, and new Liftshare prize draw.	Complete
P1	Customer Service Information Desk	Provision of face-to-face travel information and support to passengers	New DLR Information Desk and Store opened in September 2023. Very positive feedback received.	Complete
P2	Increase short stay parking charges	Higher charges for both pick-up and drop-off by car	Charges increased in August 2023 and May 2024.	Complete
P3	Increase provision of EV charging points	Investigate the wider demand for EV charging points accessible for passengers.	Usage continues to be monitored – no demand for additional provision at present.	Complete
P4	Integrated public transport infrastructure into airline tickets	Facilitate airlines in providing LCY specific public transport information when they book flights	LCY website re-launched in October 2023, and included better information	On track

Target Ref	Measure	Description	Status Update	Status
			getting to airport. Discussions had with BACF in October 2025.	
P5	Brompton Cycle Share	Implement a Brompton cycle docking station at the airport and promote its use to passengers	LBN have advised that a (match) funding for a Brompton hub at LCY is unlikely to be available until FY2024-25. To revisit when available.	Action closed

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