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**MINUTES OF THE MEETING HELD ON TUESDAY
8th JANUARY 2008 AT 4.30 PM AT CITY AVIATION
HOUSE, LONDON CITY AIRPORT**



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chairman
Stuart Innes	Secretary
Charles Buchanan	London City Airport
Robin Whitehouse	London Borough of Newham
Jackie Lindre	London Development Agency
Sundeeep Pawar	Gallions Housing Association
Howard Sheppard	Docklands Business Club
David Steer	ABTA
Gertie Duffy	Royal Docks Community Forum
Sid Keys	Silvertown TRAs
Glynis Webb	North Woolwich TRAs
Dennis James	Custom House and Canning Town Community Forum
Ron Brewer	London TravelWatch

APOLOGIES:

Cllr Pat Holland	London Borough of Newham
Cllr Denise Hyland	London Borough of Greenwich
Cllr Peter Craske	London Borough of Bexley
Cllr Ann Jackson	London Borough of Tower Hamlets
Gary Hodgetts	London City Airport
Hamish Stewart	RODMA
Rongu Miah	Beckton Community Forum
Rob Grafton	London City Airport
Jonathan Smith	London City Airport

IN ATTENDANCE:

Frank Evans	Department of Transport
Janet Goulton	London City Airport
Dan Townsend	London City Airport
Colin Hillary	London City Airport
Elizabeth Hegarty	London City Airport
Victoria Jeeves	London City Airport
Ch Insp Gordon Atkinson	Metropolitan Police (CO18)
Insp George Trebess	Metropolitan Police (CO18)
Scott Gibbons	Metropolitan Police (CO18)

1. PRESENTATION – METROPOLITAN POLICE (C0 18)

Chief Inspector Gordon Atkinson opened the presentation noting that CO18 was concerned with Airport security. The unit was based at Heathrow and comprised more than 500 officers under the command of Ch Supt Gallagher. Of this number 50 were concerned with London City Airport and were based a North Woolwich Police Station where they operated with a good deal of local autonomy. Although their main responsibility was the security of the Airport and its staff and users they were nonetheless police officers and by their very presence found themselves involved in policing issues in the streets which surround and adjoin the Airport. Looking ahead the unit was concerned with the security issues which flowed from the Olympic Games and those concerned with the expansion of the Airport over the years.

Inspector George Trebess then briefed the Committee on the work of the unit at London City noting that the slides used in his presentation would be copied to the Secretary who would post them to the Committee's website.

There followed a period for questions and discussion during which it was noted that:

- (a) the unit's local area of operation comprised the Royal Docks although for some purposes they patrolled further afield
- (b) the unit was hoping to link into the Airport's CCTV system and there was close liaison with the owners of other local systems including the LBN. Many systems, though, were still analogue and the images were not of the same sharp quality available with the newer digital systems. Anyone could instal a CCTV system provided it was not intrusive. CO 18 was not normally consulted about the systems of others – this was a matter for the Borough Police
- (d) CO18 had a close working relationship with the TRANSEC unit of the Department for Transport which regulated the security procedures within the Airport. Likewise there was close liaison with the DLR and the British Transport Police
- (e) the members of the unit tended to be more experienced police officers who generally stayed for longer than they might in other postings. The present average was 8 years.
- (f) in general the policing of the area of Newham south of the A13 was unfortunately under-resourced at present. This did not, however, apply to the Airport and its environs where CO18 operated – these areas did not figure on the map of local crime "hotspots".

Bill Dunlop said he was concerned about an expensive car left in Parker Street for long periods. This was no doubt a matter for the Borough Police but the CO18 officers present would be happy to take details of the vehicle and would ensure that the matter was looked into.

2. The **MINUTES** of the meeting held on 2nd October 2007¹ were approved as a correct record

3. **COMMITTEE MEMBERSHIP**

- (a) **London Borough of Tower Hamlets**

The Committee noted that the Council had appointed Councillor Ann Jackson to represent the Council in succession to Councillor Turner. Unfortunately Councillor Jackson was unwell and was unable to attend this meeting

- (b) **Gallions Housing Association**

The Committee noted that the Association had appointed Sundeep Pawar to represent the Association in succession to Rebecca Miller. The Chairman welcomed Sundeep to the meeting.

- (c) **ABTA**

It was noted that ABTA has appointed David Steer to represent the Association in succession to David Kent. The Chairman welcomed David to the meeting.

- (d) **London Borough of Greenwich**

Because of his duties as Deputy Leader of Greenwich Council, Councillor Peter Brooks had been unable to attend meetings of the Committee for some time. The Secretary reported that Cllr Brook's nominated deputy as a member of the Committee, Councillor Denise Hyland, had indicated her intention to attend meetings when he was unable to do so. Unfortunately Councillor Hyland was unwell and was unable to attend this meeting.

- (e) **Airline Operators Committee**

The Chairman of the AOC was normally one of their two representatives on the consultative committee. The Secretary reported that he had that day been notified that the Chairman was now John Scarff of BA. He had been sent the Agenda and other papers that afternoon but it was understood he was out of town and had thus been unable to attend the meeting.

¹ <http://www.lcacc.org/committee/minutes.html>

4. MATTERS ARISING

(a) Item 2(d) – Manor Park Community Forum

It was assumed that this Community Forum had now ceased to operate and this might explain why there had been no response from Mrs Leela Begum.

(b) Item 4(a) – Parking in local streets

Elizabeth Hegarty tabled correspondence with a new resident of Savile Road who had observed an increase in parking in Savile Road and, more noticeably, in Drew Road. The majority of vehicles appeared to be chauffeur driven limmos and taxis but not Black cabs. It appeared they were using these roads rather than pay to use the Airport's car-parks.

In its response the Airport had noted that following meetings with Councillor Patrick Murphy and officers of the London Borough of Newham, the Airport was arranging the provision of signs in local streets to discourage chauffeurs from parking. The Airport was also now promoting its *Chauffeur Club* among local chauffeur companies and on the Airport's website. The Club offered a discount scheme for chauffeurs to allow them to park onsite at the Airport. The reply went on to say that it was understood that the LBN was currently conducting a review of the parking situation across the southern part of the Borough, not just in relation to Airport users, but also DLR commuters who park in local streets, particularly in Silvertown and North Woolwich.

The Secretary said interested members could obtain copies of the correspondence from him.

Elizabeth Hegarty noted that the signs referred to would be displayed in local streets very shortly.

(c) Item 4(b) – Noise Action Plan

The Secretary noted that on 18th December 2007 Defra had published the END noise contours for London City and 17 other English airports. The L_{den} and L_{night} contours for London City had been posted to the Committee's website²

Frank Evans (DfT) said the next stage was the preparation by airport operators of *Noise Action Plans (NAPS)*. Defra was preparing guidance on how these Plans should be prepared and there would be consultation on a draft of this very shortly. It had been hoped that the Guidance would be finalised and issued in time for the NAPs to be ready by the end of the original date of April 2008. However it now seemed likely that the delay in issuing the guidance would result in slippage probably to the middle of the year. It was likely that the NAPs would reflect the measures already in place at Airports for the mitigation of noise.

In response to a question Frank Evans said the Directive required the NAPs to be prepared in consultation with local communities. The expectation was that this would be through the local consultative committee but this would be a matter for airports to arrange. The Department would only seek to involve itself if representations were made as to the adequacy of the local consultation

Sid Keys said the London City Airport was always very communicative on noise matters. He received calls on a regular basis giving him advance warning of activities which might be noisy. He was then able to spread the word locally.

The Secretary reminded members that the new noise contours and action plans were a consequence of European Directive 2002/49/EC – the so-called END Directive.

(e) Item 5(b) - Apron Extension Works – Design of Noise Screens

Colin Hillary noted that the noise screens had been reduced in length to just 40 metres. This was because of a decision to provide gate lounges which would now take up the remainder of the space. The screen would be constructed of the material shown to the Committee at the last meeting. There would be no windows. In response to a question Colin Hillary said the works involved the provision of four new stands

² <http://www.lcacc.org/noise/index.html#END>

(f) Item 11 – Fuel Smells

Dan Townsend reported that the Airport planned to secure equipment to allow this issue to be more effectively monitored. He would report to the next meeting.

5. AIRPORT DIRECTOR’S REPORT

A note of the Charles Buchanan’s report to the Committee is attached

6. COMMUNITY REPORT

Elizabeth Hegarty tabled her report (copy attached) which was noted.

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

Dan Townsend tabled the Airport’s Report and a copy is attached to these minutes. This was noted.

8. NOISE INSULATION PROGRAMME – PART IV

Jonathan Smith (London City Airport) was unable to attend the meeting but had provided a written report a copy of which is attached to these minutes. Charles Buchanan added that the Airport would be providing noise insulation at Britannia Village Hall, a noise sensitive community building in West Silvertown. These premises lay within the 57 L_{aeq} noise contour but required insulation work outside the usual scope of the programme which was substantially related to residential premises.

Sid Keys asked why work had stopped on the installation of mechanical ventilators in two Council properties in Muir Street. He was asked to provide details of the two properties after the meeting and the matter would be looked into.

Sundeep Pawar asked about the Public Safety Zones and how when new maps were published these might impact on housing in Thamesmead. He said he suspected that some existing homes might find themselves within the new PSZ. It was explained that work was in progress in connection with the present planning application to re-define the likely extent of any new PSZs.

In response to a question by the Secretary the Airport explained that the PSZs were imposed by the DfT. Within them residential development was prohibited along with any development which might involve the gathering of people. They were not, however, retrospective and would not apply to any development already in place or any development that already has outline planning permission.

9. DLR WOOLWICH EXTENSION PROJECT – PROGRESS REPORT – OCTOBER 2007

Ian Thomas was not present at the meeting but members present were able to tell the Committee that the tunnels to carry the new line under the River Thames were complete and that the track and electrical installations were now being installed. The (surface level) station at Woolwich Arsenal was now complete. North of the River the concrete wall separating King George V Station from the new tunnels had still to be demolished and it was noted that DLR would be building a new road to replace the old east–west route from the Airport’s Eastern Gate off Woolwich Manor Way. The new road will run parallel to the line of the DLR and will form the emergency access to the Airport should the main access for any reason be compromised.

10. AIRPORT TRANSPORT FORUM

The Committee noted there had been a meeting of the ATF on Thursday 22nd November 2007. The meeting had opened with a presentation by Karen Bain of the Docklands Light Railway on its current projects. This was followed by a briefing by Phil McKenna of London Underground about the impact of the forthcoming escalator replacement works at Bank LT Station. Finally Charles Buchanan and Janet Goulton updated members on current airport issues, including the interim planning application. The presentations can be seen on the Committee’s website³

³ <http://www.lcacc.org/atf/slide.html#2007>

11. PLANNING APPLICATION

See also the Airport Director's report –Item 5 above refers

The Agenda report was noted. The Airport had responded immediately before Christmas to the LBN's letter of 20th November requesting more information on some aspects of the planning application. The responses were in the nature of drafts and the final documents would be available shortly. The documents could now be seen on the LBN's website⁴. The extended period for consultation referred to in the LBN's November letter was now about to be launched and details would be sent to the Committee.

The Secretary tabled copies of the correspondence received by the Committee since the last circulation in November 2007. This was with a resident of West Thamesmead. The Secretary noted that this was but a very small proportion of the total correspondence generated by the application, mostly in the form of representations sent to the LBN, which embraced a wide range of opinion.

It was noted that some of the opposition emanated from interests outside of Newham and in this connection it was noted that the arrangements for local notification/consultation had not been consistent as between those living in Newham and those living in adjoining Boroughs. This was to be regretted and it was agreed that the Committee should take up the question with the relevant Government Department(s), and via the Annual Liaison Meeting of ACCs (UKACCs), as a matter requiring review as a wider issue. Meanwhile it was to be hoped that the Airport and the London Borough of Newham would agree suitable protocols with the London Boroughs of Greenwich and Tower Hamlets in order to secure a common approach to the further round of notification/consultation flowing from Newham Council's letter of 20th November 2007 and also in relation to the wider "Master Plan" application which is expected to follow in due course. Charles Buchanan said that discussions about this were in progress. Although in legal terms notification and consultation were matters for the planning authorities it appeared that the Airport might need to be more proactive in ensuring people outside Newham knew what was proposed.

Howard Sheppard said this was an area of planning law and practice which was fraught with difficulty and it would not be easy to resolve the issues.

Robin Whitehouse said he understood it was the responsibility of the LBN to notify rather than consult neighbouring Boroughs about the application and that it was for those Boroughs to decide what steps should be taken to notify affected residents and invite representations.

Frank Evans said that if challenges in the courts were to be avoided it was important that the arrangements adopted should be legally watertight. The authorities concerned should take advice.

Both Sid Keys and Dennis James said that within Newham the steps taken by the Airport and the Borough to inform local residents appeared to be very effective.

At the last meeting questions had been raised about the extent to which s. 106 agreements made between the Airport and the London Borough of Newham could be enforced in relation to requirements outside Newham, for example any provision made with respect to noise insulation. Inquiries had been made about this both by the Secretary and by the Airport and it was clear that if need be steps could be taken to enforce such agreements outside Newham. Howard Sheppard noted that when the Mayor of London's new planning powers take effect in April he would be a planning authority and could make s.106 agreements binding in more than one London borough.

12. ATTITUDES TO NOISE FROM AIRCRAFT SOURCES IN ENGLAND (ANASE)

The Agenda report was noted. Frank Evans said the Department was giving consideration to further research and there would be discussions about this in the Department's Air Noise Monitoring Committee (ANMAC).

In the context of the present planning application the Airport had been asked by the LBN to consider how the results of the ANASE study might be used "to better inform the nature and extent of the impact from the proposals". The Airport's response was among the documents referred to in Item 11 above and could be seen on the LBN's website.

⁴ [Click here](#)

13. DELAYS AT IMMIGRATION

The Agenda report was noted. While it supported the new border control procedures introduced by the Government, the Committee was concerned about the resulting delays for passengers. If the Airport thought it would be helpful the Secretary should write to the Home Office and/or the Cabinet Office in support of the representations submitted by other Consultative Committees.

14. COMMITTEE CONSTITUTION

The meeting with the Cllrs Bowden and Murphy referred to in the Agenda had now been fixed and would take place on 11th February 2008.

Local members commented that the demise of the Community Forums meant there was no longer regular machinery for open meetings in which local residents could raise their concerns about local issues. The Airport, too, had lost a valuable facility within which it could talk to its neighbours. This was to be regretted.

Sid Keys and Gertie Duffy commented on the published plans to deal with local flooding. There was now no readily accessible forum in which to deal with questions as to the extent to which these plans still operated. Robin Whitehouse said there was still machinery within the LBN for dealing with emergency issues and he would be happy to arrange for a local meeting to deal with the concerns which had been expressed. It was agreed that Sid Keys would talk to Robin Whitehouse about this after the meeting.

The Secretary reflected that the consultation difficulties which had arisen in relation to the present planning application gave rise to the question whether the membership of the committee should now include representatives of residents living immediately outside the Newham boundaries

15. PLANNING FOR A SUSTAINABLE FUTURE: WHITE PAPER

The Agenda report was noted. Charles Buchanan said that London City Airport was content for its proposed developments to be dealt with locally.

16. ANY OTHER BUSINESS

(a) Crossrail

The Committee noted that the Crossrail project was now fully funded. The expected cost of £16bn would be met by Government, businesses and fare-payers. The Government expected to contribute £5bn. In November the Secretary for Transport had outlined the agreements between DfT and TfL which underpin the funding arrangements.

It was also noted that in mid-December the Crossrail Bill had completed its Commons stages and had been introduced into the House of Lords. This triggered a fresh petitioning period and those directly affected by the Crossrail proposals had the opportunity again to petition against them. The petitioning period set by the House of Lords ran from 8 January 2008 until 30 January 2008.

(b) DLR Dagenham Dock Extension

On 19th December the Secretary had circulated copies of the latest DLR leaflet on their proposed project to extend the railway eastwards to Dagenham Dock.

(c) Visit by Rotterdam Noise Committee

The Secretary was among those who welcomed members of this Committee when they visited the Airport on 19th December. The purposes of the Committee are very similar to those of consultative committees in the UK. Some members of the party had also visited the LBN's offices for discussions with the Council's officers on airport related matters.

(d) Final Closure of ATC Facility West Drayton

The Committee noted that the ATC Centre at West Drayton had now finally closed its doors. The Airport's ATC services were all now run from the new London Air Traffic Control Centre at Swanwick near Fareham in Hampshire. Among the last to move was Thames Radar which handles the approach control service for LCY.

17. DATE OF NEXT MEETING

Tuesday 1st April 2008 at 16.30 hours at City Aviation House at London City Airport.

MINUTE 5 Airport Director's Report – 8th January 2008

1. AIRPORT PASSENGER TRAFFIC

2008 has been the busiest year ever for London City Airport. We carried 2,928,820 passengers over the year, an increase of 23% over 2006. Average aircraft size increased from 58 to 60 seats and load factor also rose from 62% to 63%. Taking these factors together, the average number of passenger per flight improved by 6%, thus making more efficient use of the runway.

2. NEW ROUTES

Over the year we have seen a large number of route starts (and some ceasing), together with changes in frequencies and capacities:

Routes started		Routes stopped	
Rome	Jan 07	Berne/Lugano	Jun 07
Belfast City	Mar 07	Liverpool	Jun 07
Glasgow	Mar 07	Stuttgart	Oct 07
Zurich (BA)	Mar 07	Nuremburg	Oct 07
Madrid (AF/CJ)	Apr 07	Rome	Oct 07
Nice	Apr 07	Madrid (AF/CJ)	Nov 07
Geneva (AF/CJ)	Apr 07		
Zurich (AF/CJ)	Apr 07		
Oslo	Aug 07		
Vienna	Oct 07		
Strasbourg	Oct 07		

In addition there have been further route starts announced:

- Berlin Lufthansa Jan 08
- Nice BA Mar 08
- Barcelona BA May 08
- Warsaw BA May 08
- Amsterdam BA May 08

Just before Christmas there was a significant consolidation of airlines at LCY announced – Air France will take over VLM (subject to regulatory approval). It is not anticipated that the service at LCY will change markedly in the short term.

3 AIRPORT DEVELOPMENTS

The construction of the East Apron is progressing. The piling work is now complete, most of the beam and over half of the planks have been placed. The reinforcement has started to be fixed for the first section of the final deck.

Aircraft operations on this new apron are planned to start early in May, with final completion of the project around the end of May.

These new stands will be served by a new pier and gate rooms, to be built along the south side of the apron. (separate report on external appearance. This will incorporate a sound screen for the length of the deck not covered by the pier. Construction of the pier and sound screen is due to start in February.

Work has started on upgrading and increasing the capacity of the departure lounge. This involves the removal of the business centre and the conversion of this area into additional seating and lounge space. Some limited reorganisation of the existing departure lounge will be needed to allow access into this area. It is expected that the refurbished area will come into use in May.

4 PLANNING APPLICATION

The Interim Planning Application was submitted to London Borough of Newham on 3 August. As the committee has already been briefed, this application seeks to increase the movement levels at the Airport to 120,000 per year, and represents the first step on the way to delivering the vision contained in the Master Plan. It is expected that the Master Plan Application will be submitted during the course of this year.

Further information has been requested by the Council, and was submitted just before Christmas. This will be consulted on once the documents are available on the Newham website. This is expected to be within the next few days. Following this second consultation period, the application will be heard by the Development Control Committee of Newham.

An updated summary of the application can be viewed on the Airport's website (www.londoncityairport.com/PlanningApplication), and a copy of the "Revised Environmental Statement - Non Technical Summary" is available on request to Janet Goulton. The detailed environmental reports and updates are/will be available through the LBN site.

5. ONE BAG RULE

Since 7 January 2008 the one bag rule, limiting the number of cabin bags to one per passenger, has been dropped at London City, together with a number of other UK airports. The situation has now returned to that which prevailed before August 2006, that is that each individual airline has its own rules, usually related to aircraft type, ticket class etc. All passengers are being advised to contact their airline for information.

6. SENIOR MANAGEMENT APPOINTMENT

On 5 November 2007 London City Airport announced the appointment of Scott Stanley as Chief Operating Officer. Scott is responsible for the day-to-day operation of the Airport, including the implementation of the planned capital investment programme.

MINUTE 6

Community Relations Report – October/December 2007

TICKETS (WHEN ISSUED)

- 2x Basel – Royal Docks Community Forum for New Year Event- Chilli Nights Cabaret
- 2x Rotterdam – Docklands Business Club (Fashion and Fun Event)
- 2x Zurich – Tower Hamlets Christmas Under the Stars Event
- 2x Zurich – Keir Hardie School Christmas Fete
- 2x Brussels – Docklands Settlements Fundraising Ball
- 4x Amsterdam – Margaret Hodge Barking & Dagenham Christmas Card Competition
- 2x Geneva – Bexley Media Association 103.7fm Christmas Competition

TOURS

- Lewisham College
- Thamesmead Cubs
- Newham Sixth Form College
- Gallions Primary School
- King Solomon High School
- St George's C of E Foundation School
- Hackney College
- University of the Arts, Greenwich

SHARING KNOWLEDGE

- Business Students from Royal Docks School and NewVic College visited the London City Airport Winter Expo, in Broadgate. They had a tour and sampled the ski simulators whilst discussing with the PR and Marketing Team how and why the event was produced.
- Staff from Rokeby School visited the Airport and were met by Jon Carter, Terminal Manager, to learn about Customer Service at London City and take back new methods to their school.
- Employment co-ordinators from Instant Muscle, Urban Futures and Newham Workplace visited London City Airport for a tour and outline of careers available at the Airport in order to advise their job seekers.
- Airport Managers attended the London Borough of Tower Hamlets Hospitality, Leisure, Travel and Tourism Careers Fair at the Museum in Docklands, teaching students about careers in aviation.
- The Community Team attended the Newham Business Forum and hosted a stand about airport development. Charles Buchanan took part in a Q&A panel at the event.
- Elizabeth delivered a presentation to the Rotterdam Airport Noise Committee on Community Relations.
- The Community Team visited Godwin Junior School in Forest Gate to discuss jobs and careers at the Airport.
- Planned Maintenance Engineering (PME) hosted a work experience student from the NewVic College, electronic engineering department, for 2 weeks.
- Elizabeth Hegarty and Victoria Jeeves have been attending regular meetings of the Royal Docks Active Community Team for event planning.

Additional Sponsorship and Support

- London City Airport visited Richard House with the 2007 donation of £35000.
- Team Challenges included Keir Hardie Primary School painting of classrooms; Beckton Activity Centre- improvement of several areas inside and out; and Ascension Church preparation for their 'Elder's Club' Christmas party.



- 2007 was the third year of the Eastside Young Leaders' Academy London City Airport Future Leader of the Year competition. Entrants presented their projects on airport environmental sustainability in December. The Gold winner received a holiday to Madrid, with flights sponsored by BA and accommodation, food and activities provided by London City Airport.
- The Airport produced electronic Christmas cards in 2007, saving £2000 which was donated to the East London Business Alliance 2007 Christmas Toy Appeal, along with sacks of toys donated by London City Airport staff.
- A £400 donation to the West Silvertown Village Community Foundation fireworks display in November was this year accompanied by the provision of hot food and drinks for 200 visitors.
- Supported a London City Airport team to enter the Richard House Children's Hospice 5 a side football competition. The team raised £240 for the Hospice through additional sponsorship.



- A Tag rugby festival was held for six Newham and Greenwich primary schools following rugby coaching from Blackheath Rugby club, sponsored by London City Airport. The winners were awarded with a trophy and medals and participants received goodie bags.



- The London City Airport 'City Interview' programme for unemployed residents was piloted in November. Candidates from Community Links were given an airport tour, careers seminar and a mock interview with an airport manager.
- St Luke's School students sang carols in the Airport terminal, to raise money for the homeless charity 'Shelter'.



- A total of 13 complaints/enquiries relating to environmental matters were received during the period detailed above. A breakdown is given as follows:
- Of the 13 complaints/enquiries received;
 - 12 referred to aircraft noise/flight path
 - 1 referred to construction noise

1. DATE RECEIVED: Tuesday 09/10/07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Rainham
 COMPLAINT: Flight paths
 RESPONSE: Telephone
2. DATE RECEIVED: Thursday 11/10/07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Hamlets Way, Bow
 COMPLAINT: Flight paths
 RESPONSE: Written response
3. DATE RECEIVED: Monday 15/10/07
 TIME OCCURRED: 14:40 DATE OCCURRED: 15/10/07
 AREA: Euston Road, NW1
 COMPLAINT: small business jet flying in repeated circles
 RESPONSE: Telephone
4. DATE RECEIVED: Thursday 18/10/07
 TIME OCCURRED: 10:30 DATE OCCURRED: 18/10/07
 AREA: Drew Road, Silvertown
 COMPLAINT: Flight paths
 RESPONSE: Telephone
5. DATE RECEIVED: Monday 22/10/07
 TIME OCCURRED: 02:30 DATE OCCURRED: 18/10/07
 AREA: Hartmann Road
 COMPLAINT: Construction noise
 RESPONSE: Written response
6. DATE RECEIVED: Wednesday 24/10/07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Coldblow Crescent
 COMPLAINT: Flight paths
 RESPONSE: Telephone
7. DATE RECEIVED: Wednesday 24/10/07
 TIME OCCURRED: 09:40 DATE OCCURRED: 24/10/07
 AREA: Graham Terrace, SW1
 COMPLAINT: Flight paths over Westminster
 RESPONSE: Written response
8. DATE RECEIVED: Wednesday 24/10/07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Dartford
 COMPLAINT: Flight paths
 RESPONSE: Telephone
9. DATE RECEIVED: Friday 09/11/07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Galleons Drive, Barking
 COMPLAINT: Low flying aircraft
 RESPONSE: Written response
10. DATE RECEIVED: Friday 09/11/07

- TIME OCCURRED: 16:30 DATE OCCURRED: 09/11/07
 AREA: Virginia Quay
 COMPLAINT: Aircraft operating after 22:00
 RESPONSE: Written response
11. DATE RECEIVED: Monday 12/11/07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Albert Basin
 COMPLAINT: Aircraft noise
 RESPONSE: Telephone
12. DATE RECEIVED: Thursday 15/11/07
 TIME OCCURRED: 10:00 DATE OCCURRED: 15/11/07
 AREA: Hackney
 COMPLAINT: Early aircraft movements
 RESPONSE: Telephone
13. DATE RECEIVED: Thursday 22/11/07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Salisbury Avenue, Barking
 COMPLAINT: Low flying aircraft
 RESPONSE: Written response

Dan Townsend
Environment & Planning Officer
 LONDON CITY AIRPORT
 January 2008

MINUTE 8
Sound Insulation Scheme – January 2008 Update

General Situation

The survey of all properties in the Airport Scheme was completed by November 2007 and 95% of properties are signed off. The remainder are a mixture of properties just awaiting a grant to be paid once the entitlement paperwork is in place or where no response has been received which means the offer is open for when the owner (or new owner) comes forward. This normally equates to 2 or 3 properties in reality.

Granville Noise Insulators are remaining in the area for a while as they are due to be working on insulating some specific community facility buildings as part of an additional tasking.

Programme

The remaining paperwork and records are being assembled for private and local authority properties so that we can lodge those with Newham Council as part of the section 106 requirements by Spring and then the project team will stand down until a new Scheme is initiated. Queries on the current Scheme can still be addressed to me or Rob Grafton in the meantime.

Jonathan Smith
Project Manager