

**MINUTES OF THE MEETING HELD ON WEDNESDAY  
10<sup>th</sup> JANUARY 2001 AT 7 PM AT CITY AVIATION  
HOUSE, LONDON CITY AIRPORT**



**PRESENT:**

Bill Dunlop	Deputy Chair – in the Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
David Atkins	Cyprus TRAs
Sid Keys	Silvertown TRAs
Glynis Webb	North Woolwich TRAs
Gertie Duffy	North Woolwich and Silvertown Area Team
Peter Mendham	Beckton Area Team
Robin Whitehouse	London Borough of Newham
Howard Sheppard	Docklands Business Club
Max Dixon	Greater London Authority (Observer)

**APOLOGIES:**

John Adshead	Chair
Cllr Pat Holland	London Borough of Newham
Paul Sweeney	Airline Operators Committee
Roderick Hamer	Airport Chaplain (Observer)
Andrea Miller-Chan	West Silvertown Village Community Foundation

**IN ATTENDANCE:**

Rob Grafton	London City Airport
Lorraine Bell	London City Airport
Jonathan Smith	London City Airport
Rene Powell	
Frank Whettingstall	
Bob Gillett	

**1. COMMITTEE MEMBERSHIP**

The Committee noted that the London Borough of Newham had nominated Councillor Pat Holland to membership of the Consultative Committee in succession to Councillor Alec Kellaway.

2. The **MINUTES** of the meeting held on Wednesday 4<sup>th</sup> October 2000 were approved as a correct record of the discussions at that meeting.

**3. MATTER ARISING**

There were none

**4. AIRPORT STATISTICS**

Charts were tabled and noted. (See also the Airport Director's report)

## 5. AIRPORT DIRECTOR'S REPORT

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

## 6. AIRPORT PLANNING APPLICATIONS

The Secretary recalled that members had received a detailed presentation on the improvements proposed by the Airport at their meeting in April 2000 and information on the proposed improvements had been available on the Committee's web site for some months. These applications had been submitted by the Airport to gain approval for those proposals. In view of the deadline for representations members had been notified as soon as information about them had been received. In the case of the *Apron Extension, New Runway Link and Runway Holding Point* the Secretary had written to members on 16<sup>th</sup> November enclosing a copy of a leaflet which the Airport had distributed to local households. On 20<sup>th</sup> November the Secretary had circulated a memorandum to members about the *West End Improvements*.

Some members said there had been problems with the post and they had not received the information distributed by the Secretary and there had been no information about the applications direct from the Council. The Secretary said he had been notified by the Council of the application concerning the *West End Improvements* but that the information concerning the other application had been provided by the Airport. Local organisations should perhaps contact the Council (Brian Russ) to ensure they are among those notified directly of applications of interest to their members.

There was no information about the deadline for representations about the applications. It was agreed that the closing dates would be obtained from the Council and circulated with the minutes of the meeting. *[Note: The Council's Planning Department advise that the applications are likely to be submitted to Committee in mid March. Any representations about them should reach the Council, please, before the end of January]*

Referring to an LDDC report submitted to its Planning Committee in December 1997, David Atkins said that when the Airport had applied for planning permission to raise the limit on the permitted number of flights it had been explicitly stated that there would be no increase in the number of peak hour flights and that no works were proposed. If the application now submitted in respect of the *Apron Extension, New Runway Link and Runway Holding Point* were to be approved, there would be an increase in peak hour flights and substantial works would be carried out. In such circumstances it was appropriate at the very least that the sound insulation provisions of the 1998 s.106 Agreement should be revisited.

The Secretary indicated that the Airport's 1997 application had not been determined by the LDDC before the transfer of its planning powers in January 1998 and the application had in fact been determined by the LBN as the successor planning authority.

Alan Medlock said that the Airport would look at the report referred to but that the proposals in the new application were required to allow the Airport to implement the increase in the number flights previously approved. Rob Grafton said that the sound insulation provisions were the standard ones used throughout the country in such circumstances. When the 57 Leq 16 hour noise contour reached the first of the properties in each of the four phases of Part IV of the programme identified in Section C of the Second Schedule to the s.106 Agreement, the Airport would provide noise insulation to the specification described in Section A of that Schedule. If the proposals in the new planning application increase noise levels such that the 57 Leq 16 hour noise

contour reaches those properties earlier than forecast then the noise insulation would also become available earlier. Rob said he would be happy to talk to local residents about their concerns and to describe the noise insulation provisions in detail so that if any representations are submitted to the Council they are well informed.

Robin Whitehouse said that if the closing date for representations was imminent it was open to those concerned to submit a holding objection and then withdraw or modify it if, following discussions, their fears were allayed.

David Atkins asked the Secretary for details of the Noise Insulation Scheme.

Sid Keys said that the proposals had recently been considered by his TA and they had been generally well received.

## **7. STANDING ITEM ON ENVIRONMENTAL ISSUES**

The Report was tabled and noted - a copy is attached to these minutes. Some members had seen a demonstration of the new Noise and Track-keeping monitoring system earlier in the evening. Other members wishing to see the system were asked to contact Rob Grafton (Tel: 020 7646 0200).

## **8. SUMMER 2000 57LEQ NOISE CONTOUR**

Rob Grafton explained that the maps used in producing the annual Contour were now very out-of-date in that they did not show new developments or demolished buildings. There was thus a need to reproduce the Summer 2000 Contour using new OS mapping and this had led to a delay in its publication. It would be issued to the Consultative Committee as soon as this work had been completed and the Contour had been approved by the LBN.

## **9. SOUND INSULATION PROGRAMME**

Referring to his working drawing Jonathan Smith outlined the progress made in implementing the Noise Insulation Programme. In the case of the properties in the Original Insulation Programme (which were being revisited) the work was about 80% complete. Part I of the present programme was now about 70% complete, in Part II - 57% and in Part III - 30%. Where properties had not yet been dealt with it was normally because the contractors could not immediately gain access to the property concerned. In such case a case the contractors moved on and the property would be revisited at a later stage. Priority was being given to properties in the Original Programme and in Parts I and II of the present programme where the 57Leq 16 hour contour had already reached the area. The contour had not yet reached properties in Part III but the Airport had elected to insulate them now as part of the present contract.

Members were reminded that where an owner (including the Council in the case of tenanted properties of theirs) elected to install double-glazing which met the required noise insulation standards, the Airport would pay a grant towards the cost of the installation equal to the cost it would have incurred in providing secondary glazing and mechanical ventilation according to the prescribed specification. Most of the Council's properties in the area had dealt with in this way. It was their normal policy to arrange themselves for the insulation of the Council's properties with a grant from the Airport.

Gertie Duffy said that offers of grant in such a case should include a breakdown showing how the amount of grant had been arrived at. She was also concerned that the specification did not provide for the insulation of all of the windows in a property. Jonathan Smith said the scheme related only to "habitable" rooms, i.e. living rooms.

David Atkins said that people in his area would not be happy with the secondary glazing on offer, which was difficult for people to manage, or with the mechanical ventilation which was unsightly. In some properties it would be difficult to install insulation of this kind. Jonathan Smith said the insulation provided by the Airport was in line with that prescribed in the s.106 agreement which was the standard system used in circumstances of this kind. If owners wanted to install double-glazing it was open to them to do so, provided it met the noise insulation standards, and to meet the extra cost of this themselves. Glynis Webb said the insulation recently installed in Sheldrake Close was very good but people were less happy with the ventilation units.

#### **10. AIRPORT TRANSPORT FORUM**

Bill Dunlop and Stuart Innes reported on the discussions at this meeting which had been held at the Airport on 6<sup>th</sup> December 2000. The topics discussed included:

- the draft Airport Surface Access Strategy
- the draft Green Transport Plan
- Newham's Interim Transport Plan
- the proposed extension of the DLR to the Airport, North Woolwich and Woolwich Arsenal
- River Crossings
- Transport facilities between the Airport and ExCel

The meeting had included a slide briefing on Airport transport issues which had been very informative and Alan Medlock agreed to make a similar presentation to the Committee at its next meeting.

Copies of the minutes of the meeting are available on the Committee's web site at [www.lcacc.org](http://www.lcacc.org) or, on request, from the Secretary by post. The next meeting of the Air Transport Forum will be held in June 2001.

#### **11. AIRPORT SURFACE ACCESS STRATEGY AND GREEN TRANSPORT PLAN**

The drafts were received and noted by the Committee. In commenting on the draft the Airport Transport Forum at its meeting on 6<sup>th</sup> December had suggested that the Strategy should cover the use of motor cycles by staff and passengers and the steps which might be taken to encourage their use including the provision of secure parking space. It was also suggested that the Strategy should include targets, for example in relation to the use of public transport and the growth of road traffic. There had also been discussion concerning:

- the co-ordination of DLR services with the Airport shuttle buses;
- the possibility that more London buses might be diverted to call at the Airport where there is now more parking space allocated to buses with more planned in the terminal forecourt development;
- better information for passengers on Jubilee Line services

The draft Strategy will now be revised in the light of these comments and will be submitted again to the Forum at its next meeting.

In relation to the Green Transport Plan it was the Airport's intention to conduct a survey among staff and a draft of the questionnaire had been circulated to Airport Transport Forum members for their comments. There had been a good response.

## **12. FUTURE OF AVIATION – GOVERNMENT CONSULTATION DOCUMENT ON AIR TRANSPORT POLICY**

Copies of this document were distributed to members present at the meeting. Other members would be sent copies by post. It was planned to discuss the document at the next meeting of the Consultative Committee on 4<sup>th</sup> April in time for deadline for comments (12<sup>th</sup> April).

## **13. ANY OTHER BUSINESS**

### **(a) Hartmann Road – Speed of Traffic**

Sid Keys said there had been several complaints at a recent meeting of his TA concerning the speed of vehicles in Hartmann Road. One member had reported a taxi travelling at 50 mph and, indeed, that very evening Sid had been hooted by a taxi driver who thought he was travelling too slowly and he had been passed at speed by an Alpha van.

Alan Medlock said that the road was subject to a speed limit of 20mph. Consideration was being given to the installation of speed camera signs. The situation would in any case improve when the road is re-aligned in connection with the extension of the DLR which would help to minimise vehicle speeds. In the meantime anyone observing taxis or airport vehicles which appeared to be travelling at speeds in excess of the limit should report the details, including the vehicle's registration number, to the Customer Services Desk at the Airport (tel: 020 7646 0092). It was more difficult to take action in the case of private vehicles.

### **(b) Visits to other Airports**

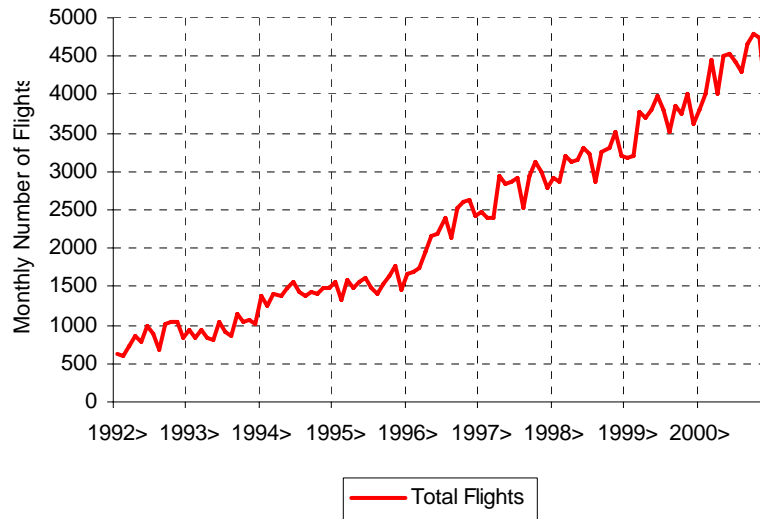
Alan Medlock asked if the Committee would find it useful to make a visit to another Airport this year. The Committee indicated that such visits are very helpful to members in carrying out their functions and the Committee would be very glad if such a trip could be arranged.

## **14. DATE OF NEXT MEETING**

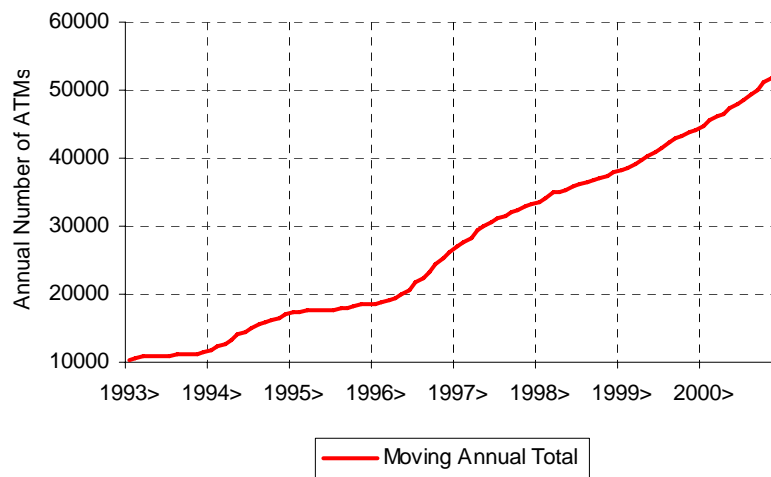
Wednesday 4<sup>th</sup> April 2001 at 1900 hours at City Aviation House, London City Airport.

London City Airport Consultative Committee  
 Airport Statistics

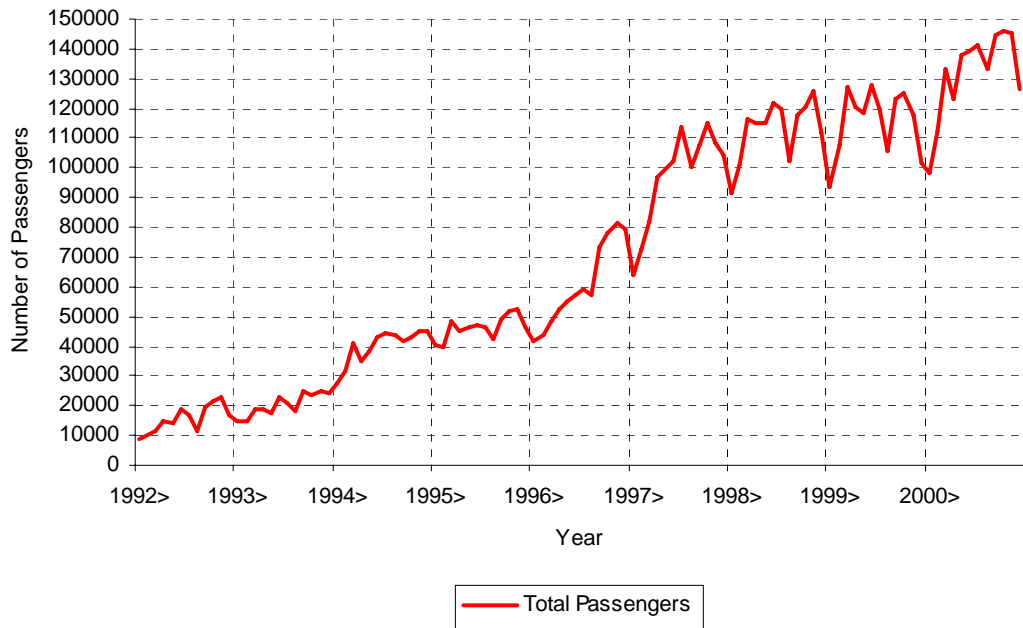
LONDON CITY AIRPORT  
 Monthly Air Transport Movements



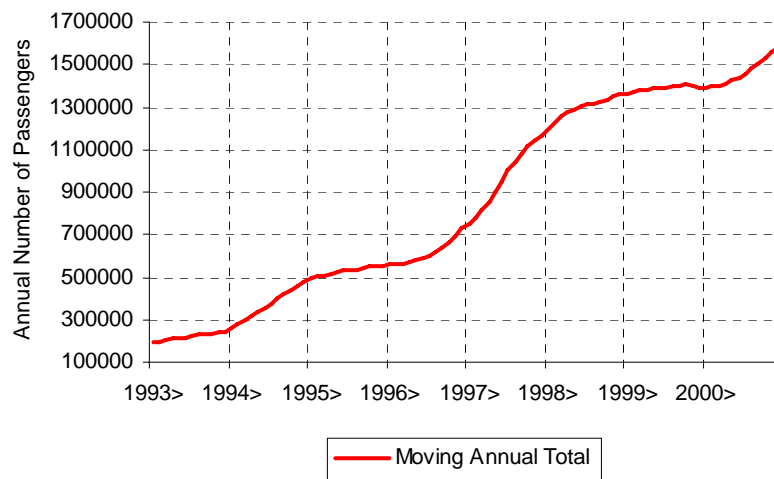
LONDON CITY AIRPORT  
 Air Transport Movements - Monthly Moving Annual Totals



**LONDON CITY AIRPORT  
Number of Passengers**



**LONDON CITY AIRPORT  
Passengers - Monthly Moving Annual Totals**



**London City Airport Consultative Committee  
Airport Director's Report - January 2001**

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1. Statistics

In 2000, we handled 1,580,234 passengers and over 52,202 aircraft movements.

For the year, passengers are up 14% on last year, and aircraft movements up 18%.

October 2000 was the busiest month ever at the airport, with 145,905 passengers, and 4,792 aircraft movements.

The CAA publishes a quarterly review of flight punctuality performance. For the peak summer period of July to September, London City maintained its service level, at a time when Gatwick, Luton and Stansted all showed a deterioration. Heathrow showed a slight improvement.

2. Routes

Lufthansa have announced the introduction of services to Berlin for Summer 2001, operating 3 times per day with a BAe RJ aircraft.

Later this month, ScotAirways will increase services to Dundee to 5 per day, Edinburgh to 10 per day and Glasgow to 7 per day. Overall, ScotAirways will operate 22 flights per weekday from London City.

British European have also announced an increase on Edinburgh to 5 per day and Jersey to 5 per day. Extra capacity will also be added to the Isle of Man.

Due to lower than anticipated passenger numbers, British European's services to Dublin have been suspended. The airline intends to utilise the aircraft to develop a new service, operating direct to Belfast 4 times per day.

Dublin is in fact our busiest route, with passenger numbers increasing by 32% last year to nearly 238,000.

Aer Lingus plan to increase their services to Dublin to 5 per day.

3. Airport Facilities

The new staff search area, designed to meet the latest DETR requirements, has been completed. Additional Security staff have now been employed, and we continue to recruit staff for this department.

Work on the second phase of the Arrivals project is progressing, and I expect to be able to show the Committee the new facilities at our July meeting.

4. Other

We have submitted a planning application to tidy up the western end of the airfield, including the realignment of the footpath and the relocation of the security gate, to meet DETR requirements.

We have also submitted a planning application to increase the number of aircraft parking stands by building out over the dock. We are also seeking planning approval to construct an aircraft holding area at the Eastern end of the runway.

This work is to enable us to make full use of the planning approval given in 1998, to increase aircraft movements to 73,000 per annum. The substantial growth in business over the last three years has led us to bring forward this planning application.

By 2010, we expect to be handling 3-4 million passengers per annum. To date, some 1300 jobs have been created at the airport, and by 2010, the airport should be providing around 2,800 full-time jobs on site, most of which will continue to be filled by local people.

The public enquiry for the DLR extension to the airport opened 17<sup>th</sup> October, and concluded on 3<sup>rd</sup> November. The Inspector is now preparing his report, and we look forward to a favourable outcome. Subject to the necessary approvals, we expect construction to begin later this year, with operations commencing in 2004.

The British Tourist Authority has published a survey of the services and facilities at Britain's main ports-of-entry, and compared them to the facilities at several other European airports. The report identified a number of examples of good practice at London City, and provides some ideas for further improvements that could be introduced at the airport.

Alan Medlock  
Operations Director  
10<sup>th</sup> January 2001

**London City Airport Consultative Committee  
Environmental Issues – October/December 2000**

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A total of 3 complaints relating to environmental issues were received during the period detailed above. A summary is detailed below:

- No complaints were received in the month of October

1. DATE RECEIVED: 15.11.00  
 TIME OCCURRED: Various      DATE OCCURRED: Various  
 AREA: Bexelyheath, DA7.  
 COMPLAINT: Aircraft flight paths  
 RESPONSE: Telephone call
  
2. DATE RECEIVED: 28.11.00  
 TIME OCCURRED: ?      DATE OCCURRED: 28.11.00  
 AREA: Canning Town, E16.  
 COMPLAINT: Aircraft noise & flight path  
 RESPONSE: Telephone call
  
3. DATE OCCURRED: 6.12.00  
 TIME OCCURRED: 12.28      DATE OCCURRED: 06.12.00  
 COMPLAINT: Aircraft noise & flight path  
 AREA: Canning Town, E16.  
 RESPONSE: Telephone call from Operations

**Noise & Track Keeping System (NTK) Update**

Configuration of the new system has included the upgrading of existing software since the system was first purchased.

It is planned to complete training on the NTK system in February. A period of test and verification will then commence prior to full acceptance of the system from the manufacturer.

**Monthly Categorisation Reports**

Installation and configuration of the new NTK has meant that the routine reporting for monthly categorisation has been temporarily interrupted. These reports will therefore follow upon commission of the new system.