



**MINUTES OF THE MEETING HELD ON WEDNESDAY, 5th
JULY 2000 AT 7 PM AT CITY AVIATION HOUSE, LONDON
CITY AIRPORT**

PRESENT:

John Adshead	Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Cllr Chris Seddon	London Borough of Newham
Michelle Murphy	Airline Operators Committee
Dave Atkins	Cyprus TRAs
Sid Keys	Silvertown T&RAs
Gertie Duffy	North Woolwich & Silvertown Area Team
Glynis Webb	North Woolwich T&RAs
Roderick Hamer	Chaplain, London City Airport (Observer)
Max Dixon	Greater London Authority (Observer)

APOLOGIES:

Bill Dunlop	Deputy Chair
Cllr Alec Kellaway	London Borough of Newham
David Kent	ABTA
Hamish Stewart	RODMA
Howard Sheppard	Docklands Business Club
David Senior	LCCI
Alan Taylor	Custom House and Canning Town Forum
Gary Hodgetts	London City Airport
Graham Lilly	Thamesmead Town
Ian Fines	London Borough of Newham
Robin Whitehouse	London Borough of Newham
Peter Mendham	Beckton Area Team

IN ATTENDANCE:

Rob Grafton	London City Airport
Jane Graves	Drew Road T&RA
Rose Geaney	Drew Road T&RA
Mrs Rosslyn Powell	

1. The **MINUTES** of the meeting held on 5th April 2000 were approved as a correct record of the discussions at that meeting

2. MATTERS ARISING

- (a) **Item 2(b) - Visit to Ronaldsway Airport, Isle of Man**

This visit took place on Tuesday 13th June 2000. Ten members of the Committee had taken part. The Secretary had written to thank Ronaldsway Airport for all that they had done to make the visit such a success. Members expressed their thanks to the Airport for such an informative and interesting trip.

3. **COMMITTEE MEMBERSHIP 1999/2000**

(a) Renewal of Committee Membership

The Committee noted that this was the last meeting of the 1999/2000 Committee year. The Secretary was asking participating organisations to nominate or re-nominate their representatives for the coming year. The Committee noted the following nominations already received:-

London Borough of Bexley: Councillor Cheryl Potter

The Committee noted that Sid Keys was now Chair of the Drew Road T&RA (in succession to Arthur Cattell) and had been nominated to represent the Silvertown T&RAs.

(b) Greater London Authority

The Chair welcomed to the meeting Max Dixon representing the Greater London Authority. The Committee agreed that the question of GLA membership of the Committee should be reviewed at a later date. For the time being the GLA would be represented by an Observer.

4. **AIRPORT STATISTICS**

The charts were noted. The Committee noted that the number of passengers in June 2000 (139,487) had set a new record. This represented a 9% increase over the same month in 1999. The number of Air Transport Movements was 4521, an increase of 14% over the previous year. This reflected the withdrawal of the larger BAe146 from some routes and a greater use of smaller turbo-prop aircraft, notably the Dornier 328 and the Dash 8.

5. **AIRPORT DIRECTOR=S REPORT**

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

(a) Local Policing

The Airport said that in the light of recent experience - outlined in his report - they intended to press the issue of local policing and, following the withdrawal of one of the two appliances at the local station, they would be pursuing also the question of the adequacy of the local fire service on which the Airport depended for specialist back-up services. This was welcomed by local members and there was a discussion of the problems:

§ Although the Home Office had announced the recruitment of another 5000 police officers it was understood that the number to be appointed was only 2000. At present the Metropolitan Police was losing officers faster than replacements could be recruited.

§ North Woolwich Police Station was now back in use. The Airport understood it would be staffed by 17 officers although local members had heard the previous evening that the number was 14 working in two daytime shifts. The station was not staffed at night. The front office at the Station was still being refurbished and would not be opened until September.

- § Although the re-opening of the Station was welcomed it was pointed out the staff allocated to it was very small in relation to the area for which it was responsible which included Canning Town, Beckton, West Silvertown, Silvertown and North Woolwich.
- § Roderick Hamer said he believed the increase in the number of police officers locally had been achieved by the redeployment of staff from other parts of East London and this could be expected to produce an adverse reaction in those areas. He intended, as the local vicar, to offer pastoral support to the staff at North Woolwich whose work was stressful. If he could help by providing a link to the station he would be happy to do so.
- § Max Dixon said that although the GLA was now responsible for the Metropolitan Police their powers did not extend to day-to-day operational issues. He would, however, take up with colleagues the Committee=s concerns with regard to the adequacy of local police and fire services.
- § With regard to the incidents at Storey Road School Cllr Seddon expressed the Council=s thanks to the Airport for the repairs it had carried out. Rob Grafton said that the work to replace the boundary fence next to the school would be completed very shortly. The Airport had also provided a dummy CCTV camera and had offered to provide grilles for the windows although these were not now being broken so frequently and the governors were not sure whether to accept the offer. The repairs to the boundary fence would allow the nature garden at the school to be brought back into use and the Airport would be helping to refurbish it.
- § Following a serious assault on a passenger on his way to Silvertown Station the Airport were taking steps to cut down the shrubbery on the approach to the Parker Street entrance and to instal a more suitable gate. This was welcomed by local members who asked if the improvements would include a CCTV camera. The Airport said that the area was already covered by a camera mounted on the Airport terminal but that at the time of the incident the sun had been shining directly into the lens and clear pictures of the incident were not available. Glynis Webb referred to the wicket gate next to the Drew Road school and asked whether this might not be a better entrance point than that at Parker Street. The Airport said it would consider this.

The Committee felt it would be an advantage if the police could be represented at meetings by an observer and the Secretary was asked to write to the local chief superintendent of police.

(2) Planning Application - ExCel Car Park

Glynis Webb referred to the planing application submitted by ExCel for car parking on Airport land at the eastern end of the south side of the King George V Dock. She said local people were not opposed to the application which would lead to a tidying up of the area and better security. However, she asked for assurances that access to the new car park would be via the presently disused gate at the eastern end of the dock and that the scheme would provide for park and ride. It was also important that the route to the car park was well signed to avoid the use of Albert Road which was already congested and there was concern that the charge for the car park would lead to exhibition parking in local streets.

Alan Medlock said that the Airport would not permit access to the new facility via Hartmann Road and accordingly access would only be via the gate at the eastern end. Rob Grafton noted that Fairview homes were obliged to provide traffic signals at that point if the gate was opened to traffic and these would provide safe conditions for users of the car park and local residents alike. The new car park would operate as a park and ride scheme and drivers would not receive a bus ticket unless they used the car park. Bearing in mind the distance to the exhibition centre it was unlikely they would choose to park in local streets. The need for good signage was noted.

6. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Airport's Environmental Officer tabled his report - a copy is attached to these minutes. It was noted that the new Noise and Track Keeping monitoring system would be fully operational in time for a demonstration to the Committee at its next meeting. It was agreed that this would take place at City Aviation House at 18.30 hours before the meeting of the Committee at 19.00.

7. NOISE INSULATION PROGRAMME

A progress report was tabled - a copy is attached to these minutes. Sid Keys said that a number of freeholders had sent in receipts in respect of double glazing installed by them with a view to a contribution by the Airport reflecting the cost of installing secondary glazing. Nothing had been heard and he suggested that these and all future applications should be acknowledged.

It was suggested that the shop used to demonstrate the secondary glazing and ventilation systems should be open more often. Residents calling the mobile telephone number displayed at the shop did not receive any response.

David Atkins asked if a schedule could be produced indicating the timetable for completing the present phases of the programme. In response to a question the Secretary said that start of Phase IV of the programme would depend on the 57Leq contour reaching the first of the dwellings listed for that phase in the s. 106 Agreement. Full details of the noise insulation programme were available in the Handbook issued to members when the s. 106 agreement was completed and on the Committee's web site at www.lcacc.org The Secretary would be happy to send details to any member on request.

The Airport agreed that a full Progress Report should be submitted to the next meeting which would be attended by the responsible officer Jonathan Smith. In the meantime any questions or problems should be directed to him or to Rob Grafton.

8. STUDY OF AIRPORT ISSUES IN THE SOUTH-EAST AND EAST REGIONS OF ENGLAND

The Secretary read a letter received from David Senior (LCCI) commenting on the Chamber's paper AOptions for Growth@ circulated with the Agenda.

Jane Graves said there were rumours locally that the Airport was planning to expand by permitting the use of larger aircraft and/or by adding a new runway. Alan Medlock said that the new regional jets, notably the Avro RJX, could be expected at the Airport but that these were of much the same size as the present types. Although heavier aircraft such as the Airbus 318 and Boeing 717 could in theory be authorised for use at the Airport it was unlikely they would prove economic to operators bearing in mind that the en-route

charging regime in Europe was discouraging when compared to the lighter regional jets. Rob Grafton said that the new regional jets such as the RJX offered a longer range, quieter engines and greater fuel efficiency. As to a second runway there was simply nowhere to put it! Neither could the present runway be extended without putting it into a new category requiring greater width for which there was no room.

The Committee noted the very difficult issues referred to in the LCCI report in seeking to meet the forecast demand for air services to and from London.

9. FACILITIES FOR DISABLED PASSENGERS

Alan Medlock said that the Airport had been built to the latest standards for disabled access. The lifting of passengers on to or from aircraft was a responsibility of the handling agents. There had been problems and concerns about this and there was now a specialist firm employed at the Airport, working to the handling agents, dedicated to assisting disabled passengers on and off aircraft and in pushing wheelchairs within the airport. The Airport were also upgrading the toilets for the disabled and specialist vehicles to lift passengers on/off aircraft with greater dignity were being considered. These would need to take account of aircraft with integral steps which gave rise to difficulties in using such vehicles.

10. ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEE CHAIRMEN AND SECRETARIES

The Chairman and Secretary commented on some of the matters discussed at this meeting which included:

- (1) The DETR=s Regional Air Studies
- (2) The Public Health Impact of Large Airports - a report commissioned by the Netherlands Government.
- (3) Air Transport Forums and Airport Surface Access Studies
- (d) The DETR Sleep Disturbance Studies - progress
- (4) Korean Airlines 747 Crash at Stanstead Airport - lessons learned
- (5) Air services from the UK Regions into congested London hubs
- (6) Airport Passenger Charges
- (7) Air Passenger Duty
- (8) Air Passenger Rights in the EU
- (9) European Commission Communication ASingle European Sky@
- (10) Flight Punctuality and Reliability

In relation to UK regional services into London, Alan Medlock said that new routes into London City would provide only a part of the answer since many regional passengers needed to use Heathrow for interlining. He noted, however, the experience at Dundee where London City was the only scheduled destination served. This had proved enormously popular with passengers travelling both to London and onwards to European destinations. Scotair were planning to increase the number of flights on the route.

Concerning the Korean Airlines incident Alan Medlock said that representatives of the Airport had likewise attended a full briefing on the lessons learned at Stanstead. In

consequence they had commissioned the Emergency Planning Officer at Stanstead at the time, who had since retired, to undertake a thorough study of the emergency procedures at LCY including matters such as communication with the local community which had become a serious issue at Stanstead on that occasion.

11. DATES OF FUTURE MEETINGS

Wednesday 4th October 2000
Wednesday 10th January 2001
Wednesday 4th April 2001
Wednesday 4th July 2001
(End of Committee Year)
Wednesday 4th October 2000

12. ANY OTHER BUSINESS

(a) UEL Seminars

Jane Graves drew attention to the Lifelong Learning seminars offered by the University in which she thought the Airport and members of the Committee might take an interest.

(b) Silverlink Metro

There were now quarterly liaison meetings attended by the LBN, Silverlink Metro and other interested bodies including local residents. Susan Dewey had now resigned and her place as manager of the North London Line had been taken by Charles Beaumont. There were rumours that the DLR might take over that part of the North London Line south of Stratford.

(c) Literacy Project

Jane Graves asked about the literacy project funded by the Airport. Alan Medlock said this was still operating successfully but he would ask Lorraine Bell to provide more information.

13. DATE OF NEXT MEETING

Wednesday 4th October 2000 at 7pm at City Aviation House at London City Airport. Members wishing to see a demonstration of the Noise and Track Keeping Monitoring system should attend at 6.30pm.

1. Statistics

June 2000 was the busiest month at the airport, with 139,487 passengers, an increase of 9% over June 1999 and 4,521 aircraft movements, an increase of 14% on last year.

Year to date, passengers are up 7% on the same period last year, and aircraft movements up 17%.

On a Moving Annual Total basis, we handled 1.44 million passengers and 47,800 aircraft movements.

2. Routes

Since our last meeting, Jersey European has started services to Leeds/Bradford. Services to Jersey will start later this month. Exeter will also be served via Jersey. Aberdeen will now start in October with the introduction of the winter schedules.

Air France has announced services to Clermont Ferand, probably in September. During August of this year, they will replace their Rennes/Le Havre service with flights operating to Deauville.

Lufthansa services to Frankfurt now operate as a code share route with British Midland.

Load factors in during the second quarter of the year were particularly strong on Dublin, Amsterdam and Zurich are now our three largest routes.

Braathens Malmö Aviation is now able to offer passengers an alternative option when travelling to Copenhagen. The spectacular Øresund Bridge connecting Malmö in southern Sweden with the Danish city of Copenhagen, opened on 1st July. Passengers take a scheduled Braathens Malmö Aviation flight from the airport to the city of Malmö, before spanning the Øresund waterway via the stunning 11 mile long bridge : built to carry both rail and road : into Copenhagen and beyond.

3. Airport Facilities

Work on the refurbishment of the Arrivals hall has begun. Phase 1 of this project will provide toilet facilities for domestic passengers, and a new staff search area in accordance with DETR requirements.

Later phases will provide new baggage belts, enlarged Immigration area, as well as new offices and facilities for Immigration and Special Branch. Additional offices will also be provided for airlines and handling agents.

As part of the project, we will also gain additional space in the Departure Lounge. The smoking area will be relocated near to the bar, additional seating for in excess of 50 passengers will be provided, and two new gate lounges will be built for use mainly by domestic passengers. These new lounges will provide a significantly improved facility for bussing operations, a growing feature of the airport. The use of buses will continue within the foreseeable future, certainly until the construction of a pier on the new east apron.

The Phase 1 work has required the installation of temporary toilet facilities. These are located behind the car hire desks, and are incorporated within the blue hoardings that you may have noticed on your arrival this evening. Although we have taken great care to provide an acceptable temporary facility, I have to say that we have had a number of plumbing problems. A combination of increased cleaning visits, and prompt attention to blockages by our engineering team has resolved the problems. But the number of occasions when all of the taps have been left running is amazing.

The entire project is scheduled to be complete by March 2001. The new toilets for domestic passengers should be ready at the end of this month.

4. Duty Free

Following the abolition of Duty Free last year, and close monitoring of sales activity, we have sought proposals from a number of specialist retailers for the redevelopment of the current Duty and Tax-free shopping area. I hope to provide more details at our next meeting.

5. Car Hire

Hertz have been appointed as the third car hire company on the airport. Work is currently underway to provide new car preparation compounds for Hertz and Europcar. We are also developing the car rental area in front of the terminal to provide additional parking spaces for hire cars awaiting collection.

6. Other

Work is also underway to provide a new parking area for the 69 bus. Currently the bus parks adjacent to the Financial Times radar site. This site will shortly be taken up by the Arrivals Hall redevelopment, and the parking area is being relocated. The pick-up/drop-off point will continue to be in front of the Terminal.

4. Local Transport

The new Airport Surface Access Strategy has been prepared, and will be presented to the next Airport Transport Forum, and I intend to give a presentation on the strategy to the committee at our next meeting.

The new shuttle bus service to Canning Town continues to grow, and has reached breakeven point.

Passengers on each shuttle are:

Canning Town: 8% and growing

Canary Wharf: 6%

Liverpool Street: 9%

5. Policing of the Airport

During May we had a number of incidents requiring police presence. Response from the police to left a lot to be desired. This lack of response has been taken up at the highest levels with the area commander, and we now have a greater number of patrols throughout the day. For the benefit of the Committee, I will run through the incidents:

Thursday 11 May

Assault on a passenger walking from the terminal to Silvertown Station. Attacked by three youths, one wielding an iron bar, at approximately 17:00. Attack reported to airport Information desk by two people walking to the airport. Police and ambulance called. Airport first-aid staff attended. Ambulance arrived within approximately 10 minutes of call. Passenger taken to Newham General. Police did not arrive until after 19:00, then spoke to local residents.

No police contact with passenger until LCY Security Manager phoned the passenger on Wednesday to establish progress, and found that no one police representative had spoken to the passenger. Police then contacted him.

Friday 12 May

LCY Operations Director spoke to Inspector at Forest Gate about lack of response.

Notified by Tate & Lyle Security of attempted robbery of woman walking from bus stop on airport to Tate & Lyle. Threatened by three youths who ran off when she refused to hand over her bag.

Tuesday 16 May.

Airport representative attended Silvertown Area Team meeting. Inadequate police response discussed in some detail.

Thursday 18 May

LCY Security patrol noticed children on the roof of Storey Road School. A number of windows had been broken. Police called. [Rob Grafton will outline the progress with fence repairs and replacement in this area.]

Security patrol noticed fire in disused dock warehouse, adjacent to building being refurbished by LCY. Police and fire service called. Police helicopter in support. Believed to have been caused by the same group of children. We are now considering the demolition of this warehouse, and clearance of the site.

Friday 19 May

07:10 Police and ambulance called to airport, woman sitting on bench at side of dock since midnight. She refused to speak to staff. Response - two cars with blue lights, 4 uniformed officers, who spent over an hour deciding what to do. She was eventually taken to hospital by the ambulance crew.

16:00 approx. LCY Security Manager noticed unauthorised vehicle at warehouse, loading breeze blocks. When challenged, driver tried to leave site. Chased by SP (GM Security), and vehicle abandoned near Avis compound. No tax on vehicle. Police notified.

LCY Security called to western end of site, 9 families of travellers had decided that the grassed area at the western end of the airport was suitable for occupation. This area of land owned by the airport is within the public safety zone, and we sought rapid removal. Police again called. Advised them that travellers were on airport property, within the public safety zone.

Security left abandoned vehicle while dealing with travellers. Airport Ops Director + GM Security spoke to travellers. They were advised that we had notified police, and would also be taking legal advice over removal. Travellers advised that they were within the Public Safety Zone.

During these discussions, the abandoned vehicle was noticed driving over the Connaught Bridge.

Airport began positioning vehicles to block entry points to airport land. In absence of police, a local firm, Global Confidential Security were asked to assist. After discussion with Global representative, travellers left airport property at about 19:00.

19:30 police called to apologise for delay in responding to vehicle. Advised them of situation. Still no response from Police re travellers.

20:30 Police advised by phone that travellers had left site, but remained in Camel Road.

Monday 22 May

Police officers at airport to investigate Friday's vehicle crime.

Intruder on Crossair aircraft parked overnight at the airport. Arrested by police, drug addict trying to return to France. Released on Police bail, to return in two weeks. She has not explained how she got in to airport. Cameras do not show her entering airport. Although the police intend to take no further action, we now intend proceeding with a prosecution under the airport byelaws

Wednesday 24 May

Travellers returned. A significantly better response from the police who enforced the airport byelaws, and were able to persuade them to move. The convoy of caravans was escorted from the Borough

Since these incidents we have had a number of meetings with the local police. The station at North Woolwich has reopened, and we have been conducting a number of familiarisation visits for the officers based there.

6. Other

Newham Council Parks and Ground Department provided the hanging baskets that have now been fitted along the entrance road and in front to the Terminal. We think they are a considerable improvement on previous years, and look forward to an impressive display during the summer - when it arrives!

On 7th July there will be 2 flights from London City of a Junkers JU52, in pre-war Lufthansa colours. This old aircraft is a rarity, and usually only attends major airshows such as Farnborough or Duxford.

The annual London City Fun Day will be held on 15th July. I hope that all Committee members have received their invitation. We aim for an even more spectacular event than last year. The main beneficiaries will be Richard House and CYANA.

Alan Medlock
Operations Director
5th July 2000

London City Airport Consultative Committee Environmental Issues - April/June 2000

Complaints

A total of 11 complaints relating environmental issues were received during the period detailed above. A summary is detailed below:

➔ All eleven complaints relate directly to aircraft noise and/or flight paths, of these eleven complaints, five came from the same two complainants.

- | | | | | |
|----|----------------|---|----------------|---------|
| 10 | DATE RECEIVED: | 10.4.00 | | |
| | TIME OCCURRED: | 13.15 Hrs | DATE OCCURRED: | 10.4.00 |
| | AREA: | Blackheath Park, SE3 | | |
| | COMPLAINT: | Aircraft seemed exceptionally low | | |
| | RESPONSE: | Telephone call | | |
| 20 | DATE RECEIVED: | 14.4.00 | | |
| | TIME OCCURRED: | 18.23 | DATE OCCURRED: | 14.4.00 |
| | AREA: | Rainham, Essex | | |
| | COMPLAINT: | Aircraft flight paths | | |
| | RESPONSE: | No details left B Logged only | | |
| 30 | DATE RECEIVED: | 25.4.00 | | |
| | TIME OCCURRED: | n/a | DATE OCCURRED: | n/a |
| | AREA: | Thamesmead, SE28. | | |
| | COMPLAINT: | General noise complaint | | |
| | RESPONSE: | Dealt with by Ops | | |
| 40 | DATE RECEIVED: | 8.5.00 | | |
| | TIME OCCURRED: | 15.44Hrs | DATE OCCURRED: | 8.5.00 |
| | AREA: | Canning Town, E16 | | |
| | COMPLAINT: | Aircraft flight path | | |
| | RESPONSE: | Telephone call | | |
| 50 | DATE RECEIVED: | 12.5.00 | | |
| | TIME OCCURRED: | n/a | DATE OCCURRED: | n/a |
| | AREA: | Blackheath, SE3 | | |
| | COMPLAINT: | General increase in air traffic in area | | |
| | RESPONSE: | Logged only as requested | | |
| 60 | DATE RECEIVED: | 18.5.00 | | |
| | TIME OCCURRED: | n/a | DATE OCCURRED: | n/a |
| | AREA: | Thamesmead, SE28. | | |
| | COMPLAINT: | Noise & flight paths | | |
| | RESPONSE: | Letter | | |
| 7. | DATE RECEIVED: | 24.5.00 | | |
| | TIME OCCURRED: | 11.55 | DATE OCCURRED: | 24.5.00 |
| | AREA: | Custom House, E.16 | | |
| | COMPLAINT: | Aircraft flight paths | | |

- RESPONSE: Telephone call
8. DATE RECEIVED: 2.6.00
 TIME OCCURRED: 18.00 DATE OCCURRED: 2.6.00
 AREA: Blackheath, SE3
 COMPLAINT: Aircraft flight path & noise
 RESPONSE: Complaint logged only as requested
9. DATE RECEIVED: 15.6.00
 TIME OCCURRED: 06.57 DATE OCCURRED: 15.6.00
 AREA: Silvertown, E16.
 COMPLAINT: Aircraft noise
 RESPONSE: Telephone call
10. DATE RECEIVED: 19.6.00
 TIME OCCURRED: 20.30 DATE OCCURRED: 19.6.00
 AREA: Canning Town, E16.
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call
11. DATE RECEIVED: 19.6.00
 TIME OCCURRED: 19.45 DATE OCCURRED: 19.6.00
 AREA: No details left
 COMPLAINT: Aircraft flight path
 RESPONSE: No details left (voicemail)

Noise & Track Keeping System (NTK) Update

The installation of the hardware is now complete and the system is recording noise events in parallel to the existing noise monitoring system.

The data feeds for both the new Radar link and the Flight information display system (FIDS) have also now been installed, and are currently under test by National Air Traffic Services (NATS) and Bruel & Kjaer.

It is envisaged that the system will be ready to be demonstrated to the committee for the October meeting.

Monthly Categorisation Reports

Monthly categorisation reports are attached June - August 1999, October - December 1999 and January - March 2000.

Please note June to August is a re-issue and has been corrected to account for adjusted PNdB correction values. The remaining two reports are new and cover periods October to December 1999 and January to March 2000.

These nine months will cover categorisation year for 1999 B 2000 since data for April and May 1999 was invalid due to an internal time clock problem, and data for September 1999 was deemed invalid due to a Noise Monitoring Terminal Line Failure.

The Annual Categorisation will be completed early this month.

London City Airport - Monthly Categorisation Values - June 1999/March 2000

MONTHLY DEPARTURE NOISE LEVEL (PNdB)

AIRCRAFT TYPE	JUNE 1999	JULY 1999	AUGUST1999
BA146	92.9	93.4	94.7
Beech 200	88.4	87.7	86.2
Citation II	89.2	90.1	91.0
Citation V	94.7	95.5	93.1
Dornier 328	88.3	88.8	87.7
Falcon 10	92.4	92.6	92.6
Falcon 50	93.8	93.3	64.2
Dash 8 300 Series	88.6	88.8	87.7
Fokker 50	90.3	90.3	90.4
Piper Navajo	88.7	91.8	86.8
Piper Seneca	93.4	83.7	90.8
Saab 2000	87.5	86.3	86.4

MONTHLY DEPARTURE NOISE LEVEL (PNdB)

AIRCRAFT TYPE	OCTOBER 1999	NOVEMBER 1999	DECEMBER 1999
BA146	94.3	93.0	92.7
Beech 200	86.4	89.8	89.1
Citation II	90.4	90.3	90.5
Citation V	93.8	95.1	93.2
Dornier 328	88.7	88.5	88.1
Falcon 10		94.5	
Falcon 50		94.0	92.4
Dash 8 300 Series	88.2	87.8	
Fokker 50	90.7	90.6	90.5
Piper Navajo		88.8	89.1
Piper Seneca			
Saab 2000	88.2	90.7	89.9

MONTHLY DEPARTURE NOISE LEVEL (PNdB)

AIRCRAFT TYPE	JANUARY 2000	FEBRUARY 2000	MARCH 2000
BA146	92.1	93.1	93.0
Beech 200			
Citation II	88.8	90.4	92.3
Citation V	89.7		94.1
Dornier 328	89.0	88.4	88.0
Falcon 10			92.8
Falcon 50	95.0	94.8	95.2
Dash 8 300 Series	88.7	86.9	88.4
Fokker 50	89.8	90.3	90.4
Piper Navajo	87.3		
Piper Seneca			
Saab 2000	92.8	88.3	89.2

London City Airport Consultative Committee

Airport Sound Insulation Scheme - Progress Report

July 2000

The contractor is advancing with the surveys and inspections to the Original scheme properties. LB Newham have been accompanying them to obtain access to properties and to allow the contractor to progress ventilator installations with some 250 now fitted across the scheme.

A large number of these, and Part 1 properties have now been visited and surveyed.

LB Newham are currently discussing glazing with contractors for their properties in Parts 2 and 3 whilst further assisting Granville, the Airport's contractor, with access to carry out surveys for grant estimation purposes.

Granville have also assessed for grants a number of the properties spread across the target area owned by housing associations. Grant assessments are now reaching the airport for payment and although random at present, the intention is to pay grants on a street by street basis.

Any queries on the time tabling of grants or the progress with individual properties should be directed to David Chester at Banks Wood & Partners (tel: 01277 262870). Queries about the glazing and fitting or ventilators should be directed to Granville Noise Insulators at the shop facility in Constance Street or to John Phillips on 020 8361 3151.

Some residents have queried the opening hours of the shop and have had difficulty finding someone around. This has been raised with Granville and will be monitored to ensure people are available.

The Airport is grateful to the LB Newham Housing Offices and local representatives for the assistance and hard work 'on the ground' in pushing the scheme forwards.

The Airport Project and Environment Sections are jointly engaged on some further work at Storey School to repair broken windows, upgrade some of the sound insulation and replace boundary fencing at the back of the school.

Jonathan Smith

July 2000