



**MINUTES OF THE MEETING HELD ON WEDNESDAY, 12<sup>th</sup>  
JANUARY 2000 AT 7 PM IN THE MERIDIAN BUSINESS  
CENTRE AT LONDON CITY AIRPORT**

**PRESENT:**

John Adshead	Chair
Bill Dunlop	Deputy Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
Ian Fines	London Borough of Newham
Karen White	Airline Operators Committee
David Kent	ABTA
Peter Mendham	Beckton Area Team
Alan Taylor	Custom House and Canning Town Forum
Gertie Duffy	North Woolwich & Silvertown Area Team
David Atkins	Cyprus TRAs
Arthur Cattell	Silvertown TRAs
Glynis Webb	North Woolwich TRAs
Sid Keys	Local resident

**APOLOGIES:**

Cllr Chris Seddon	London Borough of Newham
Graham Lilley	Thamesmead Town
Howard Sheppard	Docklands Business Club
David Senior	London Chamber of Commerce and Industry
Roderick Hamer	Airport Chaplain
Jonathan Smith	London City Airport

**IN ATTENDANCE:**

Robin Whitehouse	London Borough of Newham
Rob Grafton	London City Airport
Liz Payne	London City Airport
Rose Geaney	Drew Road T & RA
Jeanette Markwell	Drew Road T & RA

**1. PRESENTATION - ECOLOGY AND HABITAT MANAGEMENT**

With the help of a slide show Rob Grafton spoke to the Committee about the Airport's approach to the ecology and habitat management and how the Airport dealt with related issues. The presentation focussed on the variety of wildlife that has been recorded in the vicinity of the airport, and the airport's program to ensure that the ecology and habitat diversity are sustained and enhanced. Particular reference was made to the dangers associated with bird strikes and the various methods to disperse birds used by the Airport's Bird Control Unit.

**2. COMMITTEE MEMBERSHIP**

The Chair welcomed to the meeting Karen White representing the Airline Operators Committee. The Committee noted that Cllr Chris Seddon had been nominated by the

London Borough of Newham to represent the Council in succession to Cllr Rackley. The Secretary indicated that the Airline Operators Committee was entitled to nominate a second representative and he was in touch with the AOC about this.

3. The **MINUTES** of the meeting held on Wednesday, 6<sup>th</sup> October 1999 were approved as a correct record of the discussions at that meeting.

#### 4. **MATTERS ARISING**

##### **(a) Item 3(b) - Boundary Fence**

Rob Grafton said that funds had been committed for repairs to the boundary fence and work would start very shortly. Priority would be given to repairs to fence at Woodman Street where it appeared local residents had themselves attempted repairs in order to keep their children from gaining access through the broken fence.

Glynis Webb and Gertie Duffy referred to persistent leakage of water through the fence which had caused flooding in Woodman Street over many years notably after heavy rain or when the tides were high. Rob Grafton said it was believed the leakage arose from a fractured drain within the Airport. The water had been tested and it was not polluted. The proposed repairs to the fence would not deal with this problem but he would arrange for the problem to be examined to see if it could be remedied in advance of the development of this part of the Airport at reasonable cost.

##### **(c) Item 3(c) - Citation V: Departure Noise**

There was further information in the *Environmental Report* to be considered later in the meeting.

##### **(d) Item 3(c) - Noise Management Scheme: Noise and Track Keeping Equipment**

There was further information in the *Environmental Report* to be considered later in the meeting.

##### **(e) Item 7 - Noise from Heathrow Traffic**

The response received from the Secretary to the *Heathrow Airport Consultative Committee* was noted with thanks. The Secretary said there were indications that changes in policy at Heathrow in relation to the use of Runways might have an adverse impact on noise over this part of London at night and at weekends. The ATC manager, Paul Reid, who had experience at Heathrow, was presently on leave but it was intended that he should attend the next meeting of the Consultative Committee (or that in July) to comment on this issue and generally to update the Committee on ATC matters.

##### **(f) Item 10 - Air Transport Forum (ATF)**

Bill Dunlop tabled a brief note of the first meeting of the Forum and of the smaller Working Group which had been established to consider detailed issues and report back to the Forum at a later date. He went on to highlight points of particular interest. [A copy of the notes is attached to these minutes.]

It was noted that Bill Dunlop was a member of the Working Group.

Peter Mendham said that the LT had recently decided to include the whole of Beckton in Zone 3. This was very good news. It was to be hoped the Airport is zoned in the same way. He referred also rumours that the DLR might be cutting their fares to make their services more competitive with buses.

Alan Medlock agreed to update the slide show used to brief the ATF and to show it to the Consultative Committee at its next meeting.

5. **AIRPORT PASSENGER FIGURES**

The charts were noted. These covered the period up to and including November 1999. The figures for the calendar year 1999 were given in the *Airport Director's Report*.

6. **AIRPORT DIRECTOR'S REPORT**

A note of Alan Medlock's report is attached to these minutes.

Alan Taylor asked about information for passengers using the DLR and other public transport services to gain access to the Airport. Alan Medlock said the general message was now that passengers should go to Canning Town and use the shuttle bus from there. Experience showed it was difficult and time consuming to secure changes to signs at stations but the Airport was hopeful that the new relationships with LT and service operators in the ATF would lead to more timely action to improve information for airport passengers. Generally the signs at stations were now much better but there remained problems with train announcements in that passengers were still being told to alight at Canary Wharf and use the shuttle bus from there whereas it was better for them to take the shuttle bus from Canning Town. There were also problems with the LT Travel Information Line with Airport passengers being told to take the Tube to West Ham and a bus from there!

Alan Taylor asked why the Canning Town shuttle bus was not routed via Victoria Dock Road where it could call at Prince Regent DLR Station to pick up airport passengers who had alighted there. Alan Medlock pointed out that this would run counter to the Airport's objective which was to persuade passenger to access the Airport via Canning Town.

Glynis Webb referred to the unreliability of the 473 bus service with passengers waiting 20 minutes or more for a bus. Again, for Airport passengers it was better to use the Canning Town shuttle bus.

7. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

Rob Grafton tabled his report and a copy is attached to these minutes.

The Committee noted that the contract for the noise and track keeping system (NTK) had now been placed and should be operational within 2-3 months.

Ian Fines said he was glad that the Airport would continue to monitor noise from the Cessna Citation. Although the figures for 1999 indicated that the mean noise level was just within the upper limit for Category A, in recent times the figures were higher and it might be that the mean level for the second half of the year would exceed that limit? Rob Grafton said it was clear from the figures that the aircraft could successfully be operated much more quietly and the problem was therefore pilot technique. The most recent figures reflected the use of this aircraft by a new operator with whom there were to be discussions about the manner in which their pilots operated the aircraft.

Alan Taylor raised the question of aircraft turning early over Canning Town. Rob Grafton said that at present it was difficult to verify such incidents. Easterly departures should fly 1.5 km and reach 1000 feet before commencing the standard right turn. Once the new NTK system was installed it would be possible to plot precisely and record the departure routes of aircraft.

Peter Mendham asked if future reports could indicate the time of the incidents about which complaints had been received. Rob Grafton said this would be done.

Peter Mendham referred also to a constant high pitched noise which could be heard from the direction of the Airport especially in still conditions. It was not clear from where this noise emanated; the Airport's representatives could think of nothing within the Airport which might give rise to such a noise.

## **8. NOISE INSULATION PROGRAMME**

Jonathan Smith was unable to attend the meeting. His written report was tabled and a copy is attached to these minutes.

Bill Dunlop asked when the shop in Constance Street to be used as a show house would be opened. Arthur Cattell said he understood the shop was to open on 14 January.

Glynis Webb said that her parents in Sheldrake Close had still to be told about noise insulation. It was agreed that Jonathan Smith would be asked to speak to them.

Gertie Duffy referred to the undertaking given at the last meeting of the consultative committee that letters sent in earlier by residents about noise insulation would be acknowledged. It appeared that no such acknowledgements had been sent out. The Airport said the matter would be investigated and remedied.

Arthur Cattell said that those carrying out the surveys of properties previously insulated under the programme did not seem interested in the double glazing which had been installed to deal with noise from Dash-7s but was not adequate in present conditions. The Secretary said homes already insulated should be offered a check to ensure that they still meet the acoustic standards which now apply. In the case of LBN properties the Airport would be dealing with the Council. The double glazing already installed by the Council attracted a contribution from the Airport equal to the difference between the cost of the double glazing and the cost of the secondary glazing etc offered by the Airport under the noise insulation programme. Arthur Cattell said this again highlighted the question whether the contributions received by the Council were being ploughed back to complete those parts of the Estate Action programme for which there were no funds.

## **9. SUMMER 1999 NOISE CONTOURS**

The map showing the latest 57 and 60 Leq.16 contours was noted.

## **10. DOCKLANDS LIGHT RAILWAY - PROPOSED EXTENSION TO AIRPORT**

The progress note received from the DLR Airport Extension Team was received and noted. Copies of the brochure sent out recently to residents who had previously registered an interest in the project would be sent to Committee members with the minutes.

## **11. LOCAL EMPLOYMENT FIGURES**

The chart was received and noted. The Secretary reminded members that the s.106 targets were that 70% of employees should live within the local labour catchment area (Newham, Tower Hamlets, Hackney, Waltham Forest, Redbridge, Lewisham, Southwark, Barking and Dagenham, Greenwich, Bexley, Havering and Epping Forest) and that of these half (35%) should live in the London Borough of Newham. The Committee noted with pleasure that these targets were being achieved.

## 12. ANY OTHER BUSINESS

### (a) Photographic Films

The Chair reported a recent conversation with the Security Officer at London Gatwick Airport who had said that the machines presently used to screen hand baggage were so safe that the airport now insist that films are screened along with other items. However, the machines used to screen hold baggage were more powerful and might well affects films.

The machines in use at London City are of a different type to those installed at Gatwick. All machines in use at London City are film safe.

### (b) Visits to other Airports

Bill Dunlop asked that consideration should be given to reinstating the periodic visits to other Airports which had been stopped following objections from Councillor Rackley. As a member of the LRPC's Airports Access Working Party he had visited most of the other airports in the London area and to see at first hand how they managed their operations had been a very useful experience. He thought other members of this Committee might benefit from similar visits.

The Secretary said the key objection had been that the visits had been linked to meetings of the Committee which meant that to attend the meeting members would have to give up a whole day. If such visits were to be resumed he felt they should be separated from meetings of the Committee.

The Airport said it would consider what might be possible.

### (c) Acquisition of Homes

Arthur Cattell had heard from a local resident that the Airport were about to acquire by compulsory purchase order a number of homes in Parker Street and Drew Road. The Airport said it had no plans to acquire such property in the area and in any case they had no powers of compulsory purchase.

### (d) London Regional Passengers Committee

It was noted that on 3 July 2000 the LRPC was to be abolished and its staff and functions would be taken over by the London Transport Users Committee. Because of pressures on staff in the meantime there would be no further meetings of the London Airports Access Working Party for the time being.

## 13. DATE OF THE NEXT MEETING

Wednesday 5<sup>th</sup> April 2000 at 7 pm at City Aviation House, London City Airport.

## **LONDON CITY AIRPORT TRANSPORT FORUM**

**9th November 1999**

**10.00 am**

Richard Gooding, Managing Director LCY stated that the aim of the Airport Forum is a co-operative partnership in setting transport objectives for a long term mechanism for consultation on surface transport developments. Also the delivery of an integrated transport policy will depend to a large extent on actions at local level.

Alan Medlock Operations Director LCY. with the aide of slides gave a talk on -

- The expected forecast ingrowth in Passenger Numbers, Air Movements and employment to the year 2005.
- The present surface access to the Airport by Road, Rail, Bus and Taxi.
- Parking space available for Cars and Motor cycles. A Taxi Rank for some 300 cabs and cycle racks. The intention of the London Borough of Newham is to improve cycle tracks and foot paths.

After a general discussion it was agreed to set up a small working party to report to the Transport Forum at a later date.

## **LONDON CITY AIRPORT TRANSPORT WORKING PARTY**

**25th November 1999**

**10.00 am**

### **1. London City Airport's Surface Access Strategy**

A copy of the Airport's Draft Surface Access Strategy was handed out to attendees. This details current surface access provision and discusses potential future access arrangements.

Current methods of gathering information on staff travel to work is an annual questionnaire to all staff based at the airport asking for the postcode where they usually start their journey to work and mode of transport used

The Civil Aviation Authority will be carrying out a passenger survey at LCY in January. Data collected will include passenger travel patterns. LCY commissioned a survey in May 1999 surveying 800 passengers. Data collected included passenger travel patterns.

### **2. Infrastructure-Rail/Bus/Taxi**

Richard de Cani provided the group with an update of the DLR project:

- In Feb 2000 the proposal for Transport and Works Act approval will be submitted. This will require 12 / 18 months for approval.
- Construction time will be approx. 2 years
- Services will initially be 5 trains an hour LCY to Bank with a journey time of 21 minutes
- Later services via Canary Wharf to Lewisham will commence with 5 trains an hour
- There will be two entrances, one for local residents and one of the airport This will enable a premium fare to be charged to airport passengers The cost of the project will be £75,000,000 plus £15,0,000 for the Woolwich extension

The airport stated that its Shuttle Bus is likely to stop when DLR opens.

Concern was raised by some members of the group over the premium fare for airport customers as the DLR would need to be attractive to reduce road traffic It was suggested that rather than a

premium fare why not spread cost across all airport users, not just DLR users. The group was to consider how this could be achieved.

It was suggested that airlines could be encouraged to sell an airline ticket + DLR ticket. This would help determine the mode of transport chosen by the passenger.

LCY were asked where they were with ticket integration with LT services. LCY informed the group that there had been some problems in that past with this, mainly due to finding the correct person to talk to, but also with regard to technical issues. It was suggested that with the new ticketing system, Prestige, integrated ticketing may be more of a possibility.

It was agreed by all that the best option would be for a seamless journey with ticket integration.

It was stated that access to Silverlink Metro was very poor from Canning Town, particularly for travellers with luggage.

It was agreed that the group should look at whether the airport Shuttle Bus could be included in the Bus Priority Network.

The Newham Cycle Network was discussed as was the use of 'powered two wheelers' and the need to provide secure parking. RS stated that Newham were trying to promote use of this mode of transport in the Borough. It was agreed that the cycle network routes needed to be plotted against postcodes of LCY staff.

### **3. Promotion**

Tricia Handley, London City Airport's Marketing Communications General Manager informed the group about the current marketing of transport links to the airport. The main focus was the 'fly the Jube' campaign and examples of the flyers and leaflets being used were shown to the group.

An example of the promotional credit card sized leaflet used at Gatwick Airport was shown and the group agreed that it would be useful to investigate the possibility of producing a similar leaflet.

It was suggested by group members that we target key stations on the Jubilee Line and other routes for publicity. The group needs to identify what the key stations are and connections which can be made at these stations.

### **4. Green Transport Plan**

Rob Grafton detailed current initiative being run at the airport and raised some of the issues of implementing, a Green Transport Plan

Current initiatives:	Free use of Shuttle Bus for all staff based at the airport. A charge of £150.00 p/a per car park space to companies based at the airport. It is unlikely though that this charge is passed on to individual staff members
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Issues:	Encouraging staff to use other modes of transport was identified as an issue as the alternative mode would need to be better than the current mode.
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The airport currently provides free parking for its own staff. It was agreed that this would need to be reconsidered in a Green Transport Plan, but only once improvements had been made to public transport provision. It was suggested that the airport send out a questionnaire to find out how staff would like to travel to work. and what it would take to get them to change mode.

It was agreed that there was a need to match postcodes of where staff are travelling from to public transport routes in the area.

### **5. Setting Targets**

It was suggested that we need to look at travel projections in order to forecast future travel demand. It was felt that the Newham Transport Plan could provide such. Ruth Seagar stated that LBN do not have traffic forecasts. There is a Docklands Traffic Model, but this is somewhat out of date.

Any proposals and targets agreed need to be pre DLR and post DLR.

## **6. Other Suggestions for Improvements.-and Actions**

Michelle Washington stated that the Second Sustainable Transport Strategy for the Thames Gateway was to be carried out shortly and that this could be used to focus on certain items which that group felt would be useful.

LCY and LBN to draft a programme for work of studies and table at next meeting for views.

LCY to draw up a brief for transport study by the next meeting.

It was agreed that there was a need for an audit of current provision on the ground - ie. Whether there were bus timetables at bus stops, etc. LCY to do this.

Communication of travel information was seen as an issue. In particular directions to the airport provided by LT staff. When contacting the LT Travel Information Line (0171 222 1234) passengers are directed via West Ham, rather than Canning Town.

The impact of ExCel on transport provision in the area was raised. The group wanted to know what account Newham has made for ExCel in their plans.

## London City Airport Consultative Committee

## Airport Director's Report

12<sup>th</sup> January 2000

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1. Statistics

During 1999, 1,388,481 passengers used the airport, 2% up on 1998. Primarily due to the growth of ScotAirways domestic services utilising the Dornier 328, aircraft movements grew by 17%.

Corporate aircraft movements grew by 139% during the year.

2. Routes

Since our last meeting, British Airways and Aer Lingus have started operations to London City with services to Sheffield and Dublin. In December, a new airline, Gandalf, started operating to Milan with a Dornier 328.

Following the introduction of services to Dublin and Edinburgh, Jersey European have announced services to Belfast and the Isle of Man from February. They are also considering a new route to Aberdeen.

The Scotairways continue to develop their routes from Dundee and Glasgow and will shortly add Edinburgh to their network.

Braathens Malmo Aviation reversed their decision to withdraw services, and will operate a daily service to the Swedish city of Malmo, with additional services on Fridays and Sundays.

3. Airport Facilities

Catering Concession – Work has commenced on the redevelopment of the airside and landside catering facilities. This project will be phased over a 6-month period.

Arrivals Area

Refurbish and provide additional passenger space/baggage belts/transfer facilities in a phased manner for the airport's projected growth needs up to 3.5m passengers/year 2015. The scheme will incorporate a new location for staff search and a transfer system for both international and domestic passengers.

Engineering base

Following the withdrawal of Mowlem Training from the remaining dock warehouse, located close to City Aviation House, plans are being prepared to relocate the existing engineering base to the warehouse, which is in relatively good condition. This will release the current Engineering facility for use by Ground Services personnel, and in turn release accommodation in the Terminal for incorporation into the Arrivals project.

4. Local Transport

The new shuttle bus service, to connect the airport with the Jubilee Line, Silverlink Metro and the DLR at Canning Town, began operating from 1<sup>st</sup> November.

Currently 21% of passengers use the shuttles buses, of which 5% are travelling to Canning Town.

With the opening of Westminster Station on the Jubilee Line, it is possible to reach the Houses of Parliament within 25 minutes from the airport. Around 20% of existing airport customers originate

Alan Medlock  
Operations Director  
12<sup>th</sup> January 2000

**London City Airport**  
**Environmental Issues for the period September to December 1999**

A total of 12 complaints/enquiries related to environmental issues were recorded for the period detailed above. A summary is detailed below:

- Eleven of the complaints relate directly to aircraft noise and/or flight paths (92%). Of these 11, 6 came from the same complainant.
- One complaint relates to an allegation of airborne aircraft fuel discharges (8%).

1. DATE: 3.9.99  
AREA: Rainham  
COMPLAINT: Aircraft flight path  
RESPONSE: Telephone call
2. DATE: 13.9.99  
AREA: Canning Town, E16  
COMPLAINT: Aircraft flight path  
RESPONSE: Telephone call
3. DATE: 17.9.99  
AREA: E16 Canning Town  
COMPLAINT: Aircraft noise & flight path  
RESPONSE: Telephone call
4. DATE: 22.9.99  
AREA: E16, Canning Town  
COMPLAINT: Aircraft flight path  
RESPONSE: Telephone call
5. DATE: 2.10.99  
AREA: E16, Canning Town  
COMPLAINT: Aircraft noise & flight path  
RESPONSE: Telephone call
6. DATE: 15.10.99  
AREA: E16, Canning Town  
COMPLAINT: Aircraft noise & flight path  
RESPONSE: Telephone call
7. DATE: 23.10.99  
AREA: E16, Canning Town  
COMPLAINT: Aircraft noise & flight path  
RESPONSE: Telephone call
8. DATE: 25.10.99  
AREA: E16, Canning Town  
COMPLAINT: Aircraft flight path  
RESPONSE: Telephone call

9. DATE: 27.11.99  
AREA: E.16 Canning Town  
COMPLAINT: Aircraft flight path  
RESPONSE: Telephone call
10. DATE: 29.11.99  
AREA: E.16 Canning Town  
COMPLAINT: Aircraft Noise & flight path  
RESPONSE: Telephone call
11. DATE: 15.12.99  
AREA: E.16 4AS  
COMPLAINT: Alleged of aircraft fuel discharges  
RESPONSE: Letter/ Telephone
12. DATE: 20.12.99  
AREA: E.16 Canning Town  
COMPLAINT: Aircraft Noise & flight path  
RESPONSE: Telephone call

### **Noise Monitoring System (NMS) Update**

Whilst problems with the current NMS are still being experienced, the monthly categorisation reports for March - May 1999, and June - August 1999 are now attached, and data has been reviewed to evaluate the Citation V departure noise levels (also attached for conclusion).

### **New Noise and Flight Track Monitoring System (NTK)**

LCA can now confirm that Bruel & Kjaer have been awarded the contract to supply and fully maintain the new combined NTK. Installation is due to start this month (January) and the system is expected to fully functional within two to three months.

A further update will be given at the next ACC.

### **Citation V (C560) departure noise investigation**

A list of correlated Citation V noise events from Jan - Dec 99 is attached. This data has been analysed to plot the graph (also attached) of the departure noise levels showing the mean value obtained and the spread of results.

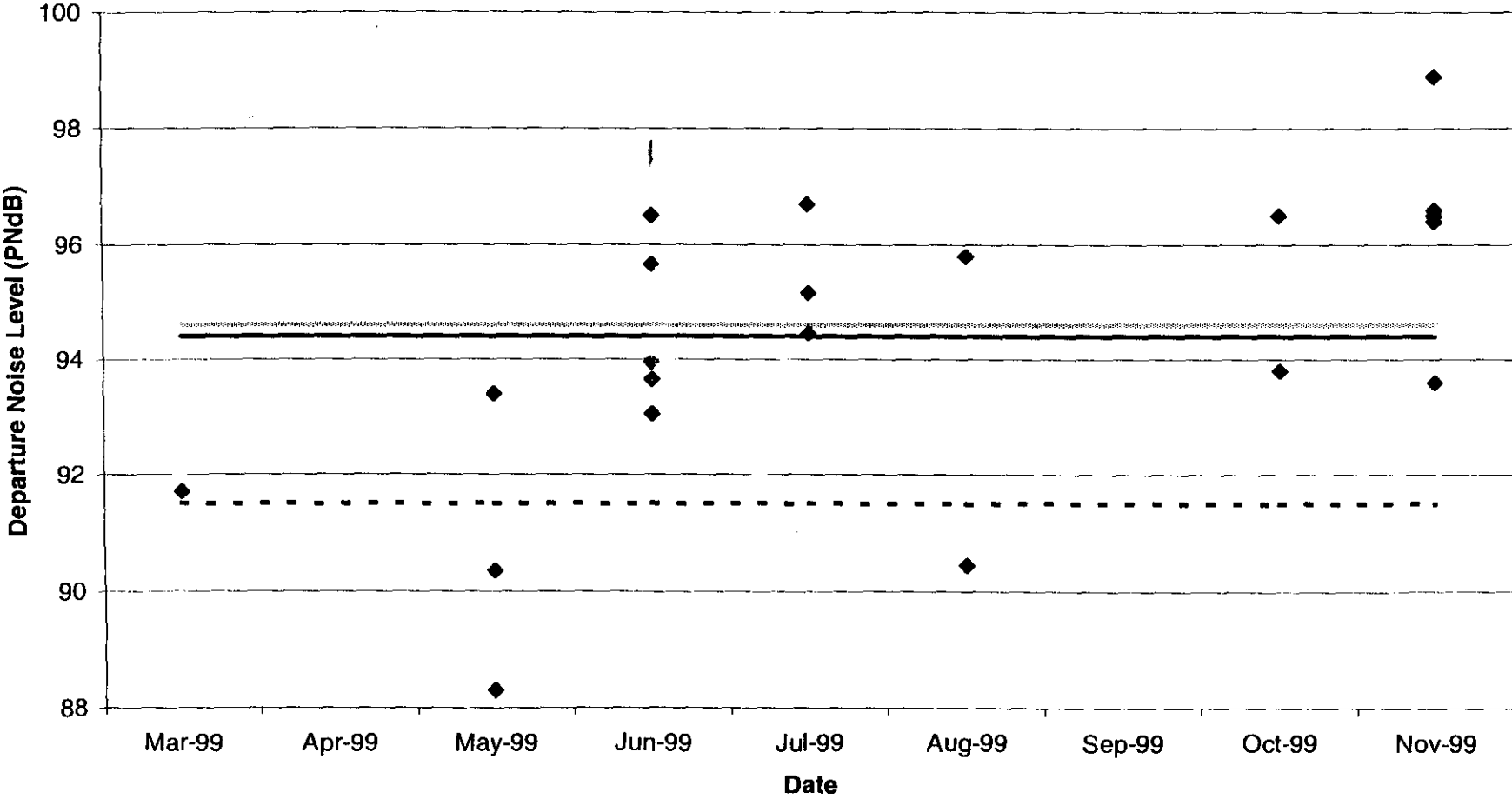
In conclusion of this investigation, the mean departure noise level is 94.4 PNdB for the period described, which falls within the Category A Noise Reference Level parameters.

Whilst the number of movements into LCA by the C560 remains infrequent, LCA will continue to monitor the C560 performance details with particular regard to any new operators that may be approved.

## C560 - Noise Data

<i>Runway</i>	<i>Date</i>	<i>Time</i>	<i>Flight</i>	<i>Operation</i>	<i>DNL (PNdB)</i>
28	3/2/99	11:47	LNK2081	DEP 28	91.7
28	5/11/99	18:06	VSC2	DEP 28	90.4
28	5/26/99	9:49	VSN2	DEP 28	93.4
28	5/26/99	19:03	VSN4	DEP 28	88.3
28	6/7/99	15:02	VSN2	DEP 28	94.0
28	6/8/99	8:24	VPV1	DEP 28	93.7
28	6/8/99	9:02	CFR2792	DEP 28	93.1
28	6/9/99	15:31	VPC2	DEP 28	96.5
10	6/24/99	9:58	VSN2	DEP 10	95.7
28	7/20/99	16:59	RM01B	DEP 28	95.2
28	7/21/99	8:00	VSC2	DEP 28	94.5
10	7/26/99	11:59	RMN01B	DEP 10	96.7
28	8/31/99	10:31	RMN01B	DEP 28	95.8
28	8/31/99	13:15	CFR5382	DEP 28	90.5
28	10/7/99	13:05		DEP 28	96.5
10	10/29/99	14:27	VPCSN	DEP 10	93.8
28	11/5/99	19:44		DEP 28	96.5
28	11/8/99	16:00	RMN01B	DEP 28	96.6
28	11/15/99	11:38		DEP 28	96.4
28	11/16/99	15:10	GGT2	DEP 28	98.9
28	11/24/99	9:24	RMN02B	DEP 28	93.6
Mean					94.4 PNdB

### Summary of C560 Departure Noise Levels



◆ Event Level    - - - Cat. A Lower Limit    ..... Cat. A Upper Limit    — Arithmetic Mean

**London City Airport Consultative Committee**

**Meeting on 12th January 2000**

**Noise Insulation Programme - Update**

**Surveys:**

Granville (contractor) have carried out over 100 property surveys and are working their way eastwards through the Phase Two properties at present. They have also been responding to specific enquiries and requests from residents in other areas.

They have been working with the area Local Authority housing office to survey their properties in conjunction with their staff and although progress has been slow due to access arrangements, a large number have been done.

All of the original scheme properties have been covered now and the contractor is dealing with queries on the original ventilator installations. With LBN properties they are passing on details of all defects noted to the housing office personnel to action.

**Installations:**

Due to the amount of surveys to be done, installations have been slow to get underway but fittings for a number of properties are being manufactured or installed.

**Show properties/facilities:**

The 'shop' in Constance Street is operating and will be used as a local base by the contractor as well as for the LBN housing office to collate information on their properties.

There are two properties being fitted out in Sheldrake Close which residents have permitted for use to demonstrate to other residents.

The Airport is pursuing new installation work with the contractor as the priority, however grant applications will be dealt with as surveys on individual streets are processed

*Jonathan Smith*  
*Airport Project Manager*

*10.1.2000*