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**MINUTES OF THE MEETING HELD ON TUESDAY  
1st JULY 2008 AT 4.30 PM AT CITY AVIATION  
HOUSE, LONDON CITY AIRPORT**



**PRESENT:**

John Adshead	Chair
Bill Dunlop	Deputy Chairman
Stuart Innes	Secretary
Gary Hodgetts	London City Airport
Cllr Ann Jackson	London Borough of Tower Hamlets
Robin Whitehouse	London Borough of Newham
Jackie Lindre	London Development Agency
Hamish Stewart	RODMA
Gillian Econpouly	LCCI
Howard Sheppard	Docklands Business Club
Gertie Duffy	Royal Docks Community Forum
Sid Keys	Silvertown TRAs
Glynis Webb	North Woolwich TRAs
Dennis James	Custom House and Canning Town Community Forum
Adisa Akintola	West Thamesmead Resident's Forum
Frank Evans	Department of Transport

**APOLOGIES:**

Cllr Alec Kellaway	London Borough of Newham
Cllr Denise Hyland	London Borough of Greenwich
Cllr Peter Craske	London Borough of Bexley
Charles Buchanan	London City Airport
Ron Brewer	London TravelWatch

**IN ATTENDANCE:**

Janet Goulton	London City Airport
Rob Grafton	London City Airport
Jonathan Smith	London City Airport
Elizabeth Hegarty	London City Airport
Dan Townsend	London City Airport
Jacqueline Bradshaw	Tower Hamlets resident
Price	
Ian Thomas	Morgan Est

1. The **MINUTES** of the meeting held on 1<sup>st</sup> April 2008<sup>1</sup> were approved as a correct record.

**2. MATTERS ARISING**

**(a) Item 4(c) - Noise Action Plan**

The expected draft guidance from Defra on how these Plans should be prepared had still not been received. As noted in the Agenda there had been considerable slippage and the timetable would need to be revised. Frank Evans said Defra now planned to publish draft guidance for consultation in about 3 weeks time with a consultation period of 3 months.

After the guidance had been finalised Airports would have three months in which to produce a *Noise Action Plan (NAP)* and it was hoped these could be submitted to the EU at the turn of

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

the year. It is expected that in the preparation of the NAPS airports will be able to draw upon existing material such as Airport Master Plans.

**(b) Item 16 (e) - Consultation on revised Code of Guidance: “Access to Air Travel for Disabled People”**

The Agenda report was noted. In drawing up the paper on this question for the UKACCs meeting the Secretary had consulted a previously active young woman who now finds herself permanently in a wheelchair. She continues to be well travelled and is something of an expert now on handling the transport system as a disabled person. A note of her comments on the draft Code was tabled and a copy of this is annexed to these minutes. The Secretary said it might be that the Department would find these comments helpful and the Committee agreed that they should be submitted with a note that some Airports, especially smaller ones, might find it hard to provide and resource a centre of the kind suggested in the last paragraph of the note.

**3. COMMITTEE MEMBERSHIP**

**(a) London Borough of Newham**

The Council had nominated Cllrs Pat Holland, Ayesha Chowdhury and Cllr Alec Kellaway to serve as members of the consultative committee for 2008/09. On this occasion the Council had chosen not to appoint as one of their three representatives the senior officer of the Council responsible for planning. The Committee felt it was important to secure the participation of the LBN officers responsible for the matters under discussion by the Committee and the Secretary was asked to continue to send the Committee’s agenda papers and minutes both to Robin Whitehouse and a representative of Council’s planning staff.

**(b) London Borough of Greenwich**

The Committee noted that the London Borough of Greenwich appointed Cllr Denise Hyland to be their representative for 2008/09 with Cllr Peter Brooks as her deputy.

**(c) West Thamesmead Residents Forum**

The Chairman welcomed to the meeting Adisa Akintola who had been nominated by the *West Thamesmead Residents Forum (WTRF)* to serve as a member of the Committee representing those living in the West Thamesmead area. It had been explained to Adisa that the Airport was presently reviewing how those who represent the local communities affected by the Airport’s operations should be chosen in future (see Minute 11 below) and it was for that reason that Councillors Hyland and Brooks had been asked for advice as to how best to choose a representative of residents in West Thamesmead. It was against that background that his name had been put forward. The review process was ongoing but meanwhile everyone was anxious that the residents of West Thamesmead should be represented and it had been suggested that he should join in meetings of the Committee until the appointment process had been finalised and agreed. The Committee concurred.

**(d) Beckton Community Forum**

The Secretary reported the resignation of both Rongu Miah and Lyn Juniper. Both members had been appointed by the Beckton Community Forum (BCF). In the case of Lyn Juniper the BCF had made the appointment after it had proved impossible to secure a nomination by the tenants and residents association in Cyprus. The BCF now no longer existed and permanent replacements depended on the outcome of the current review of the Committee’s constitution which was to be discussed later in the meeting – see Minute 11 below.

**(e) ABTA**

The Secretary had not yet been able to discuss with Charles Buchanan how best to secure the representation of passengers following ABTA’s decision to withdraw from membership of the Committee. The Secretary would report to the next meeting.

#### 4. CORRESPONDENCE

##### **(a) Mrs Jacqueline Bradshaw-Price**

The Chairman welcomed to the meeting Jacqueline Bradshaw-Price, a resident of Tower Hamlets who had written to the Secretary expressing her concerns about increasing noise and also about the need for the membership of the Consultative Committee to include a representative(s) of the community in the eastern part of Tower Hamlets. Mrs. Bradshaw-Price had asked to attend this meeting and to address her concerns directly to the Committee.

Mrs. Bradshaw-Price said there had been a marked increase in the number of flights departing the Airport and passing over the Bow area in Tower Hamlets where she lived and this had given rise to a noticeable increase in perceived noise, indeed she had felt compelled to install double glazing.

She had been dismayed to learn that the Airport had applied for permission to increase the limit on the total number of flights from 80,000 to 120,000 per annum and especially to note that the officers of Tower Hamlets had shown a marked lack of interest in the proposal because the application was being dealt with by the London Borough of Newham. In Tower Hamlets there had been only a small advertisement placed by Tower Hamlets council in the local press to inform local residents of the Airport's application.

She thought the Airport and the Committee had been remiss in only recently addressing the question of appointing a resident representative(s) for Tower Hamlets. In this connection she did not understand why it was necessary to hold the constituent parts of the Committee, as described in s.35 of the Civil Aviation Act 1982, roughly in balance or the apparent reluctance to see an increase in the size of the Committee - if there was growth in the Airport it was surely natural that the Committee should grow as well?

The Secretary said that the need for balance flowed from the decision of the High Court in the Fairoaks case and this had to be recognised and reckoned with. The size of the Committee was a matter for the Airport and/or Newham Council (in either case acting with the approval of the Committee) but thus far it had been deemed wise not to let the membership reach a size where the Committee would be unwieldy in operation. The Committee had recognised the lack of consistency as between one Borough and another in the manner in which the planning application had been publicised. This had led to the submission of a paper to the UKACCS annual meeting – see Minute 12 below.

Glynis Webb said she valued the manner in which representatives of the community could bring matters of concern to the Committee and have them dealt with. While she recognised the need for residents in the eastern part of Tower Hamlets and the western part of Thamesmead to be represented on the Committee she was anxious that the Committee should not be engulfed by boisterous voices intent on “mudslinging”.

The Chairman said it needed to be understood that the Committee's membership represents not just the local communities but also the airport, local and public authorities and agencies and airport users but not in proportions which can in any way be described as “representative”. The Committee's function was thus to serve as an organised forum in which the Airport could inform its diverse stakeholders of current issues and seek their feedback. The Committee had no executive powers. In the absence of any sign that the application was going to be “called in” for the Government itself to determine the application it would thus be for the LB of Newham to decide whether it should be approved.

Adisa Akintola said that people in West Thamesmead felt much the same about the increase in the number of flights and the resulting increase in perceived noise. This was a matter of growing concern to local people.

##### **(b) Resident of Barking**

A resident of Barking had expressed in writing to the Secretary his dismay that Barking and Dagenham council was not represented on the consultative committee. This had been discussed before and it was agreed that the council should now be offered a place on the committee. The Secretary was asked to pursue such an appointment in concert with the constitutional review now being conducted by the airport – see Minute 11 below.

## 5. AIRPORT DIRECTOR'S REPORT

In the absence of Charles Buchanan the Airport Director's report was tabled by Gary Hodgetts – a copy of the report is attached to these Minutes.

Bill Dunlop said that at a time when the economy was going through some difficult times, and the Airport's plans for growth were subject to a chorus of criticism, it was important to keep in mind that the Airport was an important contributor to the local economy and a major source of employment for local people. Newham has always been a poor part of London and it needed the airport as an economic generator. Indeed, nowadays the Airport was an important dimension in the wider economy of London, not to mention the country as a whole, and this should be much better publicised. The determination of the present planning application should not be allowed to drift on and on - it was too important an issue. Howard Sheppard (DBC) and Gillian Econpouly (LCCI) said they fully supported these remarks and Jackie Lindre (LDA) said that although the Agency had problems with some aspects of the Airport's present planning application, it nonetheless fully supported the Airport as a generator of economic benefits and jobs. Janet Goulton said that in submitting the planning application the Airport had been required to prepare a *Socio Economic Assessment* and this, and a range of other supporting documents, could be seen on the Archive Page of the Committee's website<sup>2</sup>.

## 6. COMMUNITY REPORT

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

Gertie Duffy said she was grateful to the Airport for publishing the Airport's opening hours in the last edition of Runway News. This made it much easier to counter criticism of the Airport in relation of overflying aircraft which in fact were bound to or from other airports.

## 7. STANDING ITEM ON ENVIRONMENTAL ISSUES

Dan Townsend (London City Airport) tabled the Airport's Report and a copy is attached to these minutes.

In response to a question Rob Grafton acknowledged that the number of complaints was a little higher than usual, reflecting perhaps the present planning application which seemed to focus minds and lead to more complaints. All complaints received a response in writing or sometimes by telephone.

The Secretary noted that there were more complaints than usual from areas south of the river. Rob Grafton said this probably reflected a prolonged period of use of Runway 10 for landings and takeoffs. This was unusual but reflected the weather both this year and last.

In response to another question Rob Grafton said that it was now the practice to meet the Chief Pilots of the airlines operating at the Airport twice a year. At these meetings the Airport's noise and track keeping performance data was shared with the airlines. This sometimes showed a marked difference between airlines in relation to the same aircraft. The effect was to introduce an element of competition among the airlines in using aircraft in an environmentally friendly manner and this had proved to be very beneficial. In future he would report the findings of these meetings to the Committee.

## 8. NOISE INSULATION PROGRAMME – PART IV

Dan Townsend confirmed that the present (1998) Noise Insulation Programme was now substantially complete and it remained only to tie up a few loose ends.

The latest (Summer 2007) 57 LAeq Noise Contour had embraced some new dwellings – including some outside Newham – not covered by the 1998 programme. They qualified for Noise Insulation and the Airport would be approaching the owners.

In response to a question Rob Grafton said that a new Noise Insulation Programme was now required and indeed this was now under consideration in relation to the s.106 Agreement under discussion with Newham Council in connection with the present planning application. Any such agreement would apply equally both inside Newham and in the neighbouring Boroughs.

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<sup>2</sup> <http://www.lcacc.org/archive/index.htm#aug07planning>

**9. DLR WOOLWICH EXTENSION PROJECT – PROGRESS REPORT – APRIL 2008**

Ian Thomas tabled his report (copy attached) which was noted.

In response to a question Ian Thomas said that the test trains would encroach on the existing railway only in order to reach the new line.

**10. PLANNING APPLICATION**

*See also the Airport Director's report –Item 5 above refers*

The Agenda report was noted.

It was understood that the application was likely to be considered at a special meeting of the Development Control Committee of the London Borough of Newham (LBN) on a date to be decided within the next month or so. The Secretary would keep members informed.

**11. COMMITTEE CONSTITUTION**

Elizabeth Hegarty outlined the discussions since the last meeting concerning the manner in which representatives of the local communities should in future be chosen.

It was proposed to ask the West Thamesmead Residents' Forum (WTRF) to nominate a representative of residents in that area - see also Minute 3(c) above - and in Tower Hamlets to secure a representative(s) via the network of *Local Area Partnerships*. In Newham the plan was for representatives to be elected at a series of community events in the three wards south of the A13. This would require the co-operation of the London Borough of Newham. There would also need to be procedures for feedback to local residents by their resident representative - these would be widely publicised in *Runway News* and also possibly in Council publications as well as on the Committee's website which would also include contact details for the resident representatives.

The proposals would now be incorporated in a paper to be sent to the London Borough of Newham for comment before the final scheme is brought back to the Committee for approval.

Following the discussion earlier in the meeting Elizabeth Hegarty would look again at the number of representatives for each area and check that there was a proper balance.

**12. NATS CONSULTATION: LONDON TERMINAL CONTROL NORTH - AIRSPACE CHANGE PROPOSALS**

The Agenda report was noted. It would be some time before the results of the consultation were known.

The Secretary said that it might be opportune in due course to look back at how the consultation process, agreed only last year, had worked in practice. It appeared that NATS had experienced difficulty in communicating with local authorities about these proposals and how they might affect their areas. The Committee in its response had underlined it was important to seek the views of neighbouring London boroughs, including the London Borough of Redbridge.

**12. UK AIRPORT CONSULTATIVE COMMITTEES - ANNUAL LIAISON MEETING - 11/12 JUNE 2008 - ITEMS FOR DISCUSSION**

The Secretary had circulated a note of this meeting which had been prepared for another Consultative Committee. The official note of the meeting would be circulated, and placed on the UKACCs website, as soon as it was ready.

The UKACCs meeting had considered the paper<sup>3</sup> sponsored by this Committee about the scope for inconsistency in informing/consulting local residents about planning applications which have an impact on the area of more than one local planning authority. The UKACCs meeting had agreed that the issue needed to be addressed and there was approval of the suggestion that guidelines should encourage the planning authorities concerned to discuss how best to publicise the application on a common basis. However the meeting thought it would be best to take this first to the *Local Government Association* rather than direct to the *Department of Communities and Local Government*. The UKACCs Secretariat would now do that and the Committee would be notified of

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<sup>3</sup> <http://www.ukaccs.info/08almfiles/08consultation.pdf>

the outcome in due course. The Committee felt the paper should also be referred to the Department and the Secretary was asked to write to them on the Committee's behalf.

### **13. CIVIL AVIATION ACT 2006**

Rob Grafton said that in discussing the current planning application with Newham Council the Airport had given an undertaking that the present noise regime would be reviewed. Such a review would, of course, involve consideration of possible measures involving the new noise powers in the 2006 Act. Consideration would also need to be given to the EU's Environmental Noise Directive and the requirement to produce a Noise Action Plan.

### **14. RED BULL AIR RACE – APPLICATION FOR TEMPORARY PLANNING PERMISSION**

The Secretary had circulated details of the report due to be considered by Newham's Development Control Committee the following evening, Wednesday 2<sup>nd</sup> July. The Committee noted that the Council's officers were recommending that the application should be refused but that the application would have to be referred to the Greater London Authority who might take a different view.

Gary Hodgetts said the Airport was mainly concerned about the impact of the proposals on the airlines using the airport. However, it was understood that the airlines had all now reached an accommodation with the organisers of the Race and the Airport was content now to let the matter be decided as a local issue.

### **15. ANY OTHER BUSINESS**

#### **(a) Dates of Future Meetings**

The Committee agreed the following dates for its meetings in the remainder of 2008 and in 2009:

- Tuesday 7th October 2008
- Tuesday 13<sup>th</sup> January 2009
- Tuesday 7th April 2009
- Tuesday 7th July 2009
- Tuesday 6<sup>th</sup> October 2009

The meetings would continue to be held at 16.30 at City Aviation House.

#### **(b) Committee Awayday – Tuesday 24<sup>th</sup> June 2008**

The Awayday had been attended by 16 members and observers and by five members of the Airport's staff. It had been a very successful and informative day and it had been much enjoyed by those attending. The Secretary had written to thank those who had made the arrangements for the event

#### **(c) Airport Fun Day**

This would take place the following Saturday, 5 July, between 2.30pm and 7.30pm. It promised to be a fun filled afternoon with a programme including London's only air show with an exclusive Air Atlantique DC-6 fly-in; a Festival Circus; Festival Stage with live performances; a British Airways 146 aircraft with the crew offering tours of the cockpit; tethered hot air balloon rides and much more.

Committee members were welcome to use the Hospitality Lounge in the Main Terminal which would be open from 2.30pm until 6.00pm and could be accessed via Gate 1. Members who wished to use the Lounge would need an invitation. Those members who had not yet asked for/received such an invitation were asked to speak to the Secretary after the meeting.

### **15. DATE OF NEXT MEETING**

Tuesday 7th October 2008 at 16.30 hours at City Aviation House at London City Airport.

**MINUTE 2(b)**

**Consultation on revised Code of Guidance: “Access to Air Travel for Disabled People**

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“What I found odd was the use of “aspirational guide lines” - all the points are good, common sense etc, but if they’re aspirational they are open to interpretation and might lead to differing levels of service – I thought that’s what the Code was trying to avoid or have I missed the point?”

“Page 29:– Disability awareness training need not be provided by a disabled person. I would have thought this should be.

“Page 52: Taxi ranks – lowered pavements tactile surfaces etc. As we know level access is imperative and so is flat surfacing i.e. NO CAMBER on disabled access track ways.

“Page 57 : Temporary replacement of lost mobility aids – not necessarily like for like. Not necessarily like for like but it does need to be *type for type* t. An attendant wheelchair is a wheelchair but no good for replacing a self propelling wheelchair, nor a motorised wheelchair. Crutches/walking canes are not suitable for a zimmer frame user and vice versa etc.

“Finally just a thought in general. In my experience I would love to arrive at an airport and access a welcome centre for “disabled travellers”. I may have had a long journey to reach the airport and want a loo, refreshments and the opportunity to locate all the information I will need will to organise myself prior to commencing the queues at check in. That all in one place would be mint!”

**MINUTE 5**  
**Airport Director’s Report – 1<sup>st</sup> July 2008**

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## **1 Airport Passenger Traffic**

During the first five months of 2008 (June figure not available at the date of this meeting) we have seen passenger numbers increase by 20% over the same period in 2007. Average aircraft size increased from 67 to 70 seats and load factor also rose from 52% to 56%. Taking these factors together, the average number of passengers per flight improved by 11%, thus making more efficient use of the runway. At the same time the Jet Centre traffic has declined, by 21% in passengers and 24% in movements.

## **2 New Routes**

With the opening of the new stands (see below) BA start a clutch of new routes:

- |             |    |         |
|-------------|----|---------|
| • Barcelona | BA | May 08  |
| • Warsaw    | BA | May 08  |
| • Amsterdam | BA | May 08  |
| • Dublin    | BA | June 08 |

In addition BA have provided more details of their plans to operate a direct service twice daily to New York, starting in the in the second half of next year. The purchase of the two Airbus A318 to operate this service has been confirmed, with delivery expected during next summer. Further details of this service will be made clear over the coming months, including the location of the required fuelling stop on the westward leg and the NY airport to be served.

The take over of VLM by Air France is still proceeding through the regulatory approval process.

### 3 Airport Developments

The construction of the East Apron is now complete, with operations having started on 4 May. The construction of the Pier and the Sound Screen along the South side of the deck was completed in April. With internal fit out now finished, the pier entered service in June

Substantial refurbishment work has taken place inside the terminal, as the committee will have seen when travelling through the airport. The site of the former business centre has been cleared and converted into an extended departure lounge, a re-organisation of the airside Tax Free Shop, a new WH Smiths outlet, and an additional bar. This has been named "Bar Ten28" in association with the runway designations (10 and 28). The former administration offices above the main entrance doors have been converted into a new lounge area featuring TV screens and a relaxed atmosphere.

Over the next few months the existing baggage sortation system will have to be replaced and upgraded to meet increasing regulatory requirements. This will require the installation of a new Hold Baggage Screening system with an enlarged carousel in the area immediately to the east of the existing sorting process. This will then be covered by a weather protection canopy, replacing the tents currently in that area.

### 4 Planning Application

The Interim Planning Application was submitted to London Borough of Newham on 3 August 2007. As the Committee has already been briefed, this application seeks to increase the movement levels at the Airport to 120,000 per year, and represents the first step on the way to delivering the vision contained in the Master Plan. It is expected that the Master Plan Application will be submitted towards the end of this year.

Two requests for further information from the Council have been made and the details supplied by the Airport. Discussions have taken place between us and LBN over the details of the Section 106 agreement, and are nearly concluded. It is expected that application will be heard by the Development Control Committee shortly, but no date has been fixed.

As the final stage of the implementation of the 2003 planning consent that granted the Hold Point and the East Apron, we are developing the design for the additional terminal space to the east of the building. This may involve some changes to the roof line and a potential re-cladding of the south elevation. Our architects are in discussions with the Council to agree the details of this project. It may require the submission of a planning application to vary some limited details of the 2003 permission.

We are also in discussion with the council over some further permitted developments, including the construction of a new baggage sortation centre in the area between the DLR and the Terminal, to meet the increasing security needs for baggage; relocating the car hire desks outside the terminal to allow them to trade outside airport operating hours; and the installation of a small data resilience facility to provide greater reliability to our data handling in the event of system failure. Details of these will be brought to the committee as they are developed.

**MINUTE 6**

## **Community Relations Report – April /June 2008**

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### **Tickets (When Issued)**

- 2 x Zurich – Civic Ambassadors Civic Awards and Charity Ball grand raffle (Newham)
- 2 x Basel – Portway Tornadoes Cheerleaders fundraising event (Newham)
- 2 x Geneva – Brampton Primary School International Day raffle (Newham)
- 2 x Amsterdam – LCY Sunday Football League referee of the year 07/08 season (Newham)
- 2 x Dublin – Richard House Children's Hospice Greek Event (Newham)
- 2 x Basel – Canary Wharf Rotary Club Dragonboat Racing raffle (Tower Hamlets)
- 2 x Amsterdam – Plumstead Make Merry Festival (Greenwich)
- 2 x Zurich – Greenwich Foundation for the Old Royal Naval College May Fayre (Greenwich)
- 2 x Nice – Haven House annual ball (Redbridge)

## **Tours**

- WALTZ x 2 (Newham)
- London Hotel and Tourism School (Newham)
- Sir William Burrough School x 2 (Tower Hamlets)
- Clara Grant Primary School (Tower Hamlets)
- Greenwich College (Greenwich)
- Abbeywood School (Greenwich)
- Orpington College x 2 (Kent)
- Brooke Primary School x 2 (Hackney)
- Wandsworth College (Wandsworth)

## **Sharing Knowledge**

- An Open Day was held at NewVic Stratford, to recruit for Security and Ground Services roles – The Community Team attended, providing information to applicants in the waiting area. 22 new staff were recruited from this day, 13 of whom are from Newham.
- A partnership between Greenwich Local Labour and Business (GLLaB), London City Airport and Reed Employment has been set up, with LCY bulk recruitment vacancies now available via GLLaB, to ensure Greenwich residents have access to the jobs available at LCY.
- Work placements currently underway for candidates from City & Hackney Mind, the LCY Bursary Scheme, LCY University Prize Scheme and a special needs student from Royal Docks School. These placements are in addition to the LCY work experience programme which runs 48 weeks of the year and is administered by NewVic.
- The first meeting of the LCY Employers' Forum took place on 22 May 2008. This Forum will meet twice per year to discuss and implement actions in areas including, but not limited to: local employment; staff travel; and the environment.
- A new partnership with Portway Primary School in Newham saw the launch of the London City Airport Modern Foreign Languages Award, to encourage more primary pupils to study a European Language.
- Rohima delivered a presentation to local employers at the Newham Employer Engagement Network Meeting outlining the airport's education excellence programme.
- Rohima and Amma (an LCY Community Ambassador) delivered a careers talk at the University of Greenwich.
- Elizabeth, Rohima and the LCY Press & PR Manager attended Building Opportunities and Skills Seminars at both Langdon and Kingsford School.
- Airport managers conducted mock interviews with students from Brampton Manor School.
- The Community Team delivered a pilot module based on Health and Safety at London City Airport to students from Rokeby School, Newham. This programme has been devised in partnership with the East London Business Alliance Legacy 2020 Programme, which aims to ensure local young people are equipped with the skills required to take advantage of the benefits of London 2012. The London City Airport module will run once per month with young people from Newham, Tower Hamlets and Greenwich.
- An alternative work experience programme was delivered for students from Woolwich Polytechnic Secondary School – This involved inspirational talks from airport managers about career opportunities, as well as a terminal redesign task.
- A group of students identified as having the potential to become “NEET” (not in employment, education or training) from Royal Docks School were hosted at LCY – Chris Clayton from the Jet Centre delivered a presentation and workshop on jobs at LCY and skills required to gain them.
- St Ursulas School (Greenwich) took part in the LCY Modern Foreign Languages Programme.
- Chadwell Heath Secondary School students received the LCY Insight to Management Programme.

## **Additional Sponsorship and Support**

- Rohima and airport volunteers conducted Team Challenges at Beckton Activity Centre, Lee Valley Bow Creek Ecology Park and Keir Hardie Primary School to improve local environments.



- LCY supported the Woodside Radio Hospital Magazine by taking a quarter page advert.
- £500 donated to the Eastside Young Leaders Academy to support two young leaders in an Arctic & Amazon Expedition.
- £1000 donated to East London Rugby Football Club through a new partnership with LCY, which will see £3000 donated over three years.
- The University Prize Scheme 2008 intake was launched in May; closing date of 27 June followed by an assessment day in July. Two additional Newham students will be selected at the assessment day to receive £2000 per year of their three year degree; an airport management mentor; paid work experience; and access to airport training courses.



- £200 donated to the Pondfield Community Festival plus two hampers to be used as raffle prizes. The Pondfield Community Festival is organised by the Reede Road Barking and Dagenham TRA.
- 4 tickets to Britain's Got Talent in LCY's suite at the O2 Arena were donated to John Perry Infant School (Barking & Dagenham).
- 6 tickets to Britain's Got Talent in LCY's suite at the O2 Arena were donated to Gallions Primary School (Newham).
- 12 tickets were donated to the Ascension Eagles (x 6) and the Discover Centre (x 6) to attend the premiere of the Chronicles of Narnia: Prince Caspian in LCY's suite at the O2 Arena.
- £450 donated to the Newham All Star Sports Academy International Tournament which saw young players from Newham and Barking and Dagenham.
- £100 donated to the EBEEGEES; a local charity in Poplar (Tower Hamlets) who organise day trips for the elderly.

- Large hamper donated to St Joseph's Hospice (Hackney) to raffle for fundraising purposes.

**MINUTE 7**

**Environmental Issues – April /June 2008**

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- A total of 22 complaints/enquiries relating to environmental matters were received during the period detailed above. A breakdown is given as follows:
  - Of the 22 complaints/enquiries received;
    - 8 referred to aircraft noise and frequency
    - 5 referred to aircraft flight paths
    - 2 referred to late/early aircraft departures
    - 1 referred to aircraft ground noise
    - 2 referred to LHR traffic
    - 1 referred to the Sound Insulation Scheme
    - 3 enquiries referred to flight paths, aircraft heights and wake turbulence,
1. DATE RECEIVED: Wednesday 2<sup>nd</sup> April 2008  
 DATE OCCURRED: Saturday 29<sup>th</sup> March 2008  
 TIME OCCURRED: 13.00  
 AREA: Royal Docks E16  
 COMPLAINT: Late aircraft departure  
 RESPONSE: Written response
  2. DATE RECEIVED: Thursday 10<sup>th</sup> April 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Bow E3  
 COMPLAINT: Aircraft flight paths  
 RESPONSE: Written response
  3. DATE RECEIVED: Thursday 10<sup>th</sup> April 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Royal Docks E16  
 COMPLAINT: Sound Insulation Scheme  
 RESPONSE: Telephone
  4. DATE RECEIVED: Thursday 17<sup>th</sup> April 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Poplar E14  
 COMPLAINT: Aircraft noise and frequency  
 RESPONSE: Telephone
  5. DATE RECEIVED: Wednesday 23<sup>rd</sup> April 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Honour Oak SE23  
 COMPLAINT: Aircraft flight paths  
 RESPONSE: Email response
  6. DATE RECEIVED: Wednesday 23<sup>rd</sup> April 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Catford SE6  
 COMPLAINT: Aircraft flight paths  
 RESPONSE: Telephone
  7. DATE RECEIVED: Wednesday 23<sup>rd</sup> April 2008

- DATE OCCURRED: Wednesday 23<sup>rd</sup> April 2008  
TIME OCCURRED: 06:30-07:00  
AREA: Royal Docks E16  
COMPLAINT: Early aircraft departures  
RESPONSE: Email response
8. DATE RECEIVED: Monday 28<sup>th</sup> April 2008  
DATE OCCURRED: Monday 28<sup>th</sup> April 2008  
TIME OCCURRED: Before 06:30  
AREA: Royal Docks E16  
COMPLAINT: LHR flights during early morning  
RESPONSE: Email response
9. DATE RECEIVED: Friday 2<sup>nd</sup> May 2008  
DATE OCCURRED: various  
TIME OCCURRED: various  
AREA: Canonbury N5  
COMPLAINT: Aircraft flight paths  
RESPONSE: Telephone
10. DATE RECEIVED: Thursday 8<sup>th</sup> May 2008  
DATE OCCURRED: Sunday 4<sup>th</sup> May 2008  
TIME OCCURRED: 18:00-20:00  
AREA: Bexley DA5  
COMPLAINT: Aircraft noise and frequency  
RESPONSE: Telephone
11. DATE RECEIVED: Friday 9<sup>th</sup> May 2008  
DATE OCCURRED: various  
TIME OCCURRED: various  
AREA: Sidcup DA15  
COMPLAINT: Aircraft noise and black deposits on window  
RESPONSE: Email response
12. DATE RECEIVED: Monday 12<sup>th</sup> May 2008  
DATE OCCURRED: various  
TIME OCCURRED: various  
AREA: Hornchurch RM11  
COMPLAINT: ENQUIRY – Aircraft heights  
RESPONSE: Email response
13. DATE RECEIVED: Friday 16<sup>th</sup> May 2008  
DATE OCCURRED: various  
TIME OCCURRED: various  
AREA: Thamesmead SE28  
COMPLAINT: Aircraft noise  
RESPONSE: Email response
14. DATE RECEIVED: Tuesday 27<sup>th</sup> May 2008  
DATE OCCURRED: various  
TIME OCCURRED: various  
AREA: Sidcup DA15  
COMPLAINT: ENQUIRY – Flight paths  
RESPONSE: Email response
15. DATE RECEIVED: Wednesday 28<sup>th</sup> May 2008  
DATE OCCURRED: various  
TIME OCCURRED: various  
AREA: Hornchurch RM12  
COMPLAINT: Aircraft flight paths  
RESPONSE: Telephone
16. DATE RECEIVED: Sunday 1<sup>st</sup> June 2008

- DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Limehouse E14  
 COMPLAINT: Aircraft noise and frequency  
 RESPONSE: Email response
17. DATE RECEIVED: Tuesday 10<sup>th</sup> June 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Sidcup DA15  
 COMPLAINT: Aircraft noise and frequency  
 RESPONSE: Email response
18. DATE RECEIVED: Wednesday 11<sup>th</sup> June 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Surrey Quays  
 COMPLAINT: Aircraft noise and frequency  
 RESPONSE: Email response
19. DATE RECEIVED: Saturday 14<sup>th</sup> June 2008  
 DATE OCCURRED: Saturday 14<sup>th</sup> June 2008  
 TIME OCCURRED: 12:25  
 AREA: Royal Docks E16  
 COMPLAINT: Aircraft ground noise  
 RESPONSE: Email response
20. DATE RECEIVED: Friday 20<sup>th</sup> June 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Bow E3  
 COMPLAINT: Aircraft noise and frequency  
 RESPONSE: Email response
21. DATE RECEIVED: Tuesday 24<sup>th</sup> June 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Thamesmead SE28  
 COMPLAINT: ENQUIRY – Wake turbulence  
 RESPONSE: Ongoing
22. DATE RECEIVED: Monday 30<sup>th</sup> June 2008  
 DATE OCCURRED: various  
 TIME OCCURRED: various  
 AREA: Horn Park SE12  
 COMPLAINT: Aircraft at 5am  
 RESPONSE: Telephone Dan Townsend

*Environment Planning Officer*  
 LONDON CITY AIRPORT  
 July 2008

**MINUTE 9**  
**DLR Woolwich Extension Project – Progress Report – July 2008**

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Working geographically, north to south from King George Dock to Woolwich Town Centre.

During late July and early August the timber hoarding to the rear of the flats in Woodman Street will be removed and replaced by permanent fencing. During the same period the road to the eastern ends of

Woodman Street will be finally reinstated and returned to the possession of the London Borough of Newham.

Construction of the Intervention Shaft Head House located within Royal Arsenal SE18 and associated M&E works within the building are continuing.

Energisation of the railway tracks will be completed on 15<sup>th</sup> July which will be followed by the first test train on the 22<sup>nd</sup> and 23<sup>rd</sup> July. The train will be diesel and battery powered and is designed to check the gauge of the tracks and ensure that there are no obstructions on its route.

On Tuesday 5<sup>th</sup> August the first electrically powered train will commence its journey from KGV to Woolwich Arsenal as part of the Testing and Commissioning Process.

*Tunnel Entrances Woolwich*

