

**MINUTES OF THE MEETING OF THE LONDON  
CITY AIRPORT CONSULTATIVE COMMITTEE  
HELD ON TUESDAY 13<sup>th</sup> JANUARY 2009 AT 4.30 PM  
AT CITY AVIATION HOUSE, LONDON CITY  
AIRPORT**



**PRESENT:**

John Adshead	Chair
Stuart Innes	Secretary
Gary Hodgetts	London City Airport
Cllr Alec Kellaway	London Borough of Newham
Marc Clark	London Borough of Newham
Sundeep Pawar	Gallions Housing Association
Hamish Stewart	RODMA
Gillian Econpouly	LCCI
John Williams	Guild of Travel Management Companies
Howard Sheppard	Docklands Business Club
Dennis James	Custom House and Canning Town Community Forum
Sid Keys	Silvertown TRAs
Gertie Duffy	
Frank Evans	Department of Transport

**APOLOGIES:**

Bill Dunlop	Deputy Chairman
Charles Buchanan	London City Airport
Cllr Pat Holland	London Borough of Newham
Cllr Ayesha Chowdhury	London Borough of Newham
Cllr Peter Craske	London Borough of Bexley
Tim Martin	London Borough of Barking and Dagenham
Elizabeth Hegarty	London City Airport
Glynis Webb	North Woolwich TRAs

**IN ATTENDANCE:**

Janet Goulton	London City Airport
Shahanaz Islam	London City Airport
Rupal Patel	London City Airport
Adam Tally	London City Airport
Andrew Edgar	Streetcar
Tom Jackson	London Development Agency
Peter Campbell	LCCI
J Bradshaw Price	Tower Hamlets resident
	Tower Hamlets resident
Clem Riches	Newham resident
Mark Peters	Local Resident

**1. PRESENTATION - STREETCAR**

Andrew Edgar briefed the Committee on the service offered by *Streetcar* which now has a vehicle based at the Airport. A copy of the slides used in the briefing can be seen on the Committee's website<sup>1</sup>. There followed a period for questions:

- (a) It is not possible at present to take a car from one location and deliver back to another not least because of the difficulty that the parking permits of one Borough are not recognised by others. There is not in fact much demand for this although as use of the service for getting to and from airports develops this might change.

<sup>1</sup> <http://www.lcacc.org/committee/streetcarpresent.pdf>

- (b) Where Congestion Zone charges are incurred they are charged back to the customer. Where several cars cross into the congestion zone in one day the charge is divided among the users. Where a charge is incurred by the Blue Badge user *Streetcar* would submit an appeal with a view to having the charge waived.
  - (c) The base at LCY was the first time in which *Streetcar* had operated at an airport. It was really a base for local users but cars could be used by business users also. *Streetcar* did not want to come into conflict with the car hire firms based at the Airport.
  - (d) Hertz now operate a small car club. It presently has 8 cars. A similar venture by Avis some time ago had not succeeded.
  - (e) It was estimated that each vehicle operated by *Streetcar* kept 21 other vehicles off the road.
  - (f) *Streetcar* has operated for 5 years
2. The **MINUTES** of the meeting held on 7<sup>th</sup> October 2008<sup>2</sup> were approved as a correct record.

### 3. **MATTERS ARISING**

#### (a) **Item 3(a) - Noise Action Plan**

The Airport's response to the draft guidance issued for comment by Defra had included a note that the Committee was anxious that the final guidance should be clear in defining "quiet areas" for the purposes of the NAP.

In line with the draft Guidance the Committee would in due course find itself engaged in the preparation of the Airport's NAP. Frank Evans said Defra were now reviewing the comments received and their response could be expected shortly.

#### (b) **Item 3(b) – Planning applications - informing/consulting local residents**

In spite of a reminder the *Department of Communities and Local Government* had still to respond to the correspondence concerning the arrangements which might be made to secure more uniformity in the steps taken to inform and consult residents affected by planning applications which have an impact on more than one local planning authority area. Frank Evans offered to pursue the matter with the DCLG.

#### (c) **Item 4 Airport Staffing**

Gary Hodgetts told the Committee the Airport was still taking stock of the staffing requirements following the departure of Rob Grafton and Dan Townsend. Meanwhile the Airport's consultants were offering their support, especially Valerie Troshina, and Adam Tally had joined the staff of the Airport – he was present at the meeting and was introduced to members.

### 4. **COMMITTEE MEMBERSHIP**

#### (a) **London Borough of Barking and Dagenham**

The Secretary reported that Tim Martin had been appointed by the London Borough of Barking and Dagenham to serve as its representative as a member of the Committee. Tim is the Council's Principal Transportation Planner. Unfortunately he had been unable at the last minute to attend this meeting.

#### (b) **Guild of British Travel Management Companies**

The Chairman welcomed to the meeting John Williams who had been appointed by the Guild to serve as its representative as a member of the Committee.

#### (c) **London Development Agency**

Jackie Lindre had left the LDA and accordingly had resigned as a member of the Committee. News of her replacement was awaited and Tom Jackson of the LDA said this could be expected very shortly.

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<sup>2</sup> <http://www.lcacc.org/committee/minutes.html>

## 5. CORRESPONDENCE

The Chairman noted that three local residents had asked to speak at the meeting and he proposed that they should do so at this point in the Agenda. The Committee agreed.

Mr [REDACTED]

The Secretary had previously circulated copies of his correspondence with:

- (a) Jim Fitzpatrick MP who had forwarded a letter he had received from Mr [REDACTED] who was a resident of Coldharbour on the Isle of Dogs:-
  - concerning the late departure of an aircraft on 24<sup>th</sup> October;
  - alleging that the Airport had not complied with its obligations with respect to noise monitoring;
  - about the NATS Airspace Change Proposals for Terminal Control North

Mr [REDACTED] had also written to a number of members of Newham Council in relation to the late departure of the aircraft on 24<sup>th</sup> October and the Secretary had been in touch with a number of Newham councillors about it.

- (b) Mr [REDACTED] had also written to ask how to apply for a position on the LCACC on behalf of the Coldharbour/Blackwall community.

Mr [REDACTED] told the meeting he lived at Blackwall in Tower Hamlets and he had never been consulted about any proposal concerning the Airport.

He had written to the Airport concerning the late departure of the flight on 24<sup>th</sup> October. He had received no reply but he had also written to his local MP, Mr Jim Fitzpatrick, and also to Newham Councillors. Mr [REDACTED] had seen a copy of the reply sent to Mr Fitzpatrick by the Secretary of the Committee and by Richard Gooding, the Airport's Chief Executive. It was only at this point that he had become aware of the buffer period of 30 minutes provided for in the s.106 agreement and from the letter from Mr Gooding he noted that there had been one other breach of the prescribed operating hours earlier in the year.

It was clear that the Airport Director had no authority to permit the departure of the flight after the buffer period. He noted that the Airport had issued an apology via the *Newham Recorder* but noted that this newspaper did not circulate in Tower Hamlets. He also felt that the s.106 agreement should be made available on the Committee's website. He had had enormous trouble in obtaining a copy of the agreement from the London Borough of Newham notwithstanding that he had applied for a copy under the Freedom of Information Act and had paid the required fee. He commented also that the complaints procedure did not appear to be working as one would expect.

Mr [REDACTED] asked also about noise monitoring in Tower Hamlets and from the correspondence he was concerned now about the NATS proposals for the Terminal Control North area. It was noted that the latter proposals would be discussed later in the meeting and could be dealt with then.

In relation to the s.106 agreement the Secretary said he would look into the question of the online publication of the present s.106 agreement although he noted that this was more complicated than it appeared because there had been a number of amending agreements and, moreover, it was planned, as part of the process connected with the present planning application, to issue a completely new and consolidated s.106 agreement.

The Chairman said a complaints procedure operated at the Airport and that the Committee received a report on complaints received at each of its meetings. It was obviously quickest and best to contact the Airport about any concerns which might arise but complainants could also raise any concerns directly with the Committee's Secretary or with the Council's environmental health or planning officers. Any such concerns, if they were referred on to the Airport, were included in the Airport's system and featured in the quarterly report submitted to the Committee.

Gary Hodgetts said that on 24<sup>th</sup> October the aircraft in question had been allowed to board its passengers in the confident expectation that it would depart before the closure of the Airport at 22.30 hours. However, there had been a delay caused by an inbound aircraft and it had departed 3 minutes late. The Airport had now revised its procedures and this should prevent such incidents in the future. The Airport was indeed very sorry about the late departure of the aircraft.

Cllr Kellaway said that a number of Newham councillors had been lobbied about this incident which had been taken very seriously by the Council who had issued a stern reprimand to the Airport for a breach of the planning condition.

The Airport would look into the question why they had not responded to Mr [REDACTED]'s original complaint. It was possible it had become subsumed in the correspondence with Mr Fitzpatrick and the Council.

The Airport would also look into the question of what noise monitoring was carried out in Tower Hamlets. The Secretary noted the s.106 Agreement required noise monitoring via four fixed noise measuring points arranged in two pairs, east and west of the Airport. But these points were all in Newham and there had sometimes been breaks when it became necessary to relocate the noise monitors because of development. The Secretary noted also that the Airport was required to produce annually a map showing the 57 LAeq noise contour based on summer noise readings taken via the noise monitoring system. The Summer 2008 contour had just been made available and they could be seen on the Committee's website. In response to a question said he understood that the maps were based partly on actual noise readings and partly on a process of calculation. The 57 LAeq noise contour was the trigger for the noise insulation scheme. It now extended well into Tower Hamlets and Thamesmead.

*Mr Clem Riches*

Mr Riches said he would like to ask long standing members of the Committee who were around in the 1980's on what basis the Airport had been "sold" to the local communities originally and what they were feeling now given that it seemed the Airport would be given the green light to increase the number of flights and that the number of jet aircraft was increasing. He felt the noise from the jet aircraft in particular was very difficult to tolerate at current levels of aircraft movements, let alone at the increased levels now proposed. He noted that British Airways would from September 2009 be introducing Embraer 170/190 jet aircraft for use at the Airport.

The Chairman said that not all local interests had been in favour of the Airport when it was first discussed as a proposal. At the time he had been the Deputy Chief Planning Inspector at the Department of the Environment and he recalled seeing the report of the public inquiry from which it had been clear there was fierce local opposition to the Airport as well as a body of local support. He recalled that at that time the area was very derelict and there was little economic activity. The Secretary said that the report of the first public inquiry could be seen in the Archive section of the Committee's website<sup>3</sup>.

Sid Keys, a long standing member of the Committee, said he lived immediately south of the Airport and local people had tended to support the Airport because it had brought new economic life and local jobs to the area. Noise insulation had been provided and little could be heard although the aircraft were more obvious in the summer when the windows were open. The Airport was communicative and tried to be a good neighbour. Clem Riches commented that experience in similar areas elsewhere suggested the regeneration of the area might have been secured otherwise than by opening an airport.

Dennis James, who lived in the Custom House/Canning Town area, said that in his view the jet aircraft were not much noisier than the turbo-prop types. Some local people had noticed a surge of noise from such aircraft after take-off and complaints had been made about this. He noted that pilots could be brought to book for malpractice of this kind. Mark Peters said in his view the jet aircraft were much more noisy. He had recorded noise levels of more than 100 decibels within his home. Frank Evans said that aircraft manufacturers continued to develop aircraft which were both quieter and produced fewer emissions. Compared with 20 years ago there had been huge reductions in both noise and emissions.

Gertie Duffy said she had lived at North Woolwich since 1947 when the area had been subject to considerable noise from the operation of the docks. Subsequently the area had become derelict and the Airport had certainly brought a good deal of local benefit not least in terms new public transport facilities. As to the future it would be necessary to watch carefully and wait and see

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<sup>3</sup> <http://www.lcacc.org/archive/index.htm#83inq>

whether the increased levels of activity at the Airport continued to bring local benefits which outweighed the disbenefits.

Gillian Econpouly said that it was understood that airports have an impact on those who live near them. This needed to be weighed against wider economic benefits too. London City Airport was essentially an Airport for business travellers and helped to sustain not just those directly employed at the Airport but also employment in the wider business community. The LCCI was accordingly supportive of the Airport and, in response to a question, she noted that the Chamber was supportive also of *Crossrail*. But the new rail project would not in her view lead to a diminution of the role of London City Airport.

John Williams said he did not recall the Airport being “sold” to the local communities but it had been successful and it was now, perhaps, a victim of that success. It was never intended to develop into what it had now become. It was always difficult to mix progress with development – few concerned years ago with the development of Stratford Station could have imagined that it would one day be an important part of the Channel Tunnel Rail Link

*J Bradshaw Price*

Mrs Price said that she had not been aware that pilots could be called to account for the manner in which they overflow the local area and she wondered whether this accounted for the noise effect she had noticed when aircraft overflow the Bow area of Tower Hamlets where she lived. Gary Hodgetts said he’d already made a note to look into aircraft noise over Bow and he would report back.

Mrs Price noted that local people in Tower Hamlets had felt sidelined on Airport issues. The Secretary said that later in the meeting he would be reporting that the proposal to invite a representative of the local communities in the eastern part of Tower Hamlets would be going ahead and he would be getting in touch with the Council about this very shortly.

Mrs Price also suggested that the Committee might consider setting aside time at the beginning or end of each meeting during which members of the public could address the Committee without the need to give notice to the Secretary beforehand. The Committee asked the Secretary to research the practice adopted by other Consultative Committees and to bring the matter back for decision at the next meeting. The Secretary noted that where members of the public wished to ask questions of members it might be necessary to build in an element of prior notice.

Everyone present was reminded of the *consultative* role of the Committee. It did not make decisions on planning questions and could not interfere in the day to day management of the Airport.

## 6. AIRPORT DIRECTOR’S REPORT

In the absence of Charles Buchanan the Airport Director’s report was outlined by Gary Hodgetts. A copy of the full Report is attached to these minutes.

Questions were raised about whether the Embraer aircraft to be used by British Airways had been approved for use at London City Airport. Gary Hodgetts said the full report to be published with the minutes would explain the current approval status of both aircraft.

In relation to the NATS proposals to vary the Airport’s *Standard Instrument Departure* routes (SIDs), the Secretary had sent information about the proposals to all members the previous week. Noting that NATS planned in the near future to submit a formal Airspace Change Proposal (ACP) to the CAA’s Directorate of Airspace Policy (DAP).

The changes were being fast-tracked at the request of the CAA so as to better position the SIDs to accommodate jet aircraft which use the airport today, rather than the slower propeller aircraft for which the existing procedures were first designed in the 1980s.

The primary change was to make the first turn after take-off wider than it is today; the SIDs then would rejoin the existing tracks. People living in the area beneath the revised SIDs should not see any significant change because aircraft already fly this wider turn - the new SID would simply formalise the present reality.

The proposals were part of the Terminal Control North (TCN) airspace consultation last year and NATS say they are a necessary transitional measure until the TCN work is complete.

The Secretary said that for the benefit of non-members present he would attach to the minutes of the meeting a copy of the NATS press release on these proposals so that they could take up any concerns they may have directly with NATS.

Mr [REDACTED] asked about aircraft he saw flying over the 02 building on the Greenwich peninsula. Gary Hodgetts explained that these were no doubt non-standard departures which were sometimes adopted when there were conflicting air movements in the area.

## 7. COMMUNITY REPORT

In the absence of Elizabeth Hegarty the report was presented by Janet Goulton. A copy of the Report is attached to these minutes

## 8. STANDING ITEM ON ENVIRONMENTAL ISSUES

Gary Hodgetts outlined the environmental report noting that a copy would be attached to the minutes of the meeting. Mr [REDACTED] asked whether the list of complaints included that which he'd made in relation to the late departure of the aircraft on 24<sup>th</sup> October. Gary Hodgetts said he thought so but he would check and ensure the Report published with the minutes included this complaint.

## 9. DLR WOOLWICH EXTENSION PROJECT – PROGRESS REPORT – JANUARY 2009

The Secretary said that the DLR service to Woolwich Arsenal had opened on Saturday last, 10<sup>th</sup> January. There would thus be no further progress reports. The Committee asked that the Secretary should write to Ian Thomas to express its gratitude for his great diligence in briefing the Committee on the progress of the DLE extension projects over a period of several years.

## 10. PLANNING APPLICATION

The Secretary had written to all members on 9<sup>th</sup> October confirming that the Airport's application for permission to raise the limit on the number of flights to 120,000 per annum had been considered by the Development Control Committee of the London Borough of Newham the previous evening. The Committee voted 5-1 in favour of the recommendations of their officers to approve the application. The Council's officers were authorised to discuss with the Airport a s.106 agreement as outlined in the officers reports to the Committee<sup>4</sup> and once this had been agreed and signed the Borough Planning Officer was authorised to grant planning permission.

Following the Committee's decision late representations were received from *Friends of the Earth* saying that a race equalities impact assessment should be carried out before planning permission is granted.

In spite of the earlier resolution to delegate authority to the Borough Planning Officer to grant planning permission, the Council's officers took the view that this issue should be referred back to Committee by way of an update, and for Committee to consider whether to revisit its recommendation to grant planning permission in light of the *FoE* representations. The Development Control Committee would thus to consider the application again at its meeting the following evening, 14<sup>th</sup> January 2009 at 7.00 p.m. in the Council Chamber, Newham Town Hall, East Ham, E6 2RP. The Agenda for the meeting, and the report submitted by officers, had already been circulated to all members and could also be seen on the Council's website<sup>5</sup>.

The Council officers had recommended that the Committee should confirm its previous resolution for the reasons explained in section 2 of their Report. It was not considered necessary for a race equality impact assessment to be carried out. Officers were satisfied that the decision of the Committee as reflected in its previous resolution was compatible with the Council's duties under s.71 of the Race Relations Act (as amended).

Subsequent to the Council's previous decision the Government had indicated it would not be "calling-in" the application for determination by the Secretary of State.

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<sup>4</sup> There are links to the reports from the [Committee's Agenda which can be seen on the Council's website](#)

<sup>5</sup> <http://mgov.newham.gov.uk/ieListDocuments.asp?MIId=5831#AI23078>

As indicated in the Consultative Committee's Agenda, if the Council's decision was confirmed, and permission is granted, the new limits on the number of flights would be expressed as limits on all aircraft movements (excluding those for test or training purposes) and not on *air transport movements* as at present.

In relation to the s.106 Agreement it was planned to consolidate all existing s.106 provisions into a single new agreement removing obsolete provisions and updating others. In this connection the Secretary had submitted ideas for the simplification of the provisions relating to the Consultative Committee.

At the last meeting the Airport agreed to take on board in its discussions with the Council about the s.106 agreement the disquiet reported by the Secretary among some members that the proposed *Landscaping and Community Chest* was apparently to be managed by officers of Newham Council and might be for the benefit of Newham only. The Airport said that the current draft wording in the s106 provides for the Council to allocate funds towards landscape improvements and community initiatives benefitting residents within the *actual 57 LAeq* contour.

## 11. COMMITTEE CONSTITUTION

The proposals discussed at the last meeting had subsequently been finalised and incorporated in a paper which the Airport on 29<sup>th</sup> August had sent to the London Borough of Newham for comment. Copies had been sent to members.

The Council had replied on 16<sup>th</sup> December that as an independent organisation the Airport is able itself to identify representatives from the community. The Council's position remained as outlined previously, i.e that elected members (or a nominated person through the elected Member) would be the preferred route for identifying a community representative. The Council was also anxious to correct the idea that the Community Forums were now dead. The Newham Partnership Board in July 2007 had agreed to establish active community teams as a more effective means of engaging local communities rather than steering groups. Community Forums still existed and these were now led by community lead councillors.

Elizabeth Hegarty could not be present at the meeting and in her absence the Secretary said that the Council had offered no comment on the proposals of the report in relation to neighboring Boroughs and it was proposed now to proceed with them without further delay. Thus the appointment of Tim Martin representing the *London Borough of Barking and Dagenham* and Adisa Akintola representing the *West Thamesmead Resident's Forum* would now be confirmed and the Secretary would invite officers at LBTH to arrange for the appropriate Local Area Partnerships to nominate a representative of the local communities in the eastern part of the Borough.

It seemed that Newham Council would not allow the new Active Community Teams to be used as a vehicle for selecting representatives of the local communities in the vicinity of the Airport. This gave rise to serious problems in finding an alternative means of appointment for these members. This would need further discussion within the Airport and with local representatives. Time was short – the Committee's present three year life cycle came to an end in April. The Committee agreed that the life of the present Committee should be extended for three months to allow time for more discussion of the alternatives.

## 12. TRANSPORT FOR LONDON – BUSINESS PLAN

The Agenda report was noted. The decision not to proceed with the Thames Gateway Bridge, the Barking extension of the DLR and the transit projects was to be regretted. Marc Clark said the LBN was keen to discuss with the Airport the need for connections to Barking and the Secretary said this was important not least for staff transport reasons

## 12. AIRPORT POLICING

The Committee noted that among the new Bills referred to in the Queen's Speech on 3<sup>rd</sup> December was a *Policing and Crime Bill* which among other things would introduce measures to "enhance security planning at UK airports". This followed a consultation exercise mounted earlier in the year by the Department of Transport – full details could be seen on their website<sup>6</sup>.

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<sup>6</sup> <http://www.dft.gov.uk/consultations/closed/airportpolicing/>

The Airport said the proposed new powers aimed to regularize the police presence at airports (they presently had no legal powers to be on private land) and create a Police Services Agreement (PSA) at all large airports which are not currently designated for policing purposes. This would include a process to agree resource levels and cost. The Airport is co-operating with the Bill process through the Airport Operators Association (AOA) and as and when the Bill is passed the Airport would get on with negotiating a PSA with the Metropolitan Police.

It is expected that the new legislation, and the resulting PSA, would address the question what provision should be made, and who should pay for it, and that the Airport will have a voice in deciding those issues. The Airport had had no say in deciding the police provision made at present.

The Airport is in regular dialogue with the Metropolitan Police on these matters and there is an excellent working relationship with them.

### **13. OLYMPIC ROUTE NETWORK (ORN) - CONSULTATION**

The Agenda report, and the information previously circulated by the Secretary, were noted.

Sid Keys said he wondered how an Olympic priority lane installed in Albert Road to the south of the Airport could possibly operate.

The Airport would be studying these proposals in more detail and it was agreed that they would brief the Committee if there was anything which might give rise to concern to members.

### **14. ANY OTHER BUSINESS**

#### **(a) Birthday Celebration**

A number of members had attended the Airport's 21<sup>st</sup> Birthday Celebration on Monday 27<sup>th</sup> October 2008.

#### **(b) CRB Checks for Foreign Nationals**

At the Annual Liaison Meeting of UK Airport Consultative Committees (UKACCs) at Heathrow on 11/12 June 2008 there had been discussion of the difficulties airports were having in obtaining correct and complete criminal history checks from abroad for foreign nationals. The meeting was concerned that there appeared to be a disparity between UK and foreign applicants in that British citizens seemed to undergo a more stringent vetting process.

The Annual Liaison meeting had agreed that the UKACCs Secretariat should write to the Department for Transport and copies of the letter sent, and the reply received, had been sent to all members on 16<sup>th</sup> December along with copies of correspondence between the Manchester Airport Consultative Committee and the Department on the same subject.

#### **(c) NATS Terminal Control North – Consultation – Procedure (CAP 725)**

There had also been discussion at the Annual Liaison Meeting about the procedures adopted by NAT in connection with this consultation exercise. Notably there had been inconsistencies in the way in which NATS had hosted and organised consultation events with some stakeholders and interested parties. For example this Committee had been offered a briefing on the proposals but only for 10 members and in private. No such restrictions had been imposed on a similar briefing for the Stansted Airport Consultative Committee, which held a special meeting for the purpose. Members will recall that following representations NATS had lifted the limit on the number attending the briefing but still insisted that it should be a closed meeting (no public, no media).

The Annual Liaison meeting had likewise agreed that the UKACCs Secretariat should write to the CAA and copies of the exchange of letters had been sent to all members on 16<sup>th</sup> December.

#### **(d) London Borough of Newham – Consultation – Development Control Policy Manual**

Information about this consultation had been circulated to all members on 7<sup>th</sup> November 2008. Cllr Ann Jackson had responded to Newham Council on behalf of local residents in Tower Hamlets and a copy of this had been sent to members on 7<sup>th</sup> November 2008. Mrs Bradshaw Price asked for a copy of Councillor Jackson's submission.

**(e) UK Identity Cards**

The Secretary said that during 2009 those working airside at London City and Manchester Airports would be among the first to be issued with the new UK Identity Cards. If the trial was successful the cards would be issued to airside employees at other airports.

**(h) Airport Regulation - Reform**

In November 2008 the Panel appointed to advise the Secretary of State for Transport on the reform of airport regulation in the UK had published a note of its “emerging thinking” – this could be seen on the DfT’s website<sup>7</sup>. Details had been sent to all members of the Committee.

The Secretary noted the Panel favoured regulation by licence, with airports of different size and market power having different licence obligations. A possible classification might be:

- Airports with significant market power, requiring some form of price control;
- Airports not requiring price control, but with relevant aeronautical revenues in excess of a specified monetary sum (the intermediate tier);
- the remainder.

It was not clear in what category London City Airport might be placed but the Secretary assumed it would be the last.

The Secretary also noted that one licence condition might be to require (some) airports to have consultation procedures with local authorities and the community in relation to noise and other local impacts, such as land use and congestion. It was not clear how this sat with the legislation with respect to Consultative Committees – this was an issue which was likely to be taken up by the *Heathrow Airport Consultative Committee*. Frank Evans said the Department would likewise be telling the panel about the present network of consultative committees.

**(i) CNN Business Traveller - Airport Special**

The Secretary said that CNN Reporter, Richard Quest, had spent a day at London City Airport where he experienced the everyday challenges from baggage handling, to cleaning onboard and even marshalling an aircraft to the stand after landing. A programme about his experiences would be broadcast on:

- Wednesday, 14 January: 0930, 1830
- Saturday, 17 January: 0830, 1900
- Sunday, 18 January: 0530, 1830
- Monday, 19 January: 0400

**15. DATE OF NEXT MEETING**

Tuesday 7<sup>th</sup> April 2009 at 16.30 hours at City Aviation House at London City Airport.

**MINUTE 6**  
**Airport Director’s Report – 13<sup>th</sup> January 2009**

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**1. Airport Passenger Traffic**

Year end figures showed that 3.3 million passengers passed through London City Airport between 1 January and 31 December 2008, a 12 per cent rise on the year 2007. In spite of the current economic and financial challenges, December still showed a 10 per cent growth in passengers on the previous year. The average seat capacity of aircraft at the airport grew from 70 seats in 2007 to 72 seats in 2008, and average load factor remained consistent at 54 per cent.

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<sup>7</sup> <http://www.dft.gov.uk/pgf/aviation/airports/reviewregulationairports/emergencythinking/independentpanel>

The total number of scheduled and corporate movements for 2008 was 94,763.

We remain cautious about 2009's prospects until stability returns to the financial services industry and the wider economy. Nevertheless the continued commitment of our partner airlines and our many regular users gives us continued confidence in the longer term.

## **2. New Routes**

A new service to Billund in Denmark commences on 19<sup>th</sup> January operated by Sun Air, under franchise of British Airways. On the same day Aer Arran launch a new service to the Isle of Man using an ATR-42 aircraft. This destination is of course already served by VLM and replaces the now defunct Euromanx service.

The British Airways daily flight to Warsaw has been suspended for the winter schedule due to the demise of Flight Line, the operator from whom British Airways wet leased aircraft. The service is expected to resume in the autumn.

Plans for the British Airways New York service are continuing as planned for launch in autumn 2009.

## **3. Fleet Changes**

Just before Christmas, British Airways placed a firm order for a fleet of 11 new generation fuel efficient Embraer aircraft at an investment of US\$376 million. These will replace the current fleet of 10 Avro RJ100 and two RJ85 aircraft operated by BA Cityflyer.

The first Embraer 170 will be delivered in September with further deliveries through to June 2010. The Embraer 170 obtained steep approach certification to operate at London City Airport in June 2007. The Embraer 190 is currently undergoing a series of engineering evaluation tests with the view to receiving its steep approach certification by the end of 2009.

Both the new Embraer fleet and the current RJ fleet have similar noise ratings. The Embraer fleet are greener and more fuel efficient than the RJ fleet with significantly lower carbon dioxide emissions.

## **4. Airport Developments**

A project to overhaul the departure lounge at London City Airport commenced in mid-December 2008. Due for completion in spring 2009, the £1.5 million project will complement the successful refurbishment and expansion work undertaken in early 2008.

## **5. SIDS**

The CAA is requiring NATS to introduce new Standard Instrument Departure Routes for London City Airport from summer 2009. Please see attached press release from NATS.

**MINUTE 7**

## **Community Relations Report – October/December 2008**

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### **TICKETS (WHEN ISSUED)**

- 2 x Geneva – Portway Primary School Winter Market (Newham)
- 2 x Geneva – Tower Hamlets Fundraising Ball (APASENTH and the Child Concern Consortium) (Tower Hamlets)
- 2 x Zurich - Poppy Appeal Dinner and Dance Raffle (Newham)
- 2 x Dublin – Thames Gateway Forum (Newham)
- 2 x Geneva – Newham General Hospital Christmas Market and Carol Concert (Newham)
- 2 x Barcelona – NewVic Languages Diploma Prize Winner (Newham)
- 2 x Dublin – Newham Trax Anti- Violence Project for Young People in Custom House (Newham)
- 2 x Dublin - Runway News October Competition Winner (Newham)

### **TOURS**

- Gallions Primary School (Newham)
- Thomas Tallis Primary School x2 (Greenwich)
- Lewisham College (Lewisham)
- Christ the Church Sixth Form College

- Robert Owen Early Years Centre (Greenwich) (Lewisham)
- Shooters Hill College (Greenwich) • Orpington College x2 (Bromley)
- Cayley Primary School (Tower Hamlets) • Frank Barnes School (Camden)
- Skillsmatch Employment (Tower Hamlets) • Southgate College (Enfield)
- Eastbury College (Barking & Dagenham) • Great Yarmouth College
- Parkside Community College (Waltham Forest) • West Kent College (Kent)
- Aylesbury College x2 (Oxford)

### **EDUCATION AND SKILLS ACTIVITIES**

- The LCY Barnaby Bear Geography Programme was delivered to two classes of 30 children at Rosetta Primary School in Newham.
- The LCY Modern Foreign Languages Programme was delivered to groups from Lister and Royal Docks Secondary Schools in Newham.
- Rohima attended Manor Primary School in Stratford with Valerie Wood (British Airways Crew Member) who gave an inspirational speech to children on the occasion of Black History Month.
- Airport volunteers delivered an educational session at the NewVic European Languages Conference, focusing young people on the importance of languages in the work place.
- Seven local schools each received up to 15 tickets for young people to attend the show “Finding Nemo on Ice” at The O2 from a private suite, donated by London City Airport.
- LCY volunteers delivered an employment presentation and skills workshop to job seekers at Skillsmatch Employment Centre in Tower Hamlets.
- The LCY City Interview Employment Programme was delivered to young people registered as “NEET” in partnership with local charity Community Links.

### **SPONSORSHIP AND DONATIONS**

- Airport Teams participated in the Richard House Hospice Five Aside Football Tournament and “City Goalball”, fundraising for Richard House and the London Forum for Disabled People respectively.
- The Community Team sold pink pins and high visibility armbands to raise money for Breast Cancer Campaign on “Wear it Pink Day”. A stall was also set up in the Terminal, selling pink sweets and other pink items to staff and passengers.
- A Team of LCY Volunteers facilitated the Ascension Church Centre Elders’ Christmas Party (Newham).
- £1000 donation in support of the University of East London E-Factor competition to promote enterprise skills.
- £200 donated to the Globe Town Pensioners Unit towards Christmas events.
- £150 donated to the TNG WU Retired Members Association.
- £300 donated to the Newham Friendship Group towards Christmas events.
- £500 Christmas donation to Calverton Primary School (Newham).
- £500 Christmas donation to Winsor Primary School (Newham).
- £200 donated to Newham PCT Rainbow Ward towards facilities for child patients.
- £200 donated to Neighbours in Poplar towards their Christmas activities (Tower Hamlets).
- £200 donated to Globe Town Unit in Poplar towards Christmas activities (Tower Hamlets).
- £500 sponsorship of the Margaret Hodge MP Christmas Card Competition (Barking & Dagenham)

- A total of 23 complaints/enquiries relating to environmental matters were received during the period detailed above. As breakdown is given as follows:
- Of the 23 complaints/enquiries received for this period;
  - 10 referred to aircraft/airport noise, flight paths, air traffic frequency and early/late departures
  - 1 referred to planning and flight paths
  - 3 referred to non-LCY air traffic
  - 9 enquiries referred to flight paths, movement statistics, noise contours and the Sound Insulation Scheme.

1. DATE RECEIVED: Monday 6<sup>th</sup> October 2008  
 DATE OCCURRED: Various  
 TIME OCCURRED: Various  
 AREA: Isle of Dogs (Tower Hamlets)  
 COMPLAINT: Increase in aircraft traffic and change in flight paths  
 RESPONSE: Letter
2. DATE RECEIVED: Tuesday 7<sup>th</sup> October 2008  
 DATE OCCURRED: Various  
 TIME OCCURRED: Various  
 AREA: Dagenham RM9  
 COMPLAINT: Repeat of previous complaint to other MEP regarding aircraft noise, paths and frequency  
 RESPONSE: Letter
3. DATE RECEIVED: Thursday 9<sup>th</sup> October 2008  
 DATE OCCURRED: N/A  
 TIME OCCURRED: N/A  
 AREA: E6  
 COMPLAINT: ENQUIRY – eligibility for SIGS  
 RESPONSE: Letter
4. DATE RECEIVED: Monday 13<sup>th</sup> October 2008  
 DATE OCCURRED: Past few weeks  
 TIME OCCURRED: Various  
 AREA: Hackney  
 COMPLAINT: ENQUIRY – flight paths  
 RESPONSE: Letter
5. DATE RECEIVED: Monday 13<sup>th</sup> October 2008  
 DATE OCCURRED: N/A  
 TIME OCCURRED: N/A  
 AREA: Beckton E6  
 COMPLAINT: ENQUIRY – eligibility for SIGS  
 RESPONSE: Telephone call (VT)
6. DATE RECEIVED: Tuesday 14<sup>th</sup> October 2008  
 DATE OCCURRED: N/A  
 TIME OCCURRED: N/A  
 AREA: Imperial College London  
 COMPLAINT: ENQUIRY – request for detailed noise contours for research purposes

- RESPONSE: Letter & telephone call
7. DATE RECEIVED: Tuesday 14<sup>th</sup> October 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: Department of Transport and Aviation Environmental Division  
COMPLAINT: ENQUIRY – details sought on flight paths for arrivals and departures at the Airport  
RESPONSE: Letter
8. DATE RECEIVED: Tuesday 14<sup>th</sup> October 2008  
DATE OCCURRED: Various  
TIME OCCURRED: 04.30 hours  
AREA: E16  
COMPLAINT: ENQUIRY – confirmation of operating hours and air traffic control actions at the Airport required (request from Newham)  
RESPONSE: Letter
9. DATE RECEIVED: Monday 27<sup>th</sup> October 2008  
DATE OCCURRED: Various  
TIME OCCURRED: Various  
AREA: SE23  
COMPLAINT: Aircraft noise and low flying  
RESPONSE: Ongoing
10. DATE RECEIVED: Monday 27<sup>th</sup> October 2008  
DATE OCCURRED: Friday 24<sup>th</sup> October 2008  
TIME OCCURRED: 22.33 hours  
AREA: LBN  
COMPLAINT: Late departure  
RESPONSE: Letter
11. DATE RECEIVED: Friday 31<sup>st</sup> October 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: Dagenham RM9  
COMPLAINT: Repeat of previous complaint to other MEP regarding aircraft noise, paths and frequency  
RESPONSE: Letter
12. DATE RECEIVED: Unknown (dated 29<sup>th</sup> October 2008)  
DATE OCCURRED: Friday 24<sup>th</sup> October 2008  
TIME OCCURRED: 22:30  
AREA: N/A  
COMPLAINT: Late departure due to terminal evacuation  
RESPONSE: Letter
13. DATE RECEIVED: Friday 31<sup>st</sup> October 2008  
DATE OCCURRED: Various  
TIME OCCURRED: 06:00  
AREA: Finsbury Park  
COMPLAINT: Early morning flights – not LCY associated  
RESPONSE: Telephone call (AT)
14. DATE RECEIVED: Monday 3<sup>rd</sup> November 2008  
DATE OCCURRED: Various  
TIME OCCURRED: Various  
AREA: Clapham SW4

- COMPLAINT: Aircraft flight paths off route over Clapham  
RESPONSE: Telephone call (VT)
15. DATE RECEIVED: Wednesday 5<sup>th</sup> November 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: N/A  
COMPLAINT: ENQUIRY – details of flight paths, planning and consultation requested.  
RESPONSE: Letter
16. DATE RECEIVED: Monday 24<sup>th</sup> November 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: Royal Docks E16  
COMPLAINT: ENQUIRY – sound insulation scheme  
RESPONSE: Letter
17. DATE RECEIVED: Tuesday 25<sup>th</sup> November 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: Royal Docks E16  
COMPLAINT: ENQUIRY – sound insulation scheme  
RESPONSE: Letter
18. DATE RECEIVED: Wednesday 3<sup>rd</sup> December 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: Royal Victoria, E16  
COMPLAINT: ENQUIRY – Sound Insulation Scheme  
RESPONSE: Telephone call
19. DATE RECEIVED: Wednesday 3<sup>rd</sup> December 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: Gallions Reach, E6  
COMPLAINT: ENQUIRY – Sound Insulation Scheme  
RESPONSE: Telephone call and e-mail
20. DATE RECEIVED: Wednesday 3<sup>rd</sup> December 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: N/A  
AREA: Thamesmead, SE28  
COMPLAINT: Airport related noise and sound insulation  
RESPONSE: Letter
21. DATE RECEIVED: Thursday 4<sup>th</sup> December 2008  
DATE OCCURRED: N/A  
TIME OCCURRED: Morning and late night  
AREA: Bow  
COMPLAINT: Early & late flights (non-LCY), TV reception interference.  
RESPONSE: Telephone call
22. DATE RECEIVED: Saturday 6<sup>th</sup> December 2008  
DATE OCCURRED: Saturday 6<sup>th</sup> December 2008  
TIME OCCURRED: 06:45 – 07:00  
AREA: Britannia Village, E16  
COMPLAINT: Early morning flights and aircraft noise

RESPONSE:	Telephone call
23. DATE RECEIVED:	Wednesday 10 <sup>th</sup> December 2008
DATE OCCURRED:	Past few weeks
TIME OCCURRED:	N/A
AREA:	Britannia Village, E16
COMPLAINT:	Aircraft noise and flight paths
RESPONSE:	Letter

Gary Hodgetts  
Director Operations Policy and Planning