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**MINUTES OF THE MEETING HELD ON TUESDAY
5th JULY 2005 AT 7 PM IN THE BOARD ROOM AT
CITY AVIATION HOUSE, LONDON CITY AIRPORT**



PRESENT:

John Adshead	Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Cllr Pat Holland	London Borough of Newham
Robin Whitehouse	London Borough of Newham
Russell Bryan	London Borough of Newham
Hamish Stewart	RODMA
Helen Allen	Airline Operators Committee
David Kent	ABTA
Sid Keys	Silvertown TRAs
Pamela Bertrand	West Silvertown Village Community Foundation
Jagadish Jha	Beckton Community Forum
Gertie Duffy	North Woolwich and Silvertown Community Forum
John McKay	Metropolitan Police – SO18

APOLOGIES:

Bill Dunlop	Deputy Chairman
Gary Hodgetts	London City Airport
Brian Russ	London Borough of Newham
David Atkins	Cyprus TRAs
Glynis Webb	North Woolwich TRAs
Howard Sheppard	Docklands Business Club
Janet Goulton	London City Airport

IN ATTENDANCE:

Angeline Barnes	London City Airport
Rob Grafton	London City Airport
Jonathan Smith	London City Airport
Ian Thomas	AMEC
Roger Pilkington	AMEC
Harvey Pownall	CARE
Pat Kent	Observer

1. PRESENTATION – JET CENTRE

The Jet Centre Manager, Darren Grover, briefed the Committee on the operation of the Centre which had proved to be a very successful undertaking with large increases in the number of aircraft using the facilities. The slides used in the presentation would be posted to the Committee's website¹.

In response to questions Darren said:

- The Airport had noted the concerns expressed by the Committee concerning jet wash from engines and the matter was being carefully investigated. For example, anemometer readings were being taken from the whole range of aircraft types using the Centre in a variety of locations around the Jet Centre's apron. The object was to find a solution which so far as possible looked to the future as well as the present. This might take a little time.

¹ <http://www.lcacc.org/committee/jetcent0705represent.pdf> (978kb)

- The Centre's main competitors for corporate flights were Farnborough and Northolt although they served a different geographical area of London. Biggin Hill also offered corporate aviation facilities but suffered surface access problems.
 - All aircraft using the centre had two pilots and because it was a steep approach airport they tended to be skilled and responsible individuals who flew with consideration and in accordance with the environmental and other rules governing the use of the Airport
 - The Jet Centre would be happy to arrange a visit for Committee members to see the facilities.
2. The **MINUTES** of the meeting held on 5th April 2005² were approved as a correct record

3. **MATTERS ARISING**

(a) **Item 1 – Airport Update**

As agreed at the last meeting the Secretary had written to the Docklands Light Railway (DLR) expressing the Committee's concerns about the reported decision that DLR would not at the outset be running services on the new Airport Extension direct from the Airport to Canary Wharf. The reply received from DLR had been sent to members on 7th June. The Airport had also had discussions with the DLR on this issue but it was not yet clear whether the new line would include services direct to Canary Wharf from the outset.

Gertie Duffy said that to change trains at Poplar would involve simply crossing the platform and would not be difficult or time consuming. However, as the Committee's letter to DLR pointed out, it might be a psychological deterrent with the risk that many passengers to and from Canary Wharf would continue to use road transport. If that happened it might well be difficult to persuade them later, as and when a direct service is introduced, to use the DLR service.

(b) **Item 3(d) - Crossrail**

There had been no reply to the letter sent by the Secretary following the last meeting but from a telephone call from the Crossrail office it was understood that they were in touch with the Airport and were hopeful that any problems could be resolved. The Airport confirmed that discussions were in progress. It was not clear whether in meantime the Airport had lodged a holding petition with Parliament – this would be checked.

It was noted that the Crossrail Bill had been carried over to the new Parliament. An e-bulletin from Crossrail describing the progress made with the project had been circulated to members on 28 May.

Sid Keys noted that the project involved the temporary acquisition of part of the car park of the St John's Centre in North Woolwich and parts of the industrial premises on the other side of the railway line.

(c) **Item 3(e) –Thames Gateway Bridge**

A move to postpone the public inquiry had been unsuccessful and it had opened as planned on 7th June but with a new Inspector. The Airport would be preparing to give evidence in September to ensure that the Inspector was fully conversant with the impact of the proposed bridge on the Airport.

(d) **Item 3(f) – Parker Street – Lighting**

The further information promised at the last meeting had been circulated with the minutes of that meeting.

(e) **Item 7(a) – Jet Centre – Blast from Engines**

This had been dealt with in the discussion following the briefing on the Jet Centre – see Item 1 above. The matter would remain on the agenda for the Committee's meetings until the issue was resolved.

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

(f) Item 7(b) – Noise Maps

The required maps had been supplied immediately following the last meeting and copies had been posted to the Committee's website on 7th April. The Summer 2004 Noise Contours were circulated to members on 7th June.

(g) Item 15 – Weekend Tubes: Later Start, Later Finish - Consultation

The Secretary had written to TfL on 22nd April supporting the Airport's objections to the proposed changes in the hours of operation of London Underground services. Thus far there had been no response from TfL.

(h) Item 17 – Airport Master Plan – Social Impact Study

The Secretary had met Alice Sampson of the University of East London on 5th May for a structured interview contributing to this Study. Hamish Stewart had been interviewed by telephone and Sid Keys had had two conversations on the telephone and there had been a meeting for local residents at which 11 people had been present.

4. COMMITTEE MEMBERSHIP

(a) Custom House and Canning Town Forum

The Committee noted with sorrow the death of the Forum's representative, Henry Philp. He had attended the meetings of the Committee on a regular basis and was an active participant in its work. His contribution would be greatly missed. The Secretary had written to Henry's daughter expressing the Committee's condolences. The Community Forum had been asked to appoint a replacement but so far there had been no response.

(b) London Borough of Newham

The Committee noted that John Herman had been nominated by the London Borough of Newham to replace Malcolm Smith as the officer representative of the Council.

(c) London Chamber of Commerce and Industry

It was noted that Dan Bridgett, Head of Media Relations at LCCI, had replaced Elizabeth de Winton as the Chamber's representative.

(d) Renewal of Committee – April 2006

The Secretary confirmed that the Committee was now in its last year and that the whole membership was due for renewal following the meeting in April 2006

5. AIRPORT DIRECTOR'S REPORT

A copy of the Report is attached to these minutes. Arising from the report Jagadish Jha asked about information on connecting flights from the destinations served by the Airport. Alan Medlock said this information was best obtained from the websites of the airlines concerned – these could be accessed via the Airport's website at www.londoncityairport.com.

6. COMMUNITY REPORT

(a) Quarterly Community Report

A copy of the Report would be circulated with these minutes. In commenting on the Report Angeline Barnes thanked members for their support in her recent sponsored parachute jump in aid of Richard House. The jump had raised £450 for the charity.

In response to a question by Jagadish Jha about the employment of disabled people, and people with mental health problems, Angeline said that this was a question about which the Airport was having discussions with *Reed in Partnership* which was set up in 1998 to bring fresh thinking and new ideas to the challenge of helping people get in to work.

Pat Holland said she hoped the Airport would become more involved in the Custom House area – she would speak to Angeline about this.

(b) Community Review

Angeline Barnes tabled the latest proof copy of this review and invited members to let her have comments after the meeting. Subject to any such comments it was planned to complete the printing of the Review and distribute copies as widely as possible.

Committee members would be among those to receive copies. Suggestions for other names to be included on the distribution list would be welcome

(c) Airport Employment Survey

The results of the Survey were summarized on pages 4-6 of the Quarterly Community Report (see Item 6a above). Angeline noted that a number of employees of long standing who lived in Newham when they were first recruited had since moved out of the Borough. There also appeared to be a drift of employees moving further east, in some cases into parts of Essex outside the Airport's local labour catchment area. If sustained these movements might have an impact on the ability of the Airport to meet its s.106 employment targets.

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Environmental Report was tabled and noted - a copy is attached to these minutes.

There followed a discussion about track-keeping:

- Rob Grafton said that the routes used by aircraft had not changed but warmer weather often produced a change in the direction of the wind with more aircraft using Runway 10.
- Pamela Bertrand noted that with the warmer weather people opened their windows and the noise from aircraft was more obvious.
- It was noted that training flights sometimes gave rise to tracks which were out of the ordinary and which might therefore be a source of complaint.
- The Secretary said that although there were *Standard Arrival Routes (STARs)* controllers were permitted a good measure of discretion in vectoring arriving aircraft until they were established on the final approach. Departing aircraft were expected to adhere to the *Standard Instrument Departures (SIDs)* and except in an emergency controllers could not instruct aircraft to deviate from those routes until they had reached a specified height. Rob Grafton noted, however, that there were ambiguities in the procedures for aircraft departing towards the west which meant that high performance aircraft might turn to the north earlier than others. The Airport would be discussing this with the CAA.
- Robin Whitehouse asked whether the complaints about track-keeping resulted from aircraft being off-track – it should be possible to determine this using the NTK system - or whether there was a noise problem with the approved routes which needed to be examined. There would be further discussions about this at the Annual Environmental Review meeting with the Council later in the year..
- Pat Holland said that at the Mayor of Newham's local question time in Custom House there had been complaints from residents in Churchill Road who were seeking double glazing. It was noted that this street lay well outside the 57 db LAeq noise contour

8. NOISE INSULATION PROGRAMME – PART IV

Jonathan Smith (London City Airport) reported on the progress being made in implementing Part IV of the Programme. A copy of his report is attached to these minutes.

9. DLR EXTENSIONS – PROGRESS REPORT

Ian Thomas (AMEC) had submitted a written update which was circulated to members present. A copy of the note is attached to these minutes.

10. AIRPORT TRANSPORT FORUM

The minutes of the meeting of the Forum held on Friday 15th April had been circulated to members on 7th June. The meeting had included presentations by the DLR on the progress made with their various extension projects and by London Buses on their proposals and ideas for local bus services after the opening of the DLR Extension to the Airport.

The DLR presentation had included a briefing on the marketing of the new line to potential users including local residents. It was noted that a PR company commissioned by DLR was operating in the area and might contact Committee members and others active in the local and

business communities to see if they would like to be included in their mailing lists for up-to-date information on the new line in the run-up to its opening.

11. LOCAL DEVELOPMENT FRAMEWORK

The Committee noted that on 25th May the London Borough of Newham had held a briefing meeting for External Stakeholders. The meeting had included a slide presentation which it was felt members might find useful in understanding the LDF and the process now in progress to secure it. The presentation had thus been circulated to all members on 28th May.

More recently the Council had circulated copies of a consultation draft of the *Local Implementation Plan* together with the *Strategic Environmental Assessment*. The Secretary would circulate with the minutes a copy of the LBN's covering letter and information for members indicating how copies of these documents could be obtained.

There was to be a further meeting of stakeholders on 21st September 2005 which would be attended by the Secretary. He would report to the next meeting.

12. PEOPLE WITH REDUCED MOBILITY (PRMS) – CONSULTATION ON EUROPEAN PROPOSALS

Alan Medlock said that arrangements very similar to those proposed by the EU had been operating successfully at London City for some months. The new single service was operated by the Airport from arrival to departure through a contractor using new and improved equipment. The cost of this seamless service was recovered via the airlines through an addition of 24p to the *Passenger Load Supplement* included in the ticket price paid by all passengers. Because of the method used to recover the cost there was no incentive on individual airlines to opt out of the service as some respondents to the EU proposals had been suggesting.

Helen Allen said the new arrangements offered a better service than the various arrangements which operated previously and overall the airlines welcomed the new scheme.

The Committee agreed to respond to the Department in support of the EU proposals and opposing any idea that individual airlines should be allowed to opt out of the universal arrangements now proposed.

David Kent noted that where for one reason or another passengers not using tickets for which they had paid did not, or could not, claim refunds the sums collected for purposes such as this were retained by the airlines.

13. ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEES

The Chairman and Secretary reported on this meeting which had been held at Liverpool John Lennon Airport on 22nd /23rd June 2005.

The agenda papers for the meeting could be seen at <http://www.ukaccs.info/meeting05.htm>.

The Chairman noted that the majority of these had been written by the Secretary and this, coupled with fact that the Chairman led the Liaison Meeting's Working Group, gave the Airport considerable standing in this network of consultative committees.

14. DATES OF FUTURE MEETINGS

The Committee agreed the following dates for its meeting in 2005/2006. All meetings would be held at the Airport at 19.00hrs.

Tuesday 11th October 2005
Tuesday 10^h January 2006
Tuesday 4th April 2006
End of Committee Term
Tuesday 4th July 2006
Tuesday 3rd October 2006

15. ANY OTHER BUSINESS

(a) Annual Familiarisation Visit – 15th June 2005 – Geneva

Fifteen members of the Committee had visited Geneva on Wednesday 15th June 2005 accompanied by four members of the Airport's staff. It had been a very successful and enjoyable day. The Airport were thanked for making the arrangements for the visit which had become very effective in teambuilding and networking as well as in familiarising members with the Airport's splendid services for passengers.

(b) Sustainable Aviation Strategy

This industry Strategy, drawn up by UK aircraft manufacturers, airlines, airport operators (including London City Airport) and NATS, had been issued in mid-June and copies of the Summary version had been sent to all members. It was said to be the first ever national sustainability strategy drawn up for the aviation industry. It aimed to establish mechanisms for monitoring and reporting progress towards the 8 goals and 24 detailed commitments set out in the document including:

- Limiting climate change impact by improving fuel efficiency and CO2 emissions by 50 per cent per seat kilometre by 2020 compared with 2000 levels;
- Improving air quality by reducing nitrogen oxide emissions by 80 per cent over the same period;
- Lowering the perceived external noise of new aircraft by 50 per cent by 2020 compared with their 2000 equivalents;
- Establishing a common system for the reporting of total CO2 emissions and fleet fuel efficiency by the end of 2005, and pressing for aviation's inclusion in the EU emissions trading scheme at the earliest possible date;
- New airport plans for community-related noise limitations, including landing and take-off restrictions where necessary.

It was noted that the full Strategy could now be seen/downloaded on the Sustainable Aviation website³

(c) Parking in Local Streets

Sid Keys again drew attention to the growing number of drivers who parked in local streets to the south while waiting to pick up passengers arriving at the Airport. It was recognised that these streets were public highways and there was little the Airport could do to deal with the problem. If the Council were to introduce controlled parking it might involve local residents in more inconvenience as well as expense. There were fears the problem might be exacerbated when the new DLR opened for service with commuters and others parking in local streets and using the DLR for their onward journeys – this was a problem which might affect those living near stations elsewhere along the new line. The situation would need to be carefully monitored by the Council.

16. DATE OF NEXT MEETING

Tuesday 11th October 2005 at 1900 hours at City Aviation House, London City Airport⁴.

³ <http://www.sustainableaviation.co.uk/doc/fullsadoc.pdf>

⁴ As agreed at the April meeting this is one week later than that originally planned

Statistics

January - June

Aircraft Movements	2003	2004	2005	% Variation 2004 v. 2005
Scheduled Services	23,816	26,173	30,390	+16%
Corporate Aircraft	1,597	3,188	4,461	+40%
Positioning & training	404	227	300	+32%
Total	25,815	29,588	35,151	+19%

Passengers	2003	2004	2005	% Variation 2004 v. 2005
Scheduled Services	725,556	812,807	984,109	+21%
Corporate Aircraft	3,491	7,064	9,653	+37%
Positioning & training	-	-	-	-
Total	729,047	819,871	993,762	+21%

- Passenger numbers in June were up 26% on last year, and last week were up 34% on last year.
- Aircraft movements were up 29% in June.
- Corporate aircraft movements reached over 1,000 in June, a growth of 61% on the previous year. When we took over the management of the corporate aviation business in 2001, total movements were just over 1000 for the whole year.

Routes

- KLM have increased services to Amsterdam to 8 per day
- Lufthansa took over the Dusseldorf route in April, operating an ATR42.
- BMI suspended services to Leeds/Bradford in April.
- Sun Air, a British Airways partner airline, have announced the start of services to Copenhagen for the winter season, using a Dornier 328 jet.

Customer Services

Menzies Aviation begin providing passenger handling services from 28th August. Recruitment will commence this week, initially for around 20 staff, with additional vacancies being created as they secure more business. Advertisements will appear in the Newham Recorder, and on the airport Jobs Line.

Travel Services

London City Airport has unveiled plans for East London's first inbound tour operator – London City Airport Travel Services. The new initiative will promote and sell to both business and leisure visitors through an easy to access website, providing a one stop shop.

The London City Airport Travel Services website goes live this September. We are now in the process of recruiting agencies and businesses that wish to be part of this exciting new initiative. Once completed, visitors to the site will be able to access flights, hotels, tourist attractions, car hire companies, restaurants and anything else that is needed to assemble the complete travel package.

London City Airport, in preparing to launch this East London tourism initiative, has received strong support from the London Development Agency, Tower Hamlets and Newham Council as well as Tour East London

- A total of 15 complaints relating to environmental matters were received during the period detailed above. A breakdown is given as follows:
 - Of the 15 complaints received;
 - 8 referred to aircraft noise/flight path
 - of which 5 came from the same single complainant
 - 4 referred to alleged increase in ground running of aircraft engines
 - 2 referred to alleged jet wash from corporate aircraft
 - 1 referred to alleged dangerous driving from driver of black cab
1. DATE RECEIVED: Tuesday 5.4.05
TIME OCCURRED: PM DATE OCCURRED: 5.4.05
AREA: Manor Park E12
COMPLAINT: Aircraft noise and flight paths
RESPONSE: Telephone call
 2. DATE RECEIVED: Monday 18.4.05
TIME OCCURRED: 9.40am DATE OCCURRED: 18.4.05
AREA: Canning Town, E16
COMPLAINT: Aircraft noise and flight path
RESPONSE: Telephone call - Operations
 3. DATE RECEIVED: Monday 25.4.05
TIME OCCURRED: 19.30 DATE OCCURRED: Fri 22.4.05
AREA: Silvertown, E16
COMPLAINT: Alleged dangerous driving by driver of black cab
RESPONSE: Telephone call
 4. DATE RECEIVED: Saturday 30.4.05
TIME OCCURRED: AM DATE OCCURRED: 30.4.05
AREA: Canning Town, E16
COMPLAINT: Aircraft noise and flight path
RESPONSE: Telephone call - Operations
 5. DATE RECEIVED: Tuesday 3.5.05
TIME OCCURRED: AM DATE OCCURRED: 3.5.05
AREA: Canning Town, E16
COMPLAINT: Aircraft noise and flight path
RESPONSE: Telephone call
 6. DATE RECEIVED: Friday 27.5.05
TIME OCCURRED: PM DATE OCCURRED: 27.5.05
AREA: Silvertown, E16
COMPLAINT: Alleged extended ground running of aircraft engines
RESPONSE: Telephone call
 7. DATE RECEIVED: Sunday 29.5.05
TIME OCCURRED: 13.50 DATE OCCURRED: 29.5.05
AREA: Canning Town, E16
COMPLAINT: Aircraft noise and flight path
RESPONSE: Telephone call - Operations
 8. DATE RECEIVED: Tuesday 31.5.05
TIME OCCURRED: Various DATE OCCURRED: Various
AREA: Rotherhithe, SE16
COMPLAINT: Aircraft noise and flight path
RESPONSE: Reply to e-mail enquiry - ongoing
 9. DATE RECEIVED: Monday 20.6.05
TIME OCCURRED: 19.20hrs DATE OCCURRED: 21.6.05
AREA: Silvertown, E16

- COMPLAINT: Alleged extended ground running of aircraft engines
 RESPONSE: Telephone call - ongoing
10. DATE RECEIVED: Monday 20.6.05
 TIME OCCURRED: 20.00hrs DATE OCCURRED: 21.6.05
 AREA: Silvertown, E16
 COMPLAINT: Alleged extended ground running of aircraft engines
 RESPONSE: Telephone call - ongoing
11. DATE RECEIVED: Monday 20.6.05
 TIME OCCURRED: 20.02 DATE OCCURRED: 21.6.05
 AREA: Silvertown, E16
 COMPLAINT: Alleged extended ground running of aircraft engines
 RESPONSE: Telephone call – ongoing
12. DATE RECEIVED: Tuesday 21.6.05
 TIME OCCURRED: 14.50 DATE OCCURRED: 21.6.05
 AREA: Canning Town, E16
 COMPLAINT: Aircraft noise and flight path
 RESPONSE: Telephone call - Operations
13. DATE RECEIVED: Tuesday 21.6.05
 TIME OCCURRED: 10.00 DATE OCCURRED: 21.6.05
 AREA: Adjacent LCY Jet Centre
 COMPLAINT: Alleged jets wash from aircraft engines
 RESPONSE: Telephone call – ongoing
14. DATE RECEIVED: Saturday 25.6.05
 TIME OCCURRED: AM DATE OCCURRED: 25.6.05
 AREA: Adjacent LCY Jet Centre
 COMPLAINT: Alleged jets wash from aircraft engines
 RESPONSE: Telephone call - ongoing
15. DATE RECEIVED: Wednesday 29.6.05
 TIME OCCURRED: Various DATE OCCURRED: Various
 AREA: Champion Hill, SE5
 COMPLAINT: Aircraft noise and flight path
 RESPONSE: Telephone call

Rob Grafton
 Environment Planning Manager
 LONDON CITY AIRPORT
 July 2005

MINUTE 8

Sound Insulation Scheme – July 2005 Update

The majority of the sound insulation work has been concentrated on Dunedin House tower block, where Granville Noise Insulators have been installing vents. As this involves additional equipment and procedure, Granville have put their resources into completing this.

Survey and installation work has also been continuing in the North Woolwich area and we would expect this to carry on so that all of the properties inside the 2003 and 2004 contours are covered. Granville will be moving on to Britannia village and surrounding streets in the next few weeks as they tackle properties outside the 2003 + 04 contours.

Overall, the scheme is on programme being almost half way through the three year contract. Access to some properties is still a problem, but this tends to be in pockets and the continuing support of Newham Council Housing officers has assisted greatly in keeping this to a minimum.

Work continues to progress with the emphasis being, at ground level, on reinstatement works, the erection of permanent fencing and the continued construction of the four stations.

The immediate future will see the energisation of the third rail, which is scheduled to take place in late July followed by the running of test trains during early August. Programs to enhance site security during these periods have already been implemented and an education process aimed at younger children especially those at Drew Primary School has commenced. This will be extended to other schools whose catchment areas include this project during the coming weeks.

On 31st May 2005 Docklands Light Railway Ltd. appointed Woolwich Arsenal Rail Enterprises Ltd (WARE) to design, build and maintain The Woolwich Arsenal Extension. WARE is a joint venture between AMEC Plc. and the Royal Bank of Scotland; WARE has appointed AMEC for the main works. Many of the team involved in the construction of the London City Airport Extension will transfer during the coming months to the Woolwich Arsenal Extension.

The scheme which will commence primarily from the area of land to the east of London City Airport and to the north of Woodman Street will involve the construction of a launch chamber to allow a tunnel boring machine to construct two parallel tunnels under the River Thames. These will terminate near the site of the current Woolwich Arsenal Station, which will be integrated with a new, partly sub surface DLR Station.

Excavated material from the launch chamber will be removed from site by road whilst barges operating from King George V Dock will dispose of the spoil from the actual tunnel works.

Work has already commenced with site investigations, breaking out of concrete and the erection of timber hoarding along the boundary of Storey Street School with the current site. These works will be followed by the installation of modular offices, welfare facilities and a pre-cast factory from where the tunnel lining segments will be produced.

Continued liaison will be maintained with local residents and tenant associations, together with other interested and affected parties.

IAN THOMAS

28th June 2005