

**MINUTES OF THE MEETING OF THE LONDON
CITY AIRPORT CONSULTATIVE COMMITTEE
HELD ON TUESDAY 7th APRIL 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
Cllr Ayesha Chowdhury	London Borough of Newham
Cllr Denise Hyland	London Borough of Greenwich
Tim Martin	London Borough of Barking and Dagenham
Tom Jackson	London Development Agency
Hamish Stewart	RODMA
Gillian Econpouly	LCCI
John Williams	Guild of Travel Management Companies
Glynis Webb	North Woolwich TRAs
Adisa Akintola	West Thamesmead Residents Forum
Sister Christine Frost	Tower Hamlets Local Area Partnership 7
Dennis James	Custom House and Canning Town Community Forum
Sid Keys	Silvertown TRAs
Gertie Duffy	North Woolwich and Silvertown Community Forum
Frank Evans	Department of Transport

APOLOGIES:

Robin Whitehouse	London Borough of Newham
Janet Goulton	London City Airport
Howard Sheppard	Docklands Business Club
Cllr Peter Craske	London Borough of Bexley
Alan Robinson	West Silvertown Village Community Foundation

IN ATTENDANCE:

Bernard Lavelle	London City Airport
Elizabeth Hegarty	London City Airport
Rupa Haria	London City Airport
Rupal Patel	London City Airport
Adam Tally	London City Airport
Marc Clark	London Borough of Newham
Tower Hamlets resident	

1. The **MINUTES** of the meeting held on 13th January 2009¹ were approved as a correct record.

2. MATTERS ARISING

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

In spite of reminders by the Secretary and on the Committee's behalf by Frank Evans, there had still been no response from the DCLG. The question had first been raised with them on 9th July 2008. The Secretary would continue to press the Department for a reply.

(b) Item 5 – Website: Section 106 Agreement

The Committee noted the Airport would review the publication online of its s.106 planning agreement with the London Borough of Newham once the planned new agreement (which consolidates new and previous requirements into a single new agreement) had taken effect.

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

The new agreement was still in discussion and in any case was dependent on the Council confirming its approval of the Airport's present planning application

(c) Item 5 – Consultative Committee – Public Participation

The suggestion made at the last meeting had been considered earlier in closed session and the Committee had agreed:-

- a) that the press and public should continue to be free to attend the meetings of the Committee, and that
- b) members of the public would be permitted to speak at meetings only if:
 - 14 days notice had been given to the Secretary; and
 - it had been demonstrated to the satisfaction of the Chairman that the member of the public concerned had not been able to obtain the help of a local representative member of the Committee in raising the issue about which they were concerned;

It was noted that the Airport was prepared to answer questions on issues within the Committee's remit submitted in writing not less than 14 days before the next following meeting of the Committee. The answers would be included in the Airport Director's report.

The Committee's officers were asked to implement the changes forthwith pending formal revision of the Committee's constitution.

(d) Item 5 – Response to Complaint

The Committee noted that the Airport had written to the complainant saying they had no record of any complaint sent to the Airport by the complainant last year. They did, however, receive a letter sent by from Mr Jim Fitzpatrick MP on 29th October 2008 to which was appended the e-mail correspondence between the complainant and Mr Fitzpatrick MP. In line with normal procedure a response had been sent to Mr Fitzpatrick by the Airport's Chief Executive

(e) Item 12 – Airport Policing

The Secretary updated the Committee on the progress of the *Policing and Crime Bill* which includes provision to establish new arrangements for airport security on the lines recommended by the 2006 *Policing Review*. In particular there is provision requiring the majority of airports in the United Kingdom to agree a local airport security plan (ASP) with their key stakeholders based on an agreed threat and risk analysis. The new provisions would also allow the cost of the policing element of the ASP to be charged to the airport operator. The Secretary would keep the Committee up to date with the progress of the Bill.

3. SLOT ALLOCATION REGULATION – CONSULTATION ON DESIGNATION OF LONDON CITY AIRPORT AT LEVEL 3

Bernard Lavelle, the Airport's Sales Director, briefed the Committee on the background to the proposals and their impact on the Airport.

The Committee agreed to inform the Department for Transport that it was in favour of the proposal that London City Airport should be designated as 'coordinated' by the Secretary of State for the purposes of the EC and UK Slot Allocation Regulations and that the Committee agreed with the proposed appointment of *Airport Coordination Limited (ACL)* as the coordinator. It was noted that ACL was already operating at the Airport on scheduling matters.

Members thanked Bernard Lavelle for explaining the proposal.

4. COMMITTEE MEMBERSHIP

(a) Deputy Chairman – Bill Dunlop

The Committee noted with great regret that Bill Dunlop had died on, 2nd March 2009.

Bill was an important member of the local community for many years and he'd been a member of the Consultative Committee since its very first meeting on 30th June 1987². He would be greatly missed. The Secretary had written to Bill's daughter expressing the

² See <http://www.lcacc.org/accmins/accmin0687.pdf>

Committee's sorrow and a page about him had been posted to the Consultative Committee's website³

The funeral, held on Monday 16th March 2009, was very well attended. A number of members of the Committee were there.

The Airport would be proposing a replacement once new representatives of the local communities in Newham had been appointed.

(b) London City Airport

The Airport has nominated Janet Goulton to serve as its representative in succession to Charles Buchanan who has left the Airport's service. The Committee agreed that the Secretary should write to Charles Buchanan thanking him for his diligent work with the Committee over a number of years.

(c) London Borough of Tower Hamlets – Local Area Partnership 7

The Committee noted that LAP7 had nominated Sister Christine Frost to serve as its representative as a member of the Committee. The Chairman welcomed Sister Christine to the meeting.

(d) London Development Agency

The Agency has nominated Tom Jackson to serve as its representative in succession to Jackie Lindre who has left the Agency's service. The Chairman welcomed Tom to the membership of the Committee.

5. CORRESPONDENCE

The Secretary had sent to all members copies of the correspondence with a resident of Tower Hamlets following the publication of an article in *The Wharf* which had caused the complainant concern for security reasons. The Airport had provided a statement to the Committee about this article which the Chairman read to the meeting:

London City Airport can confirm that the five individuals featured in The Wharf newspaper on 18 February are full time employees of London City Airport Limited. As such, these individuals are not classed as civil servants, Metropolitan Police, UK Borders Agency or any other government agency that may operate at the airport.

As employees of London City Airport, the individuals concerned were enthusiastic about, and happily agreed to participate, in the article in question. London City Airport is proud of all its staff especially those involved in responding to the incident on February 13th.

London City Airport requires no special permission, other than our overall planning approval, from external organisations to utilise any part of its property for promotional purposes.

The Secretary had also circulated copies of further correspondence received the previous day from the complainant along with a copy of an interim response on the question of flights over the O2 Arena noting that the matter had indeed been referred to in the minutes of the last meeting (see the last paragraph of Item 6) and that the question had been followed up in e-mails sent by the Secretary and Valerie Troshina.

Gary Hodgetts confirmed that the CAA had indeed prosecuted the operator who in 2006 had used the Airport to operate passenger services to and from Sandown in the Isle of Wight. These flights had apparently been operated in contravention of the AOC under which the service had been provided. Gary Hodgetts noted that the Airport relied on the CAA as the regulator to check that services to and from the Airport were being flown in accordance with an appropriate AOC. But the Airport itself checked that the pilots and aircraft using the Airport were qualified to do so according to the special conditions attaching to operations at LCY.

The other points would be investigated and the Committee would in due course be sent a copy of the response sent to the complainant. The Secretary noted that Newham Council had not so far approached the Committee in relation to the complaints procedure. The complainant provided a copy of the local election leaflet which formed the basis of the points he had made in relation to Airport support for a local bus service.

³ <http://www.lcacc.org/history/dunlop.html>

Mrs Bradshaw Price had also written to the Committee that morning but there had been no time to consider the various issues she had raised. A copy of her e-mail would be sent to all members as well as a copy of the response sent to her in due course.

6. AIRPORT DIRECTOR'S REPORT

The Airport's report was tabled by Gary Hodgetts. A copy of the report is appended to these minutes.

Dennis James commented that he had used the Airport on several occasions since the last meeting and that he had been very impressed by the refurbished departure lounge.

In response to a question Gary Hodgetts said that the Embraer 170 and 190 aircraft types proposed to be used by *British Airways* were likely to display similar noise characteristics to the BAe 146/RJ70-100 aircraft now used by the airline at LCY. The new types would be noise-assessed before they came into use and the Airport would discuss with Newham Council the provisional noise categorisation to be assigned to these aircraft as required by the s.106 agreement.

7. COMMUNITY REPORT

The Airport's report was tabled by Elizabeth Hegarty. A copy of the report is appended to these minutes.

8. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Airport's report was tabled by Gary Hodgetts. A copy of the report is appended to these minutes.

9. PLANNING APPLICATION

Gary Hodgetts said that it was difficult to say when the Airport's application might be considered again by the Development Control Committee of the London Borough of Newham but it now seemed unlikely such consideration would be given to the application before July 2009.

Meanwhile discussions were still in progress on the s.106 agreement which would replace all earlier such agreements and was likely to be long and complex. The Secretary noted that much of the committee's website would need to be reviewed and updated once the new agreement came into force.

10. COMMITTEE CONSTITUTION

Elizabeth Hegarty said that there had been further discussions on how to appoint the representatives of the local communities and she outlined the Airport's latest proposals – see note attached to these Minutes.

There followed a discussion during which the following points were made by members

- It was important to use all available means to obtain the names of suitable people to represent the local communities - including taking the advice of the local elected councillors.
- *Runway News* does not always, as it is supposed to, reach all homes in the local area. Elizabeth Hegarty said she would look at this again and local members were asked to let her know of any distribution failures of which they were aware.
- It was important to draw up a detailed specification for the type of person being sought. There were concerns that this process might be used by people or organizations with a different agenda as a means to try to take over or undermine the Committee.
- It was important that new representative should have the ability to interact with the communities they represented and they should be willing to have their names and contact details made available on the Committee's website and other local media.
- If the publicity process attracted a number of nominations such that it became necessary make choices the possibility of drawing names from a hat should not be overlooked.
- If more than one name was submitted and it became necessary to introduce rotation it was important that this was implemented in such a manner as to secure the best possible continuity.
- There was discussion of the possibility of securing representatives through local meetings or through the Airport's Fun Day. This should be kept in mind.

The Secretary reminded the meeting that the judgment in the Fair Oaks case in 1998 meant that the membership of the Committee should reflect the three groupings referred to in s.35 of the Aviation Act 1982 in roughly balanced proportions. Elizabeth Hegarty noted that at present there was a need to secure more representatives of airport users.

Members were reminded also that the Committee was a *consultative* body with a membership representing not just the local communities but also the airport, local and public authorities and agencies and airport users. The Committee did not make decisions and was *not* an airport opposition group. The Committee's function was to serve as an organised forum in which the Airport could inform its diverse stakeholders of current issues and seek their feedback.

Bearing in mind that the constitution of the Committee was essentially a matter for the Airport the Committee agreed to recommend that:

- (a) taking into account the discussion at this meeting the Airport should now complete its proposals which should be circulated to all members of the Committee.
- (b) the Airport should proceed with advertising for volunteers to represent the local communities in Newham using the next (June) edition of *Runway News* and the local media and as well as contact with local organisations and local councillors.
- (c) the Committee should be asked at its next meeting to review the response to the advertising process pending a final decision on whether these arrangements were appropriate and could be sustained.
- (d) the term of the present Committee should be extended for a further period of three months so that its last meeting would be that scheduled for July 2009.
- (e) the recent appointments of Adisa Akintola and Sister Christine Frost should be treated as appointments for the Committee's next three year term

11. NOISE ACTION PLANS

The Committee appointed Howard Sheppard, Dennis James, Glynis Webb and Sid Keys and the Secretary to work with the Airport in drawing up the *Noise Action Plan* (NAP). The Airport confirmed its intention to mount a public consultation before the NAP was finalised and submitted to the Department in time for the deadline of 30th November 2009.

The question arose in relation to the 57LAeq noise contour whether the 16 hour period used in calculating the contour could be changed to match that of the opening hours of the airport. The Secretary would explore the point and report back to the Committee.

12. EU ENVIRONMENTAL NOISE DIRECTIVE (END) – PROPOSED CHANGES TO ENGLISH REGULATIONS

The Committee agreed to support the proposed changes but in doing so to draw attention to the following issues:

- There has been widespread concern about the definition of the proposed “quiet areas” and where they might be located. It is hoped that the proposed change will make it easier and simpler for the Secretary of State to deal with these concerns and to make changes as and when it seems necessary
- The Committee believes that a consolidated noise map should be drawn up for the area in which London City Airport is located

13. TERMINAL CONTROL NORTH – SECOND CONSULTATION

The Committee noted the letter received from NATS on 19th February about a planned new consultation on revised proposals to redraw the aircraft route map in the area of south-east England known in airspace terms as Terminal Control North (TCN).

14. LONDON CITY AIRPORT – STANDARD INSTRUMENT DEPARTURES

The Committee noted the letter received from NATS indicating that the proposed changes to the Airport's *Standard Instrument Departures* had been approved and would take effect on 7th May 2009.

15. OLYMPIC ROUTE NETWORK (ORN) - CONSULTATION

With the agreement of the Chairman the Secretary had written in response to the Department for Transport's consultation in the following terms:

- The Committee was very surprised that the Airport, which lies very close to the principal Olympic site, and at the centre of the proposed Olympic Road network, was not among the bodies directly consulted about the proposals.
- The Committee recognised the need to secure speedy and trouble free access to and between the Olympic venues and the roads proposed to be included in the Olympic Road Network (ORN) seemed to be the right ones. The Committee could see no other roads which ought to be added.
- The Airport is an important international air transport facility serving predominantly the business community, notably in Docklands and the City. It is likely also to play an important part in bringing people to the Olympic Games from across Europe. Recent research showed that 40% of the Airport's passengers, and a higher proportion of those working there, depend on the road network for access to the Airport. Many of these roads were to be included in the ORN.
- The Committee recognised that the restrictions and other measures to be imposed in connection with the Olympic Games might also benefit those using these roads to travel to and from the Airport. But this would be coincidental. It was just as likely that some of the measures imposed for the benefit of those bound to or from Olympic sites, might seriously impede and delay the journeys of Airport passengers and staff.
- For these reasons the Committee wanted to be assured that the *Olympic Delivery Authority* (ODA) would consult the Airport and the Consultative Committee fully and directly in relation to the restrictions and other measures to be applied in relation to the ORN.

The Committee concurred in the action taken by its officers. It was noted that the Airport had submitted similar comments.

16. REFORMING THE FRAMEWORK FOR THE ECONOMIC REGULATION OF UK AIRPORTS - CONSULTATION

It seemed that at London City Airport the impact of Department's proposals would not be very great. Nonetheless the Committee agreed to respond to the consultation as follows:

- The Committee agrees with shift to the proposed new licensing regime which, as the Department says, offers more flexibility than the present system and also a proportionate and effective means to implement some of the provisions of the Airport Charges Directive which is due to come into force from 2011.
- The Committee agrees also that the proposed new duties of the *Civil Aviation Authority* represent an improvement on those which obtain at present and in particular the proposed new primary duty to promote the interests of passengers and to have regard to the environmental impacts of airport development
- The Committee has reservations about the proposal that at national level *Passenger Focus* should henceforth represent air passengers instead of the *Air Transport Users Council* (AUC). At present *Passenger Focus* has no experience of representing the interests of air passengers and indeed it does not represent passengers in London at all. Better perhaps to review and enhance the functions of AUC but if the transfer to *Passenger Focus* is decided upon it should be introduced with great care to ensure that the huge specialist knowledge and experience built up at AUC was not lost or dissipated.

17. CONSULTATION ON OVERSEAS CRIMINAL RECORD CHECKS FOR TRANSPORT STAFF

Gillian Econopouly commented that the LCCI had recently done some research about the new rules for employers wishing to hire foreign employees, which involves a long and complex application to become a sponsor organisation. She noted that there seems to be an increasing reliance on employers as the first line of immigration regulation, so the new rules around vetting foreign transport workers may be part of a wider trend.

John Williams drew attention to the need to identify the criminal activity of UK citizens overseas.

Concerns were expressed that the proposals might be unworkable in practice.

It was suggested that the comments should be obtained of the Airport's Director of Terminal Services, Melanie Burnley, who operated the arrangements at LCY and would also be responsible for the introduction of ID Cards for airside workers on a trial basis

It was agreed that these points should be incorporated in the Committee's response to the consultation which should be on the following lines:

- Notwithstanding that at least one Consultative Committee, and the UKACCS Liaison Group, had been in correspondence with the Department about this issue it was surprising that consultative committees were not among those consulted on these proposals.
- The Committee shares the concern among many consultative committees that in relation to airside workers at airports there appeared to be a disparity between UK and foreign applicants in that British citizens seemed to undergo a more stringent vetting process. The lack of a robust system of criminal record checks for some foreign nationals was a source of great concern.
- Among the options listed in the Department's consultation paper it seemed that *Option 4* offered the greatest benefits with the least delays⁴. But it was not clear who would pay for the service. In the Committee's view the costs should be borne by the Department because it arose from questions of national security and also the Government's immigration policy.

18. UK AIRPORT CONSULTATIVE COMMITTEES - ANNUAL LIAISON MEETING – BELFAST CITY AIRPORT – 27/28 MAY 2009

The Agenda report was noted. The annual meeting would be attended by the Chairman and Secretary who would report back at the next meeting. The Committee had no further items to suggest for discussion at the meeting.

19. DATES OF FUTURE MEETINGS

The Committee agreed the following dates for its future meetings:

- Tuesday 7th July 2009
- Tuesday 6th October 2009
- Tuesday 12th January 2010
- Tuesday 6th April 2010
- Tuesday 6th July 2010
- Tuesday 5th October 2010
- Tuesday 11th January 2011
- Tuesday 5th April 2011

The meetings would all be held at City Aviation House at London City Airport at 16.30 hours

20. ANY OTHER BUSINESS

(a) G20 Summit at ExCeL – 1/2 April 2009 – Security Arrangements

On 20th March the Secretary had circulated a note received from Chief Inspector Gordon Atkinson of CO18 outlining the security arrangements as they appeared at that time.

(b) Election Result

There had been local Newham Council by-election following the death of Cllr Simon Tucker. The new member for the Royal Docks Ward was Stephen Brayshaw who lived in Britannia Village.

(c) Second Runway

On 17th March the Secretary had circulated a note to all members noting a story was doing the rounds locally suggesting that it is planned to have a second runway at the Airport.

⁴ This involved the DfT assessing overseas criminal history checks in respect of all new staff subject to *National Security Vetting (NSV)*. It would apply to new staff who had spent 6 continuous months or more in the last 5 years. In relation to other new staff it was expected that industry employers would follow Government guidance to check criminal history "on a risk assessment basis".

Apparently the story emerged from election material put out by one of the candidates in the local Newham Council by-election then in progress and flowed from a statement by Teresa Villiers, the Shadow Secretary of State for Transport, which was reported in the Times on 29 January. On the basis of information supplied by the Airport the Secretary's note assured members there were *no* plans for a second runway. The *Airport Master Plan* of 2006 still stood. The Airport had said they were not even using the existing runway to its maximum capacity so would certainly *not* need a second runway. There had been *no* negotiations on this matter and the Conservative Party had *not* been in touch with the Airport regarding this statement or any kind of expansion at the Airport.

(d) Planning Act 2006

In January the Government had launched a consultation in relation to the statutory list of bodies to be consulted on the planned *National Policy Statements* which will "provide a comprehensive view of the case for national infrastructure development". The Committee felt it would wish to be listed as a statutory consultee for the NPS on Aviation and, indeed, for any other NPS which has a bearing on aviation or airports or London City Airport and the Secretary was asked to respond accordingly.

The Secretary said that at the end of March 2009 the Department had launched a further consultation seeking views on a suite of draft regulations and guidance documents dealing with the procedures for pre-application consultation on nationally significant infrastructure projects and on the information to be included with an application submitted to the new *Infrastructure Planning Commission (IPC)*. He noted that the IPC would only be considering airport planning applications which have the effect of increasing the number of passengers by at least 10 million per year or increasing by at least 10,000 per year the number of air transport movements of cargo aircraft. It was unlikely, therefore, that any planning applications in relation to LCY would be dealt with by them. He noted the deadline for comments is 19 June 2009

(e) Airport Charges – EU Directive

The Committee noted the passing of the EU's new Airport Charges Directive 2009/12 which sets out common principles to be observed by airport operators when determining their airport charges. Member states have until 15th March 2011 to bring into force the laws, regulations and administrative provisions necessary to comply with the Directive.

As expected, the Directive applies to airports "open to commercial traffic whose annual traffic is over five million passenger movements". It does not therefore apply to London City Airport but it might have an impact on the Government's proposal for a new regulatory regime – see Minute 16 above

(f) Temporary Amendment of EU Slots Regulation

Following on from the discussion referred to at Minute 3 above, the Committee noted that the European Commission has just published a proposed temporary modification of the EU airport slots regulation.

The proposal arises from the present economic downturn which in common with other industries has affected the airlines. In order to prevent airlines maintaining their capacity and operating purely in order to keep their slots, the Commission was proposing temporarily to suspend the "use it or lose rule". Currently the rules force airlines to use the slots at busy airports at least 80 percent of the time or face losing them in the following season. The proposed temporary freeze of this 80-20 rule will allow airlines to reduce their activity without losing their slots. Carriers will thus have access during the 2010 summer season to the same slots they had in summer 2009, regardless of whether or not they used them.

This measure was planned for only one season (summer 2009). However, depending on how serious the situation appears as the 2009-2010 winter season approaches, the Commission might decide, on the basis of a thorough impact study, to renew all or part of the scheme, which would then also have an effect on the 2010-2011 winter season.

(g) EU Directive (EC/2008/101) – Inclusion of Aviation in the European Union Emissions Trading Scheme (ETS)

The Committee noted that this Directive had been passed on 2nd February 2009 and that already the UK Government had already launched a stage one consultation about regulations

to set up a system to allow operators to apply for their free emissions allocations and also to require them to start monitoring their activities and emissions in January 2010 in line with obligations in the Directive. Further Regulations would be brought forward by the UK Government over the period ahead. They are obliged to transpose the EU Directive in full by 2 February 2010

(h) Market Investigation - Competition Commission's Report

The Competition Commission (CC) had published its final report on this investigation on 19th March 2009.

Most of the report was of no interest to the Committee but in one place it makes recommendations in relation to airports policy. It recommends that the DfT should, in the context of the development of the forthcoming *National Policy Statement (NPS)* on airports - see Minute 20(d) above - consider the impact of the White Paper on the aviation market, particularly in the South-East, in the light of the required sale of Gatwick and Stansted. The Department should ensure that the NPS on airports does not unduly constrain this market and should give consideration to the ambitions of the new owner of Gatwick Airport, including the possibility of a second runway after 2019.

(i) Community Programmes

Councillor Hyland was delighted that the airport continued to operate its programme to help improve the community infrastructure and especially local skills. It would have been easy at such a time to cut back such programmes and she was delighted that the airport had refrained from doing so.

Gillian Econpouly said the LCCI was very concerned about the skills shortage in London. This is regularly identified as one of the main for London businesses.

(j) Third Runway at Heathrow

John Williams wondered if the committee had taken a view on the proposed third runway at Heathrow (LHR). He had recently attended a meeting at which it was noted that the absence of the new runway at LHR meant that more long-haul flights were being operated from hub airports on the continent. This meant that airports such as LCY would come under increasing pressure to provide more short-haul European services to feed the long-haul flights at those continental hubs.

Gary Hodgetts said that it would be a challenge to provide more flights than those referred to in the *Airport Master Plan*. There would be infrastructure problems not least with the runway which was designated Code 2 and could not be upgraded to Code 3. The Airport had thought about the third runway at LHR and there had been discussions with the BAA and NATS from which LCY had concluded that the new runway, if implemented, would not have any great impact on services to and from LCY.

The Secretary noted that there was concern in UKACCs about the need to preserve and, indeed, restore services to London Heathrow and London Gatwick from the more distant regional airports in the UK. The slots, especially at LHR, were very valuable and there was a natural tendency to use them for larger aircraft of the kind used on long-haul international flights. There was, perhaps, the need for the Government to intervene.

Gillian Econpouly noted that the health of business in London, and London's competitiveness as a location for business enterprise, depended in part on good air services. Councillor Alec Kellaway noted that Crossrail and Eurostar needed to be taken into account in the planning process.

21. DATE OF NEXT MEETING

Tuesday 7th July 2009 at 16.30 hours at City Aviation House at London City Airport.

1. Airport Passenger Traffic

The start of 2009 has been marked by some significant weather impacts, notably the heaviest snowfall in London for 18 years during February. Coupled with the incident with the BA aircraft which also closed the runway for a period of time (details below) and the challenging global economic situation, during the first three months of 2009 we have seen passenger numbers decline by 9.4% compared with the same period in 2008. Average aircraft size increased from 71 to 78 seats with average load factor declining from 54% to 48%. Over the same period the Jet Centre traffic has also declined by 35% in passengers and 33% in aircraft movements.

2. Route Changes

The UK regional airline Air Southwest will launch a new twice-daily service between London City Airport and Plymouth and Newquay airports from 20 April. The service will operate once a day at weekends. The new service, operated on 50-seater Dash 8-300 aircraft, will stop at Plymouth en-route to Newquay. Plymouth was of course the first UK domestic destination ever served from London City in 1987. Fares on the new flights have been designed to make the new service better value than either rail or road travel, with seats starting at £29 each way including taxes, charges and baggage.

VLM Airlines will start a new service from London City Airport to Nantes from 27th April using a Fokker-50 aircraft.

Plans for the British Airways New York service are continuing as planned for launch in autumn 2009. In March BA revealed the interior cabin layout of the all-business Airbus A-318 aircraft which will be configured to just 32 seats for flights from City Airport.



The twice daily service will operate 6 days per week and will stop in Shannon in Ireland for refuelling on the westbound service. Passengers will be able to clear US customs and immigration checks while in Shannon enabling them to bypass the normal processing in New York JFK Airport after landing. Eastbound services will be non-stop.

British Airways also plans to launch text and mobile services for passengers on this service. BA is the first UK airline to announce the introduction of a live communications service on transatlantic flights. In addition passengers will be able to access the Internet and send emails from laptops fitted with GSM data cards.

British Airways withdrew flights to Dublin from 2nd March. This was due to the lack of an available aircraft and to a recent reduction in bookings. From this summer season Lufthansa has switched its London to Berlin service from London City to Heathrow in order to operate larger aircraft on this route.

3. Fleet Changes

At the last meeting we updated the committee on British Airways' 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 has been undertaking noise and parking trials at the airport over the course of the last week. The aircraft were flown by experienced test pilots and were overseen by the Civil Aviation Authority (CAA). This is with a 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 have proven to be up to 56% more fuel efficient than some of the aircraft currently operating at the airport with significantly lower carbon dioxide emissions.

The timetable of events was notified to the committee in advance and of course all test flights occurred within our permitted operating hours.

4. Aircraft Incidents

On 5 February a British Airways aircraft from Glasgow landed with a suspected damaged nose wheel. The aircraft landed safely with 25 passengers on board. No passengers or staff were injured. The aircraft came to a halt on London City Airport's runway which was closed as a result until it was confirmed that it was safe to move it.

On 13 February a British Airways BAe100 aircraft from Amsterdam landed with a failed nose wheel at 1940 hours. As a precaution the emergency slides were deployed and all 67 passengers were evacuated onto the runway. A small number of passengers suffered minor injury during the evacuation. The aircraft came to a halt on London City Airport's runway which was closed as a result. All arriving flights that evening were diverted or cancelled. The runway was cleared overnight and normal services resumed the following day.

The Air Accident Investigation Branch (AAIB) is conducting an inquiry into both incidents to establish the cause.

5. Performance/Punctuality

The CAA published statistics at the end of March that showed a marked improvement in on-time aircraft performance at London City Airport in the last quarter of 2008. 74 per cent of flights departed on time during the period of October through December 2008, an improvement of 16 percentage points over the same period in 2007. The improvements in punctuality are a direct result of the additional capacity provided by four new aircraft parking stands which came into operation in May 2008.

6. Airport Developments

A project to overhaul the departure lounge at London City Airport commenced in mid-December 2008 and was completed at the end of March, one month ahead of schedule. The £1.5 million refurbishment project complements the extension of the departure lounge that was completed in May 2008. 17 per cent more seating has been added, as well as improved restroom facilities and new climate control systems. The departure lounge now has numerous laptop plug-in points and complimentary Wi-Fi access.



7. Planning Application

As previously reported, the Airport's planning application to increase movement levels at the airport to 120,000 per year was approved by the Development Control Committee of the London Borough of Newham in October 2008. The Borough Planning Officer was authorised to grant planning permission subject to negotiation and completion of the s106 agreement. The negotiation of the s106 agreement is in its final stages. However, following the committee's decision, late representations were received from Friends of the Earth and the Council has confirmed that it will refer these back to the

Development Control Committee at a forthcoming meeting (yet to be confirmed). The Consultative Committee will be advised in advance when the date of this committee is known.

8. ID Cards

London City Airport has agreed to work with the Home Office as part of the first wave of airports for airside workers identity cards. It will help develop detailed plans for their introduction from autumn 2009. The Scheme will allow people to assert their identity with ease and confidence in a range of situations which currently depend on multiple proofs of identity. After an 18 month evaluation period the Government and industry in partnership will assess the benefits and achievements of the scheme and consider how the process can be further developed for future phases.

MINUTE 7

Community Relations Report – January/March 2009

EDUCATIONAL TOURS

- Colegrave Primary x2 Newham
- Sheringham Nursery Newham
- Burdett Estate Playgroup Tower Hamlets
- Mulberry School Tower Hamlets
- Eglinton Early Years Greenwich
- Kidbrooke School Greenwich
- Waltham College Greenwich
- Greenwich College x 2 Greenwich
- Hackney Community College Hackney
- Redbridge College Redbridge
- St Luke's Catholic School Bexley
- Lammas School Waltham Forest
- Leyton 6th Form College Waltham Forest
- Shenstone School Kent
- Harlow College x2 Essex
- Barnet College Barnet
- Merton College x2 Surrey
- Loughborough Students Flying Club
- Hutesons Grammar School

EDUCATION AND SKILLS ACTIVITIES

- The pilot programme of the London City Airport/Newham Workplace Into Work Training Programme “Take off into Work” was delivered 23 March – 3 April. Eight candidates are currently on work placement with LCA departments including Customer Services and Ramp Services, as well as supporting on-site companies Nuance Tax & Duty Free, WH Smith, HMS Host, and Cobalt Ground Services. The programme will be delivered up to five times in 2009 and all candidates live in the London Borough of Newham.
- The London City Airport Modern Foreign Languages Programme was delivered to:
 - Lister School x2 Newham
 - St Bonaventures School Newham
 - Eastlea School Newham
 - St Thomas Moore School x2 Greenwich
 - Langdon Park School Tower Hamlets
 - Bishop Challoner School Tower Hamlets
- The LCA City Interview Employability Programme was delivered to students from Central Foundation School in Tower Hamlets.
- The LCA Primary Barnaby Bear Geography Programme was delivered to students from both Gallions Primary School in Newham and Shapla Primary School in Tower Hamlets.
- A group of secondary students studying the ICT Diploma in Newham visited the airport for a tour and workshop with the Airport IT Director.
- Airport volunteers conducted BOSS Days (Building Opportunities and Skills Seminars) at Brampton Manor, Eastlea and Lister Secondary Schools in Newham.
- The Community Team conducted literacy competitions in Winsor and Keir Hardie Primary Schools, as well as Royal Docks Community School, with the prize being tickets to High School Musical on Ice or Strictly Come Dancing at The O2.

- 25 year 10 students from Woolwich Polytechnic School in Thamesmead who were unable to participate in work experience were able to visit the airport for a full day workshop based on employability and creativity exercises. The students were set a project in small teams, which they presented to airport staff later that week. The winning group won WH Smith gift vouchers and all students were provided with developmental feedback on their project, team and presentation skills.
- The Woolwich Polytechnic Year 10 was also greeted by Darren Grover, Director of Ramp Services during assembly in March. Darren gave an inspirational talk about work experience, employers' expectations and how to progress in your career to the entire year group of c.270 students.
- Airport volunteers participated in two activities with students from George Greens Secondary School in Tower Hamlets – hosting a stall focused on careers and jobs with presentations at their “Passport to Employability” event and also conducting workshops at the “Getting Ahead Conference” based on the skills required for employment.
- The Community Team delivered workshop presentations to small groups at the Barking and Dagenham London 2012 Careers Event, providing information on some of the tourism opportunities that may arise from the Olympic and Paralympic Games.
- The Community Team attended a cookery session at “New Directions”, based at Storey School in Newham. The young people attending this centre do not attend mainstream school for a variety of reasons and have a vocationally-based curriculum. The airport made a donation to cookery equipment to allow the group to focus on life skills.
- Young people at Ranleigh Primary School in Newham benefited from the expertise of airport volunteers at their recent “My Future” event, where they were provided with an insight into the different jobs at an airport.
- Volunteers from airport departments attended the Greenwich “Careers in Action” event in Woolwich, to raise awareness in young people of the employment opportunities in the fields of Leisure, Tourism, Retail & Business and the qualifications & training required.



New Newham Employee, Pearl Barclay



Rupal Patel with New Directions

SPONSORSHIP AND DONATIONS

- Airport employees at City Aviation House “wore it red” in February to raise money (c.£200) for the airport’s chosen charity, Richard House Children’s Hospice.
- A pair of flight tickets were donated to the following organisations/events for raffle to raise funds for their charities:
 - Wharfstock '09 - Comic Relief
 - Jim Fitzpatrick MP- Sreepur Village Women’s Foundation
 - Eton Manor Rugby Club- Youth Rugby Coaching in Redbridge
- A hamper of goodies was donated to the following organisations/events for raffle to raise funds for their charities:
 - WHCM Counselling & Support
 - Local Freemasons Lodge - Alzheimer’s Charity Fundraising
 - Royal Docks Active Community Team x2 - Green Day Event
 - Civic Ambassador’s Dinner - Fundraising for Community Links

- More than 20 tickets to shows at The O2 were donated to schools in Newham and Tower Hamlets in the first quarter of 2009, including to an international netball match.
- London City Airport renewed its support for the Newham All Star Sports Academy's Primary Basketball League in Newham, donating the £500 required to run the League coaching and competitions.
- Over 40 leather tub chairs (valued at approximately £300 each) were donated by the airport to community organisations including: Britannia Village Hall, St John's Community Centre, Asta Community Centre and via Margaret Hodge MP's office. The chairs were available due to the departure lounge refurbishment project.



Airport Employees "Wear it Red"

OTHER

- London City Airport has been invited by the City Corporation to act as a "Contributor" business to their "Heart of the City" Programme, which matches long standing Community Affairs Teams from established businesses to "Newcomers" who are looking to engage in Corporate Social Responsibility or Community Affairs activity.
- The London City Airport Employers' Forum met on 20 January, with presentations from the London Borough of Newham Regeneration Team (local recruitment) and East London Business Place (local procurement).
- The Community Team hosted a stall at the Royal Docks Active Community Team "Green Day", conducting a recycling competition and answering questions about the environmental procedures the airport has in place.
- Airport volunteers attended a "sports camp" at Cumberland School, hosted by Dame Kelly Holmes, encouraging young athletes in Newham to reach their full potential.
- Terminal Team Leader Mandy Doherty; was voted "LCA Volunteer of the Year" by the Staff Association for her support to a local job seeker with experience of mental health issues on a work trial at LCA in 2008.



Rupal Patel at the Royal Docks "Green Day"



Mandy Doherty, Volunteer of the Year Airport



Volunteers with Dame Kelly at the Sports Camp

FUN DAY

The London City Airport Fun Day will take place on 4 July 2009, with doors opening at 1430. This FREE ENTRY event will host London's only air show and fun-filled sporting-themed activities. In aid of the airport's chosen charity, Richard House Children's



Hospice, this year's event will include: an ice rink, football pitch, Premier League Football Coaches, aircraft tours, flight simulator, toboggan runs and much, much more.

MINUTE 8
Environmental Issues – January/March 2009

- A total of 16 complaints/enquiries relating to environmental matters were received during the period detailed above. As breakdown is given as follows:
 - Of the 8 complaints received for this period;
 - 2 referred to a perceived increase in flights and aircraft noise
 - 3 referred to flight paths and aircraft noise
 - 2 referred to non-LCY traffic
 - and 1 remains unclassified as the complainant failed to leave a clear telephone message, or contact details.
 - Of the 8 enquiries received for this period;
 - 4 referred to flight paths and noise levels
 - 2 referred to non-LCY traffic
 - 1 referred to the Sound Insulation Scheme
 - and 1 referred to some TV signal interference
1. DATE RECEIVED: Friday 16th January 2009
DATE OCCURRED: Friday 16th January 2009
TIME OCCURRED: 16:50
AREA: Tower Hamlets
COMPLAINT: Enquiry – Confirmation of unusual flight path due to bad weather
RESPONSE: E-mail
 2. DATE RECEIVED: Monday 19th January 2009
DATE OCCURRED: Sunday 18th January 2009
TIME OCCURRED: N/A
AREA: Unknown
COMPLAINT: Unknown
RESPONSE: Unable to respond due to lack of contact details
 3. DATE RECEIVED: Wednesday 21st January 2009
DATE OCCURRED: General
TIME OCCURRED: Early morning (approx 3 am)
AREA: Hornchurch RM11
COMPLAINT: Aircraft noise and flight paths: NON LCY TRAFFIC
RESPONSE: Telephone call
 4. DATE RECEIVED: Thursday 22nd January 2009
DATE OCCURRED: General
TIME OCCURRED: General
AREA: Barking, IG11
COMPLAINT: Enquiry – query recent change in flight paths
RESPONSE: Telephone call
 5. DATE RECEIVED: Friday 23rd January 2009
DATE OCCURRED: Friday 23rd January 2009
TIME OCCURRED: 13:30
AREA: Canning Town, E16
COMPLAINT: Aircraft flight path – due to bad weather (missed approach)
RESPONSE: Telephone call
 6. DATE RECEIVED: Tuesday 3rd February 2009
DATE OCCURRED: Various
TIME OCCURRED: Various

- AREA: Clapham SW4
 COMPLAINT: Aircraft flight paths off route over Clapham
 RESPONSE: Telephone call, email.
7. DATE RECEIVED: Monday 9th February 2009
 DATE OCCURRED: Over the past year
 TIME OCCURRED: Various
 AREA: Royal Docks E16
 COMPLAINT: Increase in and change in time of flights
 RESPONSE: Email
8. DATE RECEIVED: Thursday 12th February 2009
 DATE OCCURRED: Previous few weeks
 TIME OCCURRED: Evening
 AREA: E16
 COMPLAINT: Enquiry – TV signal interference
 RESPONSE: Telephone call
9. DATE RECEIVED: Wednesday 18th February 2009
 DATE OCCURRED: Various
 TIME OCCURRED: Various
 AREA: Beckenham BR3
 COMPLAINT: Increase in aircraft movements and noise
 RESPONSE: Letter with observation sheet. Awaiting response.
10. DATE RECEIVED: Wednesday 18th February 2009
 DATE OCCURRED: Various
 TIME OCCURRED: Various
 AREA: Islington N19
 COMPLAINT: Aircraft noise. NON-LCY
 RESPONSE: Telephone call.
11. DATE RECEIVED: Thursday 19th February 2009
 DATE OCCURRED: Wednesday 18th February 2009
 TIME OCCURRED: 04.30
 AREA: London SE1
 COMPLAINT: Enquiry – night time flying (NON-LCY)
 RESPONSE: Telephone call
12. DATE RECEIVED: Saturday 28th February 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Newham E6
 COMPLAINT: Enquiry – flight paths
 RESPONSE: Email
13. DATE RECEIVED: Thursday 5th March 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Gillingham ME8
 COMPLAINT: Enquiry – Department for Transport
 RESPONSE: Email
14. DATE RECEIVED: Friday 13th March 2009
 DATE OCCURRED: N/A
 TIME OCCURRED: N/A
 AREA: Britannia Village, E16
 COMPLAINT: Enquiry – Sound insulation scheme
 RESPONSE: Email

15. DATE RECEIVED: Tuesday 17th March 2009
DATE OCCURRED: N/A
TIME OCCURRED: Night-time
AREA: Dartford, Kent
COMPLAINT: Enquiry – who to contact regarding night time flying (NON-LCY)
RESPONSE: Telephone call
16. DATE RECEIVED: Tuesday 17th March 2009
DATE OCCURRED: Previous week
TIME OCCURRED: N/A
AREA: Bow, E3
COMPLAINT: Future changes to flight paths, operation hours and low flying
RESPONSE: Email

MINUTE 10
Committee Constitution – Appointment of Community Representatives
Note of LCY Proposals

Following lengthy consultations on community representation for the London City Airport Consultative Committee (LCACC), the following proposal is recommended by the airport to the LCACC.

Community representatives should be nominated to the LCACC from the following local areas:

LOCAL AREA	RECOMMENDED MECHANISM FOR RECRUITMENT
Silvertown	Silvertown TRAs
West Silvertown	West Silvertown Village Community Foundation
North Woolwich	North Woolwich TRAs
South Beckton	
Custom House & Canning Town	
South A13 Additional Representative	Area Tenants Liaison Committee – South A13 Area
West Thamesmead	West Thamesmead Tenants & Residents Association
Blackwall / East India	Local Area Partnership 7

In the London Borough of Newham, the change in operation of the Community Forums requires a new method of LCACC Community Representation to be put forward. The airport proposes that an advertisement is placed in the airport community newsletter, “Runway News” seeking nominations to the Committee from the each of the areas listed above that fall in the London Borough of Newham. Should more than one suitable nomination that meets the criteria be received, the representatives should attend on a roster basis to be agreed.

In some areas, existing organisations and arrangements have been used to recruit community representatives to the LCACC (e.g. North Woolwich TRAs). Where this is the case, the airport will notify this organisation that an advertisement has been posted, to ensure that potential representatives have the opportunity to come forward, providing the opportunity to continue the good practise that has been achieved by this arrangement previously.

Community Representatives must be able to demonstrate that they are able and willing to communicate information and updates from the LCACC with their neighbourhood. They must also consent to their name and contact details (either address or email) to be published on the LCACC website.

In the event that a nomination for any of the listed local areas is not received, an experienced local representative may be co-opted in consultation with the Committee Members.

Outside of Newham, it is proposed that the existing arrangements of nominating representatives from the Local Area Partnership 7 and West Thamesmead TRA continue as these representatives are newly appointed.

Elizabeth Hegarty – Community Relations Manager