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**MINUTES OF THE MEETING HELD ON TUESDAY
3rd JULY 2007 AT 4.30 PM IN THE MERIDIAN
CENTRE AT LONDON CITY AIRPORT**



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chairman
Stuart Innes	Secretary
Charles Buchanan	London City Airport
Gary Hodgetts	London City Airport
Cllr Pat Holland	London Borough of Newham
Cllr Ayesha Chowdhury	London Borough of Newham
Robin Whitehouse	London Borough of Newham
Brian Russ	London Borough of Newham
Cllr Peter Craske	London Borough of Bexley
Jackie Lindre	London Development Agency
Hamish Stewart	RODMA
Jarvis Kelly	Airline Operators Committee
Howard Sheppard	Docklands Business Club
Sid Keys	Silvertown TRAs
Gertie Duffy	North Woolwich and Silvertown Community Forum
Dennis James	Custom House and Canning Town Community Forum
Glynis Webb	North Woolwich TRAs
Lyn Juniper	Beckton Community Forum

APOLOGIES:

Rongu Miah	Beckton Community Forum
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IN ATTENDANCE:

Frank Evans	Department for Transport
Janet Goulton	London City Airport
Rob Grafton	London City Airport
Jonathan Smith	London City Airport
Elizabeth Hegarty	London City Airport
Rohima Begum	London City Airport
Victoria Jeeves	London City Airport
Ian Thomas	AMEC
Sgt Tony Galinis	Met Police – Royal Docks Safer Neighbourhoods Team

1. 20TH ANNIVERSARY

The Chairman noted that this was the 20th Anniversary meeting of the Committee which met for the first time at the Airport (not then open) on Tuesday 30th June 1987. By way of celebration the Airport had kindly arranged a Reception and Buffet Supper which would follow the meeting.

The Chairman reflected on the success of the Committee over the years in meeting its consultative role and on the responsiveness of the Airport in dealing with the concerns of the local people and generally in seeking to be a good neighbour.

2. COMMITTEE MEMBERSHIP

(a) London Borough of Tower Hamlets

The Committee noted that the London Borough of Tower Hamlets (LBTH) had appointed Councillor Bill Townsend to serve on the Committee as its representative. A letter of welcome had been sent by the Secretary along with the various papers related to this meeting and the

Annual Familiarisation Flight on 12th July. So far there had been no response. It was possible that the LBTH would be appointing a deputy to attend meetings when Cllr Turner was unable to do so and this might be Mr. Eric Pemberton, a resident of the Isle of Dogs, who had originally raised the question of whether the Committee should include a representative of the London Borough of Tower Hamlets.

(b) London Borough of Greenwich

The Council had opted to renew its nomination each year and for 2007/08 had again appointed Councillor Peter Brooks to be its representative with Councillor Denise Hyland as his Deputy.

(c) Beckton Community Forum

The Forum had appointed Lyn Juniper in succession to Peter Kiu. The appointment had been made in lieu of a representative of tenants and residents associations in the Cyprus area because no such associations had been found. Lyn lives in Beckton Park which adjoins the Cyprus area. She is not a member of the Steering Group of the BCF and the Forum had stressed that they regarded the appointment was a temporary one 'in lieu of another organisation'.

(d) London Development Agency

It was noted that the LDA had appointed Jacqueline Lindre to serve on the Committee as their representative in succession to Mark Ryan.

(e) Airline Operators Committee

The AOC had appointed Jarvis Kelly of Euromanx to serve on the Committee as their representative in succession to Helen Allen.

(f) Gallions Housing Association

The Secretary reported that recent correspondence sent to Rebecca Miller of the Gallions Housing Association was being returned. The Secretary had written to the Association's Chief Executive and a reply was awaited.

(g) Constitution

Because of the decision to ask the LBTH to appoint a member, and following the decision taken at the last meeting in relation to the representation of tenants and residents associations and/or community trusts or foundations in North Woolwich, Silvertown, West Silvertown and Cyprus, it was necessary to revise the Committee's constitution. It was noted that the Secretary had prepared a draft for consideration by the Airport and the London Borough of Newham (as the parties to the s.106 planning agreement in which the constitution is contained) and that this had been agreed on behalf of the Council. The Airport was expected to respond shortly and it was hoped an agreed draft would be ready for submission to the Committee's next meeting.

The Chairman noted that an issue had recently been raised with the Committee about members' conflicts of interest. The only formal requirements in relation to independence and conflict of interest referred to the Committee's officers. The Committee is consultative and, moreover, its membership had been set deliberately to secure a wide range of views and opinions – not just those of local residents or other interests. It was thus for the appointing body to concern itself about possible conflicts of interest in its representative(s), i.e. will the chosen person adequately reflect the policy of the appointing body.

In line with the commonly accepted protocols for the running of any body of this kind, members were expected to mention any personal interest in the discussion of a particular item where such an interest may have a bearing on the discussion. This was important and to reinforce the requirement formal provision to this effect had been included in the draft revised constitution.

3. The **MINUTES** of the meeting held on 9th January 2007¹ were approved as a correct record

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

4. MATTERS ARISING

(a) Item 4(a) – Camel Road – Noise and Blast from Engines

Following the discussions at the last meeting, the Airport had decided to erect a high fence from the end of the current blast screens eastwards towards the Ledger Building terminating where the current fence ends. This work had now been completed. Mrs England was presently away on holiday but when she returns it was proposed to re-install noise monitors in her garden so that the impact of the new fence on noise could be assessed.

(b) Item 4(b) – Parking in local streets

Elizabeth Hegarty said that on 21st June she had met with Cllr Murphy (Lead Community Councillor for Royal Docks Ward), Sid Keys and Rose Geaney. They had discussed local parking issues at some length and in relation to parking by chauffeurs had decided:

- that the Airport should provide Sid Keys with details of the LCY Chauffeur Club to reassure residents that LCY are endeavouring to make parking at the Airport simple and efficient for chauffeur drivers.
- that the Airport would arrange signage advertising the parking/WC facilities available on the airport site – this would need the agreement of the Council as the highway authority .

It was hoped these two action points would demonstrate that the Airport recognise the issue and were active in encouraging chauffeurs to use airport facilities.

In relation to staff parking in Newland Street, the staff in Customer Services who checked on parking by staff in the Airport's car park were now making daily checks in local streets and where cars owned by staff members were found they were being asked to remove them to the Airport's car park where they could park at no charge to themselves. The Airport had also written to airport employers drawing attention to the issue. Where members of staff offended three times they risked having their Airport security pass withdrawn. Glynis Webb said that parking conditions in Newland Street now seemed to be much better.

There had been no response from the Council on the wider issue of parking in local streets by commuters using the DLR for their onward journeys. Dennis James said the Council claimed to have a long term strategy to deal with the effects of such parking but so far they had not shown a readiness to discuss the issues with the DLR.

(c) Item 4(e) – Summer 2006 Noise Contour

Rob Grafton said the contour had now been sent formally to the Council. Electronic copies of the contour were being obtained and they would be supplied to the Secretary for distribution to members, and posting on the Committee's website, within a week

(d) Item 5 – Planning Applications

On 5th May 2007 the Secretary had circulated a consultation letter from the London Borough of Newham who had been asked by the Airport's consultants, RPS Planning, for a formal "scoping opinion" on the Environmental Impact Assessment (EIA) which would need to accompany the first of the Airport's proposed planning applications, i.e. to vary the total number of movements at the airport to allow for about three years growth, but not to seek permission to construct any new facilities (i.e. the Interim Application). Comments were requested but these were required by 23rd May - well before this meeting. Because the issues did not seem to justify a special meeting of the Committee it was left to members with comments to send them direct to the Council before the deadline.

The Committee noted that according to the RPS Report the interim application would seek to raise the annual limit on the total number of flights (i.e. including private flights using the Jet Centre) to 120,000. There were about 80,000 such flights last year.

Charles Buchanan said he would be commenting on the proposed planning applications in his Airport Director's Report – see Item 5 below.

(e) Item 10 – Thames Gateway Bridge (TGB) – TFL Update

The Committee noted the letter received from TfL announcing that pending the expected Government decision on the project they had given notice in the Official Journal of the

European Union (OJEU) about the pre-qualification process to select four potential bidders for the concession to design, finance, build and operate the new road. A decision on the planning application for the scheme was still awaited. The Secretary reminded members that Councillor Alec Kellaway had been elected Chairman of the Boroughs Consultative Group for this project.

(f) Item 11 - Docklands Light Railway – Dagenham Dock Extension

It was noted that the DLR was about to enter into a further consultation in relation to this project. Details would be sent direct to members. The DLR had offered to attend a future meeting of the Consultative Committee to provide details about the proposed extension and the Committee agreed to ask for such a presentation at its next meeting on 2nd October 2007. Bill Dunlop said it was important to ensure those drawing up the plans for this project were fully aware of the local parking issues which had arisen in relation to the City Airport Extension.

(g) Item 12(a) - Annual Familiarisation Flight – Edinburgh – 12th July 2007

Fifteen members of the Committee would be participating in this year's visit accompanied by six members of the Airport's staff. Representatives of the airport management at Edinburgh, and the Secretary of the airport's consultative committee, would meet and greet the party on arrival. There would then be a visit to the Castle followed by lunch and a guided tour of the Scottish National Museum.

(h) Item 12(b) - People with Reduced Mobility – EU Regulation 1107/2006 - UK Enforcement Regime

The Annual Liaison Meeting of Airport Consultative Committees had agreed to submit comments on the Department for Transport's proposals the enforcement of the EC Regulation 1107/2006 in the UK. The comments could be seen on the Liaison Group's website². The EU Regulation (1) makes it illegal to refuse carriage on the basis of reduced mobility and (2) guarantees the provision, free of charge, of the assistance that such passengers need to have for air travel. Arrangements which complied with the Regulation had operated at LCY for some time.

(i) Item 12(b) - Government Consultation: Draft European Directive on Airport Charges

The Annual Liaison Meeting of Airport Consultative Committees had agreed to submit comments in response to the Department for Transport's consultation paper seeking views on the draft EU Directive on Airport Charges. The comments would help to inform the DfT in its negotiations on the proposed Directive at European level. The comments could be seen on the Liaison Group's website³. The draft directive sets out a pan-European framework for how airport charges should be determined. Its intention is to encourage greater transparency and co-operation between airports and airlines

5. AIRPORT DIRECTOR'S REPORT

A note of the report by Charles Buchanan is attached to these minutes. The Report was noted.

In relation to the new security measures at the Airport, Pat Holland noted that on entering the building for this meeting she had noticed a driver who had tried to wait with his vehicle in the vicinity of the Terminal and she mentioned also that at Canary Wharf taxi drivers seemed to be "nodded through" – she hoped the same practice was not adopted at the Airport. Charles Buchanan said these observations would be followed up although he had recently been a passenger in a taxi going to Canary Wharf and that the taxi had been stopped and checked by the security staff there.

In response to a question by Lyn Juniper Charles Buchanan said that the proportion of the Airport's traffic attributable to the Jet Centre was about 15% and it was expected that this proportion would be maintained as the airport grew.

Following the LBN's recent decision to occupy Building 1000 on the north side of the Royal Albert Dock opposite the Airport, there was discussion of the impact this development, and others in the locality, and extensions to the railway, might have on the ability of the DLR to cope with passenger

² <http://www.ukacccs.info/07almfiles/07prmsresponse.pdf>

³ <http://www.ukacccs.info/07almfiles/07airportchargesresponse.pdf>

flows, especially at Bank and Tower Gateway. In this connection it was noted that a programme to construct longer platforms, and introduce longer trains, was being implemented and this would increase the DLR's capacity by up to 50%.

Elizabeth Hegarty noted that the recent edition of *Runway News* had included information for local people on the Airport's proposed planning applications. Lists of local bodies to be consulted were now being drawn up. The Community Forums and other key local stakeholders would be offered presentations about the proposals.

6. COMMUNITY REPORT

Elizabeth Hegarty tabled her report (copy attached) which was noted.

In speaking to the report Elizabeth underlined the launch of the Airport's new *University Prize Scheme* for Newham residents who have applied to study a degree in the fields of transport, business studies, foreign languages or geography from September 2007. Following an application process, two students would be chosen who will each receive £2,000 per year whilst they attend university for a period of up to three years. Additionally, London City Airport would provide the chosen students with mentors from the airport management team, paid work experience placements, volunteering opportunities and additional training at the airport.

She also highlighted the publication of the latest edition of *Runway News* which had been distributed last week to all local residents with the *Newham Mag*. This could be seen on the Airport's website⁴ together with the *2007 Community and Environment Review*⁵ which had also just been issued. Copies of both publications were distributed at the meeting. Gertie Duffy said the distribution of *Runway News* with the *Newham Mag* was a good idea. Elizabeth Hegarty asked that local members should let her know if they did not receive a copy of *Runway News* so that the matter could be taken up with the distributor.

In response to a question Elizabeth Hegarty said that the Airport's *Careers Pack* was about to be re-issued. Copies would be available very shortly on the Airport's website and from the Airport in hard copy.

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

Rob Grafton tabled this Report and a copy is attached to these minutes.

In introducing the report Rob said that the number of complaints (25) was much higher than usual and gave rise to the question whether this was due to the recent period of two weeks during which the weather had compelled the continuous use of Runway 10. This was very unusual. It seemed the prolonged and continuous use of this runway may have prompted people to complain whereas its use for short periods was less objectionable.

The Secretary noted that former member Peter Kiu had written about complaints from Campion Close and Savage Gardens about a perceived increase in landings and take-offs at the Airport in recent weeks and asked for it to be mentioned at the meeting. Another resident of West Beckton had noticed that the smell of aviation fuel had got much stronger. It was possible that these concerns could also be attributed to the weather and the recent prolonged use of Runway 10.

In response to questions about perceived increases in noise in Beckton and Custom House it was explained that most of these areas presently lay outside the 57 LAeq (16 hour) noise contour and accordingly did not qualify for noise insulation. However, as traffic at the Airport increased it could be expected that the area within this contour would increase and further homes would qualify for noise insulation. The noise contour was supplied annually to the consultative committee and copies were posted on the Committee's website for everyone to see.

In relation to complaints about helicopters Frank Evans said that that the CAA would soon be setting up a special telephone line where such complaints could be lodged.

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.

⁴ http://www.londoncityairport.com/downloads/LCY-RunwayNews_Edition_6_0607_WEB.pdf

⁵ <http://www.londoncityairport.com/downloads/2007CommunityAndEnvironmentReview.pdf>

9. NOISE INSULATION – RENFREW CLOSE - CORRESPONDENCE

Members noted the Secretary's a correspondence with a resident of Renfrew Close about noise insulation. The resident concerned was also in touch with the Airport and the LBN.

Asked to comment Robin Whitehouse said that much of the difficulty in this case seemed to have been caused by the fact that homes further away from the Airport had qualified for insulation. This flowed from the technical requirements of the sound insulation scheme in relation to the way in which properties were geographically aligned.

Dennis James commented that the hotels and flats on the north side of the Royal Victoria Dock seemed to have had the effect of increasing aircraft noise in Custom House.

10. DLR WOOLWICH EXTENSION PROJECT – PROGRESS REPORT

Ian Thomas updated the Committee on the present extension of the railway to Woolwich Arsenal. A copy of a note of his remarks is attached to these minutes.

In response to a question Ian said that the pedestrian facilities in the tunnels would be for emergency use only – they would not be available for ordinary use.

11. PLANNING FOR A SUSTAINABLE FUTURE: WHITE PAPER

The Agenda Report, and the paper submitted to the Annual Liaison Meeting of Airport Consultative Committees, were both noted.

The Committee shared the concern expressed in the paper submitted to the Annual Liaison Meeting about the proposal setting an increase of 5 million passengers per annum as the threshold for airport infrastructure projects to be determined by the proposed new infrastructure planning commission. Such a threshold might be appropriate for projects at regional and smaller airports but not at larger airports such as Heathrow, Gatwick or Stansted. A percentage threshold would appear to be a much better option.

There was also concern that any National Policy Statement for Aviation should not involve a repeat of the process used to arrive at the current policy in the White Paper *Future of Air Transport*. The present policy had been very thoroughly explored and consulted about already.

The Secretary was asked to respond to the Department on both these points.

Both Bill Dunlop and Pat Holland commented on the manner in which increasingly the views of local people were being overridden when planning decisions were taken. The activities of the LDA in securing the removal of bad neighbour uses from the proposed Olympic site to local sites in Newham were cited by way of example.

12. ANNUAL MEETING OF AIRPORT CONSULTATIVE COMMITTEES

The Secretary had circulated a report of the meeting prepared by the Secretary of the Stansted Airport Consultative Committee. This was noted. The formal minutes of the meeting would be circulated as soon as they were available.

13. JOINT WASTE DEVELOPMENT PLAN FOR EAST LONDON – CONSULTATION

The Committee noted the Airport's response to this Consultation copies of which had been sent to members.

14. CROSSRAIL

The Agenda Report was noted. Recent press reports suggested that funding for the scheme might now be forthcoming.

15. DATES OF FUTURE MEETINGS

The Committee agreed the following dates for meetings in 2007/2008:

- Tuesday 2nd October 2007
- Tuesday 8th January 2008
- Tuesday 1st April 2008
- Tuesday 1st July 2008
- Tuesday 7th October 2008

The Committee would hold its ordinary meetings at City Aviation House at 16.30 hours

16. ANY OTHER BUSINESS

(a) Red Bull Air Race

On 9th June the Secretary had circulated information from Newham Council about the planning application for the temporary use of land on the north side of the Royal Albert Dock for the Red Bull Air Race on 28th/29th July 2007. Because the closing date for representations to be submitted to the Council (27th June) was some time before the date of this meeting it was left for member organisations to consider the proposals and send in comments if they wished.

Using slides and video clips Gary Hodgetts briefed the Committee on the planned arrangements which had the full support of the Mayor, Ken Livingstone. He remarked that for operational reasons it had not been possible to agree to suggestions that the Airport's runway should be used for the event although to facilitate the Race the Airport and the airlines had agreed to short periods of closure at off-peak times.

It was noted that the planned temporary runway and other facilities on the north side of the Royal Albert Dock had generated more than 200 objections from concerned local residents but it was understood that the Council had decided nonetheless to grant temporary planning permission.

It was noted that former member Peter Kiu had raised with the Secretary the concerns felt by local people. Having checked with the Airport that any concerns they might have had about these proposals had been dealt with, he had replied that the matter was not one in which the LCYCC could involve itself - it's mandate was strictly related to the Airport.

(b) Review of Airport Policing

At its meeting in October 2006 the Committee noted the Secretary of State for Transport's written statement to Parliament on 21st July 2006 announcing the findings of the Government's review of policing at airports. The Secretary reported that on 14 June 2007 the Secretary of State had made a further statement about the Review a copy of which would be appended to the minutes of this meeting.

The Secretary noted that although the Review recommended that the system of "designation" should be discontinued, the new statement nonetheless refers to legislation requiring aerodrome managers and police at "designated" airports to agree necessary dedicated policing resources and to clarify what the cost to the aerodrome manager should be. This was then to be set out in a Police Services Agreement (PSA). The position had been queried with the Department and a reply was awaited. London City is not presently a "designated" airport.

(c) DLR Stratford International Project

The Secretary reported that the first of two new platforms at Stratford low level station had been completed in June and that earlier in the week the DLR had awarded the main construction contract for the £238m project to a Skanska and GrantRail joint venture. The contract involves:

- The conversion of the former North London Line railway tracks between Stratford and Canning Town to Docklands Light Railway technology;
- Upgrading existing stations to Docklands Light Railway standards;
- The construction of four new stations; and
- The formation of a new Docklands Light Railway link between Stratford and Stratford International.

(d) Premier Travel Inn

This budget hotel on the north side of the Royal Victoria Dock had asked that its services should be brought to the notice of members. Details were available from the Secretary on request.

(e) Airport Fun Day

This annual event would take place on Saturday next 7th July and members were welcome to attend and enjoy the activities which had been arranged. Gertie Duffy said that in her area the event had not been well publicized. Elizabeth Hegarty said that Fun Day had been

prominently mentioned in the latest edition of *Runway News* which had been distributed to all homes locally with the *Newham Mag*. There was also a leaflet and copies were distributed to members at the meeting

13. DATE OF NEXT MEETING

Tuesday 2nd October 2007 at 16.30 hours in the **Longitude Suite in the Main Terminal** at London City Airport

1. Airport Passenger Traffic

Traffic continues to increase in terms both of passengers and movements. Last week (w/c 27 May 2007) was a record for passenger numbers with 64,577 passengers using the Airport. During the year to the end of June there were 2,584,997 passengers (up 18%) and aircraft movements were up 13%. This faster rate of passenger growth shows that the runway is being used more efficiently

2. Routes

On 28th August SAS will start a new air service to Oslo.

Unfortunately there has been a decline in passengers using the VLM service to Liverpool and the service was suspended at the end of June.

3. Airport Developments

On 21st May we placed a contract worth £19m with support services and construction company Carillion for the construction of additional aircraft parking stands.

The contract is for the construction of a 20,000 square metre concrete platform, supported by piles and built over the King George V dock to the east of the existing terminal. In addition, a sound screen will be incorporated to minimise any effect of aircraft operations on neighbouring houses. Construction started in June, and the new stands should be in service during summer 2008.

Letters were sent out to local residents in mid June. This explained that construction has been planned to minimise any disturbance to local people. The Airport and the contractor have worked closely with Newham Council to agree working times and procedures to achieve this. The methods to be used are similar to those employed to construct the Hold Point in 2003, and are the least noisy available. Machinery will be shrouded to minimise noise at source. It is inevitable that for safety reasons some activities will have to be carried out on night shift when the Airport is closed. These have been restricted wherever possible.

Many construction activities will be conducted off-site with pre-cast materials being transported to the airport by water. Activities in the works compound will be mostly during the normal working day and procedures have been implemented to minimise the use of flashing warning lights and audible reversing signals, particularly at night.

When construction begins, the Carillion site supervisor will be contactable on 020 7473 3716. This 24 hour line has been put in place to provide an immediate response to any concerns that local residents may have.

Members with questions are welcome to call the Airport Project Manager Colin Hillary on 0207 646 0060 or 07767 293837 or e mail him at ColinHillary@lcy.co.uk

4. Planning Applications

As mentioned to the Committee at the last meeting, we are working towards the first of the applications aimed at achieving the growth described in the Master Plan.

This "Interim Application" is to be submitted this summer. It seeks to secure our growth up to around 2010. This application will not seek permission to build any new facilities, but rather to increase the present limit on movements to a new higher figure of 120,000 flight movements per year compared with 81,000 movements last year. This would bring the traffic at the Airport broadly into line with the capacity of facilities already built or approved.

The second application (Master Plan Application) will be developed and submitted following a decision on the Interim Application. It will seek permission to develop the Airport to the capacity described in the Master Plan, i.e. to cater for about 8m passengers. We would expect that this process will start in the spring of 2008.

5. Airport Security

In common with other UK airports there has been a tightening of security following the terrorist events at the end of June in London and at Glasgow Airport. The police are operating vehicle checkpoints on the approaches to the airport, the pick-up and set-down lane adjacent to the Terminal is at present closed and concrete barriers have been installed to prevent vehicles invading the Airport Entrance as at Glasgow. This involves some inconvenience and possibly delay for passengers coming by car and the Airport is recommending users to use the DLR service

MINUTE 6

Community Relations Report – April/June 2007

Tickets (when issued)

- 2 x Amsterdam, Civic Ambassador's Fusion Fashion Event
- 2 x Geneva, St Luke's Primary School International Event
- 2 x Geneva, REG Fundraising Dinner in support of Education in East London

Tours

- REDBRIDGE COLLEGE
- North Beckton Primary x2
- Slough Grammar School
- Cyril Jackson Primary
- College of Arts airside tour
- Britannia Village landside tour x2
- Greenwich College airside tour
- Lewisham college
- 2 tours for WALTZ programme

Sharing Knowledge

- The 2007 Community and Environment Report was published on Friday 22 June 2007, copies available online and from EH.
- EH now attending 14 – 19 education strategy meetings for both Royal Docks Community School and the London Borough of Newham.
- Community Ambassadors attended the NewVIC Careers Fair in May.
- Relationship formed between Reed Employment and "Workplace", the borough's one stop shop for employment in Newham.
- LCY managers attended Building Opportunities and Skills Seminar at Langdon School, advising students on the skills needed for employment and career development.
- Barnaby Bear Programme delivered to Drew, Scott Wilkie, Carpenters and Rosetta Schools.

Additional Sponsorship and Support

- The London City Airport University Prize Scheme was launched in June, closing date for applications is 13 July 2007. The Scheme will sponsor two Newham residents £2000 each for three years whilst studying a degree at university.
- Calverton School – LCY Maglites donated for Summer Fete Raffle.
- George Tomlinson School – LCY Maglites donated for Summer Fete Raffle.
- St John's Community Centre – LCY light pens donated for sale at Women's Bazaar.
- St Fidelis Friary - £200 donation towards the reupholstering of soup kitchen chairs.
- Chadwell Heath Foundation School – Insight to Management prizes for students (4 x piggy banks and 10 x light pens).
- Match funding for LCY employees (£240) participating in the Flora Hydro Active Challenge in aid of Richard House Hospice.
- Volunteers attended the Richard House Community Fete, 16 June 2007 to assist with selling and stalls.
- Over 50 leather tub chairs from LCY Departure Lounge donated to Ascension Church Centre, St John's Community Centre, and Weavers Restaurant Trust.

- Students from Plashet School attended LCY as part of the Offscreen Education Event, presenting our team with a framed piece of artwork produced by a student sponsored by the Airport to visit the Middle East.
- Sponsorship of the Docklands Equestrian Centre earlier in the year came to an end with the completion of the horse trailer, photographs attached.
- Annual Art Awards took place on Monday 4 June 2007, with a winner a student at UeL.



MINUTE 7

Environmental Matters – April/June 2006

- A total of 25 complaints/enquiries relating to environmental matters were received during the period detailed above. A breakdown is given as follows:
- Of the 25 complaints/enquiries received for this period;
 - 16 referred to aircraft noise/flight path
 - Of which 11 related to runway 10 (easterly) operations
 - 1 referred to aircraft ground noise
 - 2 related to sound insulation enquiries
 - 1 related to alleged interference from flight with TV signals
 - 1 related to noise from A/C units from catering vehicles at night
 - 1 related to enquiry concerning LCY operational hours and last flights
 - 3 related to non-LCY air traffic

1. DATE RECEIVED: Thurs 6.4.07
 TIME OCCURRED: 08.45 DATE OCCURRED: 6.4.07
 AREA: Silvertown E16
 COMPLAINT: Ground noise from aircraft parked on stand 12
 RESPONSE: Telephone call and site visit
2. DATE RECEIVED: Wed 25.4.07
 TIME OCCURRED: n/a DATE OCCURRED: n/a
 AREA: East Beckton E6
 COMPLAINT: Sound Insulation Inquiry – Request for monitoring
 RESPONSE: Email and letter
3. DATE RECEIVED: Thurs 26.4.07
 TIME OCCURRED: Various DATE OCCURRED: various
 AREA: Silvertown E1
 COMPLAINT: Alleged nuisance from increased levels of air traffic from LCY
 RESPONSE: Letter

4. DATE RECEIVED: Tues 1.05.07
 TIME OCCURRED: n/a DATE OCCURRED: n/a
 AREA: Beckton E6
 COMPLAINT: Qualification for SI Scheme
 RESPONSE: Letter and visit
5. DATE RECEIVED: Wed 9.05.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: Canning Town
 COMPLAINT: Aircraft flight track keeping
 RESPONSE: Dealt with by Operations
6. DATE RECEIVED: Mon 14.05.07
 TIME OCCURRED: 23.58 DATE OCCURRED: Sat 12.05.07
 AREA: Britannia Village
 COMPLAINT: Late night flight
 RESPONSE: email – Police helicopter movement
7. DATE RECEIVED: Mon 21.5 07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Streatham SW16
 COMPLAINT: Alleged low flying aircraft
 RESPONSE: Email – Likely LHR Traffic
8. DATE RECEIVED: Fri 25.05.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: Stratford
 COMPLAINT: Enquiry re alleged number low flights
 RESPONSE: Email enquiry and response
9. DATE RECEIVED: Fri 25 .05.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: Isle of Dogs E14
 COMPLAINT: Perceived increase in number of flight
 RESPONSE: Telephone call
10. DATE RECEIVED: Mon 4.06.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: Knebworth SG3
 COMPLAINT: Enquiry relating possible LCY flight
 RESPONSE: Telephone and Email (Related to Luton air traffic)
11. DATE RECEIVED: Mon 4.06.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: Orpington BR6
 COMPLAINT: Perceived sudden increase in number of flights in area
 RESPONSE: Telephone & Email
12. DATE RECEIVED: Mon 4.06.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: Canning Town E16
 COMPLAINT: Alleged interference from LCY traffic with TV signals
 RESPONSE: Telephone call
13. DATE RECEIVED: Tues 5.06.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: East India Dock E14
 COMPLAINT: Perceived sudden increase in number of flights in area
 RESPONSE: Telephone call
14. DATE RECEIVED: Wed 6.06.07
 TIME OCCURRED: various DATE OCCURRED: Various
 AREA: Bexely DA15

- COMPLAINT: Perceived sudden increase in number of flights in area
RESPONSE: Telephone & Email
15. DATE RECEIVED: Wed 6.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Horton Kirby DA4
COMPLAINT: Perceived sudden increase in number of flights in area
RESPONSE: Telephone and email
16. DATE RECEIVED: Wed 6.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Hextable Kent
COMPLAINT: Perceived sudden increase in number of flight in area
RESPONSE: Email
17. DATE RECEIVED: Wed 6.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Dartford Kent
COMPLAINT: Perceived sudden increase in number of flights in area
RESPONSE: Telephone call
18. DATE RECEIVED: Thurs 7.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Albany Park, Sidcup
COMPLAINT: Perceived Sudden increase in number of flights in area
RESPONSE: Telephone call
19. DATE RECEIVED: Sun10.06.07
TIME OCCURRED: Early AM DATE OCCURRED: Various
AREA: Chelsea SW3
COMPLAINT: Letter complaining of helicopter movements 2am
RESPONSE: Letter
20. DATE RECEIVED: Mon 11.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Eltham SE9
COMPLAINT: Perceived sudden increase in number of flights in area
RESPONSE: Telephone call
21. DATE RECEIVED: Mon 11.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Penge SE26
COMPLAINT: Perceived increase in number of flight
RESPONSE: Telephone
22. DATE RECEIVED: Tues 12.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Becontree, RM9
COMPLAINT: Perceived sudden increase in number of flights in area
RESPONSE: Email
23. DATE RECEIVED: Fri 15.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Clapham, SW9
COMPLAINT: Perceived sudden increase in number of flights in area
RESPONSE: Telephone
24. DATE RECEIVED: Sat 16.06.07
TIME OCCURRED: various DATE OCCURRED: Various
AREA: Silvertown, E16
COMPLAINT: Noise from air con units based at airport caterers
RESPONSE: Telephone

25. DATE RECEIVED: Sun 24.06.07
TIME OCCURRED: various DATE OCCURRED: various
AREA: Woolwich SE18
COMPLAINT: Enquiry relating LCY Operational hours and last flights
RESPONSE: Email

Rob Grafton
Environment Planning Manager

MINUTE 8
Sound Insulation Scheme – July 2007 Update

General Situation

Across the Scheme 76% are signed off and 93% surveyed, so the plan is to finish the survey work on the remaining 7% this Summer and then work towards signing off the properties by the end of the year. This has been helped by large numbers of properties in Britannia Village particularly not qualifying for grants and not taking up vents.

There will always be odd properties that cannot be accessed, but letters are being sent to freeholders and future requests can be made for work.

Programme

The plan is to finish the Scheme as above within this year and then mop up the final administration before considering how to tackle future scheme developments.

Jonathan Smith
Project Manager
July 2007

MINUTE 10
DLR Woolwich Extension Project – Progress Report – July 2007

Tunnelling of the second bore commenced on 12th March 2007 and was temporarily halted in a planned intervention, allowing the installation of the conveyor system to remove the spoil back to our site at King George V Dock.

The machine accelerated its progress under the River Thames and through Royal Arsenal and it is anticipated to arrive at its Reception Chamber close to Woolwich Town Centre in approximately 3 weeks time.

Following its arrival and from 3rd August through to 10th August 2007 Spray Street, from its junction with Parry Place to Burrage Road which is close to the Town Centre will be closed to allow the positioning of a 1000 ton lifting capacity crane that will be used to remove the machine in component parts before delivering it back to our site adjacent to the airport. During the same period traffic management will operate in Burrage Road and Plumstead Road.

During the last May Bank Holiday a new footbridge that will link the existing Woolwich Arsenal Station with the new DLR Station was successfully installed over the two existing main lines.

Work has commenced on the construction of the superstructure for the new DLR Station at Greens End in the heart of the Town Centre and it is anticipated that this phase of the works will be complete by Christmas of this year. Following on, in early to mid 2008 the area above the station may be handed to a DLR developer.

Work is under way focusing on the construction of the cross passages between the two tunnel bores and at the Intervention Shaft, adjacent to the river wall at Royal Arsenal.

During the summer of 2007 four major water mains are to be diverted in Greens End and Powis Street Woolwich as part of the accommodation works to allow the construction of the two over run tunnels.

The Project is still on programme for completion during early 2009.



CROSS PASSAGE CONSTRUCTION



FOOTBRIDGE AT WOOLWICH ARSENAL

Review of Airport Policing – Statement by the Secretary of State for Transport – June 2007

The Secretary of State for Transport (Mr Douglas Alexander): In my statement of 20 July 2006 (Hansard ref 56-57WS), I announced that the Government had accepted the broad thrust of the Independent Review of Airport Policing by Stephen Boys Smith and outlined some of the report's key recommendations. I also made a commitment to make a further statement in due course about progress.

The report's recommendations focussed on how police and the aviation industry's security activities could be better harmonised to improve effectiveness and efficiency. In particular, how to achieve an appropriate balance between the various stakeholders for delivering all aspects of security at airports was considered. The Government fully accepts that any policing element of airport security should be transparent and understood as part of a wider package of security measures at airports.

We have welcomed stakeholders' general support of the report's diagnosis and their endorsement of its conclusions about the need to define agency accountability; to enhance liaison between stakeholders at all levels; and to further develop the Multi-Agency Threat and Risk Assessment (MATRA) approach that is already in place at airports. All stakeholders recognise the fundamental need for clarity, transparency and agreement of their roles and responsibilities in the complete security package at airports. There has also been wide support for the conclusion that the system of designation be discontinued.

However, the Government does not underestimate concerns about the detail of possible solutions, in particular the identification and calculation of any policing costs to be borne by the industry; the ability of industry to recover agreed costs from passengers; and the affordability of those costs.

Since the report was concluded, constructive dialogue has been ongoing between national representatives of industry, the Police and Police Authorities, and Government. A shared security vision for UK airports has been agreed along with the principles to be used to develop the airport security plans to achieve that vision. We welcome the greater mutual awareness, trust and commitment demonstrated by all stakeholders.

Two key areas of work have been identified to be tackled nationally:

Firstly, MATRA remains strongly recommended best practice for all airports. We maintain that such joint agency consideration of threat and risk should be the cornerstone for current and future security activity at airports. BAA and the Metropolitan Police Authority are working together at Heathrow Airport to enhance their MATRA and to develop a shared multi-agency airport security plan. More generally for all airports, work is already underway to deliver national threat assessments to airports so that all suitably security cleared MATRA members can evaluate the security situation from the same knowledge basis. It is acknowledged by all stakeholders that an enhanced MATRA process may identify improved options for tackling particular security issues. Some of these may need to be delivered by the police but it is recognised that a dedicated and permanent police presence may not be required at some airports.

Secondly, existing legislation is being reviewed to clarify the current responsibilities of stakeholders for security at airports to assist in resolving areas of disagreement. We are taking that work forward as quickly as possible with the agencies concerned.

Separately, complementary legislation has been introduced requiring aerodrome managers and police at designated airports to agree necessary dedicated policing resources and to clarify what the cost to the aerodrome manager should be. This is then set out in a Police Services Agreement (PSA). Some airports already have, or have had, service level agreements in place and it may be deemed by the parties to them that they remain fit for purpose and contain the requisite information to comply with the Civil Aviation Act 2006.

All this work is being drawn together to clarify the security responsibilities of all stakeholders at all airports and create the clear and transparent funding process recommended by the Review. No legislative changes can be made until that work is complete but we are working to identify a suitable parliamentary opportunity for this.

Although the Review did not focus on airport security, it was an examination of a key element in the protection of our airports against a range of threats. It is naturally not a report for public disclosure, however I will make another statement providing further updates in due course.

Delivered: 14 June 2007