

**MINUTES OF THE MEETING HELD ON WEDNESDAY
4th JULY 2001 AT 7 PM IN THE MERIDIAN BUSINESS
CENTRE, LONDON CITY AIRPORT**



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
Cllr Pat Holland	London Borough of Newham
Cllr Chris Seddon	London Borough of Newham
David Kent	ABTA
Gertie Duffy	North Woolwich and Silvertown Community Forum
Peter Mendham	Beckton Area Team
David Atkins	Cyprus TRAs
Sid Keys	Silvertown TRAs
Robin Whitehouse	London Borough of Newham
Ian Fines	London Borough of Newham

APOLOGIES:

Cllr Cheryl Potter	London Borough of Bexley
Cllr Peter Brooks	London Borough of Greenwich
Howard Sheppard	Docklands Business Club
Gareth Blacker	London Development Agency
Dirk Paterson	LCCI
Paul Sweeney	Airline Operators Committee
Andrea Miller Chan	West Silvertown Village Community Foundation
Hamish Stewart	RODMA
Glynis Webb	North Woolwich TRAs
Inspector Sam Faulkner	Metropolitan Police (Observer)
Jonathan Smith	London City Airport
Max Dixon	Greater London Authority (Observer)

IN ATTENDANCE:

Rob Grafton	London City Airport
Peter Enifer	Resident, Ruscoe Road
Mrs M. Stewart	Resident, Ruscoe Road
Mrs and Mrs Leahy	Residents, Camel Road
J.C. White	Gibb Ltd.

1. CORPORATE VIDEO

The Committee were shown the Airport's latest corporate video.

2. AIRCRAFT NOISE – CANNING TOWN

Mr. Peter Enifer and Mrs M. Stewart spoke to the Committee about aircraft noise in Canning Town. Many aircraft departing from the Airport towards the west were not flying the full length of the Royal Victoria Dock before turning north as prescribed in the Standard Instrument Departure (SID). Rather they were turning early and flying

over the heavily populated area of Canning Town. This meant that the published noise contours must be inaccurate and this in turn affected the eligibility of residents in Canning Town to noise insulation as installed in other areas. Some residents had themselves raised the funds to provide such insulation. Local complainants had been promised over a period of some years that the noise and track system (NTK) would serve to improve track-keeping but although the system was now available it had still to be fully commissioned and anyway there were doubts about its accuracy. No one from the Airport had been out to observe and investigate aircraft deviating from the prescribed tracks as they allegedly did every day. There had been no compensation. Something needed to be done.

Rob Grafton acknowledged that some aircraft were turning early. But hitherto there had been no indisputable evidence of this with which to confront pilots. The NTK, when fully commissioned, would remedy this and the evidence it produced would be shared with airlines and pilots in the Airline Operators Forum. It could be expected that this would lead to a clear improvement in track-keeping and thus a reduction in noise levels in the areas over which they were presently deviating.

Robin Whitehouse asked about the process for the commissioning of the NTK. Rob Grafton said that the Airport was currently awaiting the re-installation of the complaints module of the system. It was expected that this would be completed by the end of the month. Airport staff would then be fully trained to use the system and the work required to verify the accuracy of the system could then be completed. This involved checking that the radar feeds were correctly related to the maps used in the system. At this stage it was impossible to say how long this would take.

The Airport was urged to deal with these issues as a matter of urgency

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

4. **MATTERS ARISING**

Item 4 - Visit to Jersey Airport

The Airport said the likely date for this was Wednesday 18th July although at present there was a question of seat availability and it may be that the trip would need to take place the following day, Thursday 19th July. The Secretary would inform members of the position asking them to keep both dates free. The date would be confirmed via the Secretary as soon as possible.

Item 7 - Airport Planning Applications

The local planning authority had still to take a decision on the application submitted by the Airport in November 2000 for the extension of the apron, a new runway link and a runway holding point. There had been a new traffic impact study to assess the effect of these developments if for any reason the proposed extension of the DLR were not to materialise. Discussions continued but it was unlikely now that the application would be decided until the September meeting of the Council's Planning Committee. Robin Whitehouse said that agreement was imminent on questions relating to noise etc during the construction phase.

Item 14(a) – Exploratory Drilling in King George V Dock

As requested at the last meeting the Secretary had written to both the Airport and RODMA to express the Committee's concerns with respect to future works. The reply received from RODMA was read to the meeting. The letter expressed regret that the drilling rig had damaged part of the waterski slalom course, but indicated that this was

a matter to be resolved by the operator of the waterski club direct with the contractor concerned, and with his own insurance company. The letter went on to point out that the Airport had yet to finalise its proposed apron extension, but that when the detail and programme were available, all other users would be consulted where appropriate.

Item 14(b) – Fares Offers - Monthly Information Sheet

This sheet was now being distributed to members each month.

5. COMMITTEE MEMBERSHIP 2001/02

(a) Community Forums

On the recommendation of the Airport and the London Borough of Newham the Committee approved the following changes in its membership:

- that the three seats allocated to representatives of the former Area Teams should be discontinued;
- that the Beckton Community Forum and the North Woolwich and Silvertown Community Forums should be invited to nominate one representative each; and
- the West Silvertown Community Village Foundation (WSCVF) and the Custom House and Canning Town Community Forum should continue to be represented by one member each.

Peter Mendham said that he understood that the Beckton Area team continued to operate. The new community forum was not in his view a suitable replacement for the Area Team.

(b) Renewal of Committee Membership

The Committee noted that this was the last meeting of the 2000/2001 Committee year. The Secretary would be 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 Greenwich:

Councillor Peter Brooks

6. AIRPORT STATISTICS

The charts were noted

7. AIRPORT DIRECTOR'S REPORT

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

8. STANDING ITEM ON ENVIRONMENTAL ISSUES

(a) Environmental Report

The Report was tabled and noted - a copy is attached to these minutes. The Secretary noted that there were more complaints than usual from areas south of the River. Rob Grafton said that this was because of the warm weather and the fact that in recent weeks there had been more use than usual of Runway 10. Aircraft approaching that runway were routed across south-east London.

(b) Classic Bikes Event – 23 June 2001

Referring to the complaint numbered 8 in the Environmental Report, Sid Keys said that this had been a very noisy event during the weekend closure of the Airport when residents could expect a period of relative quiet. There had been no notification of the event locally. Rob Grafton apologised. *Classic Bikes* had been permitted to use the

Airport in recognition of the fact that they provide the barriers and labour for the Airport's Fun Day thus saving cost and boosting the amount available for local charities. But the decision to permit the event should have been publicised locally and the event had been much noisier than expected.

(c) West London Schools Study

Sid Keys drew attention to an article which had appeared in the *Independent on Sunday* on 10th June concerning the effect of aircraft noise on the health of children at schools in West London. Copies of the article were distributed to members present.

The Secretary said the study had compared the cognitive performance and stress of children attending 10 primary schools exposed to high levels of aircraft noise (16-hour outdoor Leq >63 dBA) with 10 matched control schools exposed to lower levels of aircraft noise (16-hour outdoor Leq <57 dBA) around Heathrow Airport in West London. The results supported earlier research around international airports that chronic high levels of noise exposure affect children's reading and lead to raised annoyance. They suggest that children in Britain exposed to high levels of aircraft noise at school are being taught in a disadvantaged learning environment that has negative consequences for cognitive development and well-being. Further research is suggested.

However, in relation to London City Airport there were no schools affected by aircraft noise in excess of 63 dBA (16 Hour Leq). Two local schools lay within 57 dBA (16 hour Leq) contour but both had been insulated under the Airport's sound insulation scheme.

Cllr Seddon said that educational performance in Newham had been steadily improving.

9. NOISE INSULATION PROGRAMME

A progress report was tabled and noted by the Committee – a copy of the report is attached to these minutes. Cllr Seddon handed Rob Grafton correspondence from a local resident in Brixham Street complaining that the Airport had offered to provide secondary glazing only on the front facing rooms of the homes there. Rob Grafton said he would liaise with Jonathan Smith (LCY Sound Insulation Project Manager) and Cllr Seddon in responding to the correspondence

10. SOUTH EAST AND EAST OF ENGLAND REGIONAL AIR STUDY (SERAS)

Peter Mendham tabled a note of an initial local meeting held at the Airport on 11th May 2001 as part of the DETR's briefing process for local stakeholders on the purpose, processes, methodology and time frame of this study – a copy of the note is attached to these minutes. Ian Fines said that the Council had had a similar meeting. Similar regional studies were being conducted in other parts of the country.

The next step was for the SERAS to draw up some options to increase runway capacity in the south-east and there would then be another round of consultations.

The Secretary suggested that the ATC Manager should be invited to comment on the tabled note which noted growing concerns among local residents, mainly to do with the possibility of mid-air collisions and the apparent uncertainty of London ATC to ensure the safe movement of traffic. The Secretary recalled the briefing at a previous meeting which indicated that the traffic using this airport was safely separated from that using London's other airports

11. LONDON TRANSPORT USERS COMMITTEE (LTUC) – LONDON'S AIRPORTS ACCESSFORUM (LAAF)

The LTUC had replaced the London Regional Passengers Committee and it had established the LAAF to carry on the work of the LRPC's London Airport's Access Working Party on which the Consultative Committee had been represented by Bill Dunlop. It was agreed that Bill should represent the Committee on the new Forum.

Bill Dunlop had been unable to attend the first meeting of the LAAF on 20th June 2001 but from the Agenda papers the Secretary gave an outline of the matters discussed. LTUC had expressed its support for the proposed DLR extension to the Airport and noted with pleasure the decision to provide two lifts at the proposed Airport station instead of one which is the usual provision at DLR stations. The Agenda papers referred also to the North London Line noting that the frequency, reliability and quality of service had given cause for complaint. The problem is noted as a combination of restricted infrastructure east of Custom House, where the line becomes single-track, the waterlogged state of Connaught Tunnel (causing frequent equipment failures), and the very heavy passenger demand on the north London stretch of the line which has meant that Silverlink had understandably concentrated services on the latter. The paper notes that the long-term future of this line is tied into the wider issue of new east London river crossings. There are options for heavy rail and/or DLR tunnels under the river to Woolwich and perhaps beyond. The latter might also involve the DLR taking over the entire Stratford to North Woolwich route from Railtrack. LTUC reserves its position on any closures that might arise from these developments, because it has a quasi-judicial role in the statutory closure application process of reporting on any hardship that would be caused. However they support the principle of improved cross-river links, which would considerably assist access from the south. LTUC's aspirations in relation to this Airport were cited as:

- a) Construction of the proposed DLR extension to the airport.
- b) Improved frequency and reliability of services to Silvertown station (though taking into account the needs of other parts of the North London Line).
- c) Improvements to the quality of the service on the Silverlink line.

Bill Dunlop said he had concerns about the membership of the Forum and the proposed frequency with which it is to meet. The Secretary would seek more information on these points

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

The issues discussed at this meeting at Inverness Airport on 14th/15th June 2001 had included:

- (a) The DETR's Consultation Document "The Future of Aviation"
- (b) Regional Air Services Studies
- (c) Slot Allocation – European Proposals
- (d) Airport Transport Forums and Airport Surface Access Strategies
- (e) Proposals for a European Directive on the Assessment and Management of Environmental Noise
- (f) New DETR Study into Aircraft Noise
- (g) European Airport Voluntary Commitment on Air Passenger Service
- (h) Disruptive Behaviour by Airline Passengers

- (i) Air Travel and Health
- (j) Flight Punctuality and Reliability

In relation to item (a) the Annual Meeting had discussed the questions raised in the DETR's Consultation Document concerning the Government's guidance on the operation and membership of Airport Consultative Committees and the responses on these points submitted by the Civil Aviation Authority and the Local Government Association's Strategic Aviation Special Interest Group (SASIG). The Annual Meeting had decided to set up a small group to study some of the issues in more detail and to make recommendations. John Adshead had accepted an invitation to chair this group which was expected to meet twice at London Gatwick.

13. DATES OF FUTURE MEETINGS

The Committee approved the following dates for meetings in the next Committee year:

Wednesday 3rd October 2001

Wednesday 9th January 2002

Wednesday 3rd April 2002

Wednesday 3rd July 2002

(End of Committee Year)

Wednesday 2nd October 2002

14. ANY OTHER BUSINESS

There was none

15. DATE OF NEXT MEETING

Wednesday 3rd October 2001 at City Aviation House at London City Airport

**London City Airport Consultative Committee
Airport Director's Report – July 2001**

1. Statistics

In the six months, the airport handled 835,492 passengers up 12% on the same period last year. Aircraft movements were up 14% to 28,773.

2. Routes

Lufthansa's new Berlin route is performing very well, however the service to Munster has failed to achieve acceptable passenger support, and will cease at the end of August.

Aer Lingus have increased their services to Dublin to 6 per day.

3. Airport Facilities

Installation of new conveyor belts in the Arrivals area is now underway.

Refurbishment of the toilets in the International Arrivals area will commence on 16th July, and is anticipated to take about two months. The disabled toilet will remain operational, and will be refurbished after the main work is complete.

Toilets in the Departure Lounge will close on 9th July for refurbishment, again planned to take about two months.

A project to install six new check-in desks, together with a new concourse area will start on 9th July. The existing loop on the conveyor behind desk 19 will be changed to a 'T' arrangement so that desk 20 plus new desks 21-26 will be linked in to the baggage system.

4. Other

Air France Bomb Threat

As reported at the last, on 23rd March, a passenger who had missed the AF1081 advised airline staff at the gate that there was a bomb onboard the aircraft. Following an evacuation of the aircraft, and passengers on aircraft on adjacent stands, a full assessment was made of the situation, and the incident was then treated as a hoax threat.

The passenger was arrested and taken to a local police station. He appeared before magistrates and has now been committed for trial at crown court later this month.

The passenger, a French national, is managing director of a US investment bank based at Canary Wharf.

Emergency Exercise

It is a CAA licensing requirement that London City Airport must test the Airport's Emergency Orders at intervals not exceeding two years. The Emergency Orders stipulate the procedures that will facilitate a pre-planned response to various emergencies that could occur at London City Airport.

As usual, the exercise is in two parts, the first designed to test the response to an accident on the airfield, and the deployment and casualty evacuation and recovery processes. The second part took place on 12th May, and was designed to test the support functions within the terminal; including dealing with survivors not requiring medical treatment, relatives and the media.

Cleaning

Earlier this year, a major revision was made to the terminal cleaning contract, to significantly improve cleaning during operational hours. Particular emphasis was placed on toilet cleanliness and the external landside areas. Day cleaning hours were increased by 24%, and the contractor also strengthened its management team.

Fun day

Finally, can I extend an invitation to all Committee members to the annual airport funday, to be held on Saturday 7th July.

Alan Medlock
Operations Director
4th July 2001

MINUTE 8 **London City Airport Consultative Committee** **Environmental Issues – April/June 2001**

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

- 9 of the complaints/enquiries relate directly to aircraft noise and/or flight paths. Of these 9, 5 came from the same 2 complainants.
- 2 of the complaints were not related to aircraft noise/flight paths. Both of these complaints were from the same complainant, but about different issues.

1. DATE RECEIVED: 4.4.01
TIME OCCURRED: PM DATE OCCURRED: 24.3.01
AREA: Silvertown, E16.
COMPLAINT: Alleged smoke nuisance from emergency exercise
RESPONSE: Letter
2. DATE RECEIVED: 27.4.01
TIME OCCURRED: Various DATE OCCURRED: Various
AREA: Canning Town, E16
COMPLAINT: Aircraft noise and flight path
RESPONSE: Telephone call
3. DATE RECEIVED: 30.4.01
TIME OCCURRED: Various DATE OCCURRED: Various
AREA: Isle of Dogs, E14
COMPLAINT: Flight paths allegedly changed
RESPONSE: Telephone call & log complaint
4. DATE RECEIVED: 1.5.01
TIME OCCURRED: 11.10 DATE OCCURRED: 1.5.01
AREA: Canning Town, E16
COMPLAINT: Aircraft noise and flightpath
RESPONSE: Telephone call
5. DATE RECEIVED: 3.5.01
TIME OCCURRED: n/a DATE OCCURRED: n/a
AREA: Silvertown, E16

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|--------------------|---|----------------|---------|
| COMPLAINT: | Aircraft noise | | |
| RESPONSE: | Telephone call | | |
| 6. DATE RECEIVED: | 11.5.01 | | |
| TIME OCCURRED: | 17.46 | DATE OCCURRED: | 11.5.01 |
| AREA: | Blackheath, SE3. | | |
| COMPLAINT: | Aircraft noise & flight path | | |
| RESPONSE: | Logged only as requested | | |
| 7. DATE RECEIVED: | 8.6.01 | | |
| TIME OCCURRED: | 10.00 | DATE OCCURRED: | 8.6.01 |
| AREA: | Canning Town, E16. | | |
| COMPLAINT: | Aircraft noise & flight path | | |
| RESPONSE: | Telephone call & visit to LCY | | |
| 8. DATE RECEIVED: | 23.6.01 | | |
| TIME OCCURRED: | out of hours | DATE OCCURRED: | 23.6.01 |
| AREA: | Silvertown, E16. | | |
| COMPLAINT: | Noise from Classic Bikes using airfield out of ops hours. | | |
| RESPONSE: | Telephone call & visit to LCY | | |
| 9. DATE RECEIVED: | 26.6.01 | | |
| TIME OCCURRED: | 20.10 | DATE OCCURRED: | 26.6.01 |
| AREA: | Rainham, Essex. | | |
| COMPLAINT: | Aircraft noise & flight path | | |
| RESPONSE: | Telephone call | | |
| 10. DATE RECEIVED: | 26.6.01 | | |
| TIME OCCURRED: | Various | DATE OCCURRED: | Various |
| AREA: | Eltham, SE9. | | |
| COMPLAINT: | Enquiry regarding LCY easterly in-bound flight paths | | |
| RESPONSE: | Telephone call | | |
| 11. DATE RECEIVED: | 26.6.01 | | |
| TIME OCCURRED: | 18.39 | DATE OCCURRED: | 26.6.01 |
| AREA: | Blackheath, SE3. | | |
| COMPLAINT: | Aircraft flight paths | | |
| RESPONSE: | Telephone call | | |

NOISE AND FLIGHT TRACK KEEPING SYSTEM (NTK) UPDATE

The previously reported stolen Noise Monitoring Terminal 1 (NMT 1 – sited Royal Victoria Dock) has now been replaced temporarily with the old equipment and so is reporting as required. The new equipment has been ordered and is expected to arrive soon.

The system is now reported by the manufacturer to be complete with the exception of the complaints module, which is due to be re-installed later this month (July 2001). Key personnel at LCY will then undergo intensive training on the system whilst the airport's acoustic consultants verify the integrity of the system compared to the detailed specification provided.

There are likely to be future problems with NMT 1 as the site is due to be developed. However the precise impact of this development and the subsequent implications on the system will be carefully monitored by LCY and reported fully to LBN and the ACC, together with any mitigation plans.

Rob Grafton
Environment & Planning Manager

MINUTE 9
Sound Insulation Progress Report
April 2001

Granville Noise Insulators have recently been concentrating on properties bordering the entire southern boundary of the Airport. They have targeted the various terraces and blocks around Claremont Close and have attempted to fill in gaps where access has not always been easy on Brixham Street, Newland Street, Dockland Street and Rymill Street.

In general, all of the properties in the Original Scheme have now been revisited, 90% of Part 1 properties and just over 50% in both Parts 2 and 3.

The main problem with progress is access to properties, in that residents are not responding to contact by Granville or are arranging appointments and then not keeping them (this can also include appointments for glazing or ventilator fitters resulting in the team being sent away again). We would appreciate Committee representatives passing on to residents that the scheme is ultimately in their interest and insulation work or grants cannot be furthered without Granville gaining access to carry out surveys etc. LBN properties are visited with the co-operation of Council representatives and these problems have been reduced as a result.

Grants are, on average, taking about 4-6 weeks to process payment following the initial survey by Granville, although due to the large numbers of properties and the subsequent collation of individual paperwork some may take longer on occasion.

Jonathan Smith
Project Manager
July 2001

MINUTE 10
South East Regional Airports Study
Meeting at London City Airport on 11th May 2001

Attending :- Richard Watson (RW) - SERAS
Maria Munoz de Miguel - SERAS
Mem Baybars (MB)- Consultant
Rob Grafton (RG)- LCY
Peter Mendham (PM) – London City Airport Consultative Committee

Meeting was opened by RW, who advised that the objective was to initiate a wide ranging discussion on regional airport development, specifically in the South East of England. This would not exclude wider ranging discussions and comments covering representative groups and committees for other regions. The feedback from this and the other regional meetings would contribute to the future structure and planning of regional airport development within the UK. At this stage, the strategy is to collate all relative information covering LCA influence and impact on the local area surrounding the airport.

Comments and suggestions from this meeting would be noted for the purpose of developing the requirements and objectives defined in the Stud guidelines.

PM responded with comments on the local infrastructure around LCA, primarily concerning environmental, future air traffic movements, related airport expansion (specifically dealing with capacity within the existing LCA boundary) and road/rail traffic

movements. There was a general discussion on these matters and notes were taken by the SERAS representatives on specific points raised. RW requested clarification on some of the matters raised, especially on local resident and commercial concerns, as well as future developments in the area surrounding LCA. One main concern noted was the still relatively poor surface access, especially with regard to trunk and feeder routes within the area. Details were also provided regarding the DLR extension to LCY and the effect this would possibly have on road traffic in the area. The other concern noted dealt with air safety and growing congestion of air traffic emanating from LHR, LLA and LST that passes through the LCY zone. Increasing air movements of traffic using these other airports was causing concern from an growing number of local residents, mainly to do with the possibility of mid-air collisions and the apparent uncertainty of London ATC to ensure safe movement of this traffic. Information on the performance of LCA, regarding environmental issues was discussed, especially with regard to noise insulation, pollution control and public relations projects. The SERAS representatives noted points discussed on the “learning curve” for these issues.

RG discussed LCA performance and the proposed projects/schemes aimed at maximising the operational effectiveness of the airport. This included consultation with organisations and individual residents in the area surrounding LCA, regarding airport activities having an effect on them.

RW closed meeting after the various points raised were clarified and noted. He advised that the points discussed would be reviewed and further discussions would be arranged at a later date once other consultative groups had submitted their own comments concerning their areas.