

**MINUTES OF THE MEETING HELD ON WEDNESDAY
4TH OCTOBER 2000 AT 7 PM AT CITY AVIATION
HOUSE, LONDON CITY AIRPORT**



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Ian Fines	London Borough of Newham
David Kent	ABTA
Sid Keys	Silvertown TRAs
Glynis Webb	North Woolwich TRAs
Gertie Duffy	North Woolwich and Silvertown Area Team
Peter Mendham	Beckton Area Team
Alan Taylor	Custom House and Canning Town Community Forum
Andrea Miller-Chan	West Silvertown Village Community Foundation
Roderick Hamer	Airport Chaplain (Observer)
Max Dixon	Greater London Authority (Observer)

APOLOGIES:

Cllr Alec Kellaway	London Borough of Newham
Paul Sweeney	Airline Operators Committee
Gary Hodgetts	London City Airport
David Atkins	Cyprus TRAs
Dirk Paterson	London Chamber of Commerce and Industry

IN ATTENDANCE:

Ch Insp John Davison	Metropolitan Police
Robin Whitehouse	London Borough of Newham
Rob Grafton	London City Airport
Lorraine Bell	London City Airport
Jonathan Smith	London City Airport
Rose Geaney	Drew Road T &RA
Jane Graves	Drew Road T &RA

1. PRESENTATION – AIR TRAFFIC CONTROL

Paul Reid explained the arrangements for the control of air traffic both generally and at London City Airport in particular. In answer to questions Paul said:

- that during the Airport's operating hours the airspace up to 3000 feet was normally reserved for its traffic, which meant that aircraft bound for Heathrow were usually held at 4000 feet or above. However, outside those hours Heathrow traffic could be cleared to descend to 3000 feet and this might happen during the Airport's operating hours with ATC co-ordination.
- that outside the Airport's operating hours its Control Zone, which abutted the Heathrow CTR and extended upward to 2500 feet, ceased to operate, and the airspace became uncontrolled.

- generally the routing of aircraft over East London on the approach to Heathrow would depend not on whether LCY was operating but on the runway in use at Heathrow for landings and on the volume of traffic. As the volume of Heathrow traffic increased aircraft would be turned further east for the final approach
- it was not clear whether the new policy at Heathrow with respect to the use of runways at night would have an adverse impact on noise over this part of London. He would need to consider the point in more detail.

Paul was thanked for a most informative briefing.

2. COMMITTEE MEMBERSHIP

The list of Committee Members for 2000/01 was noted. Since the list had been prepared the *London Chamber of Commerce and Industry* had indicated that their representative would be Dirk Paterson and not Stephen Crabb as originally notified. In spite of a reminder there had been no response as yet from the *London Development Agency*. Sid Keys said that his telephone number was 0207 474 7484 and not as stated in the list.

3. CHAIRMAN AND SECRETARY

The Committee approved the appointment of John Adshead as Chair of the Committee for 2000/01 and Stuart Innes as the Committee's Secretary for the same period.

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

5. MATTER ARISING

Item 5(a) - Local Policing

The Chairman welcomed to the meeting John Davison, the Chief Inspector (Operations) at Plaistow Police Station.

Alan Medlock said that following the last meeting the Secretary had written to Borough Commander, Ch Supt John Boylin, and the Airport had since had discussions with the police representatives. There was now an improved relationship with the local police and a better response to policing issues arising in connection with the Airport. Next month the Airport would be meeting the Borough Commander to talk about the development of the Airport and its impact on the future policing of the area.

Chief Inspector Davison said that there were now improved channels through which any problems could be reported and immediately dealt with.

The huge increase in mobile telephones had led to a large increase in 999 calls to the police; for example there had been a 50% increase in such calls in January 2000. This had had an impact on police response times at a time when the force locally was 10% below establishment. Notwithstanding Government announcements on the question of police manpower, the outlook for police resources locally was not good.

It was not commonly understood that the making of a 999 call did not of itself indicate an emergency. Calls were graded and priority was given to those cases where, for example, a crime was in progress or someone was injured. It was the aim to respond to 80% of such calls within 12 minutes.

Ch. Insp. Davison then referred to the increasing difficulty of dealing with travellers and gypsies and there followed a discussion of the issues. Members felt that the law seemed increasingly to be loaded in favour of those who trespassed with little regard to the impact on local residents including their health and safety. It was noted that although the Airport byelaws prohibited unauthorised people from the airside areas there was no specific power to arrest/remove such people.

Local members said there was an increasing reluctance among local people to report crime because they feared for their safety and the safety of their property. The answer seemed to be to deploy more police officers.

6. AIRPORT STATISTICS

The charts were noted. (See also the Airport Director's report)

7. AIRPORT DIRECTOR'S REPORT

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

The Airport was congratulated on the very successful Fun Day on 15th July which had attracted the largest crowd ever and raised £15,000 for local charities.

The Airport was congratulated also on being voted the *Best City Airport* at the aviation industries annual *Routes* conference at Amsterdam.

In response to question by Peter Mendham, Jonathan Smith said that pedestrian access path would be re-aligned on the eastern side of the Connaught Crossing and not to the west as previously mooted. It would be a 3-metre path in a 9-metre corridor which would be straight and well lit both from the road and the Airport.

8. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Airport's Environmental Officer tabled his report – a copy is attached to these minutes.

Rob Grafton said that because of teething problems with the equipment, and training requirements, it had been necessary to postpone the demonstration of the Noise Monitoring and Track Keeping System (NTK) until the next meeting of the Committee on 10th January 2001. Members wishing to attend the demonstration should arrive at City Aviation House at 18.30 hours.

It was noted that the Summer 2000 Noise Contour would be available in time for the next meeting of the Committee.

Peter Mendham noted that during the local Triathlon event the ground noise from two turboprop aircraft had been particularly great. Because of the television and other coverage during such events it might be wise to try to minimise ground noise of this kind.

The report was noted.

9. SOUND INSULATION PROGRAMME

A note of Jonathan Smith's report to the Committee is attached to these minutes.

The Committee noted the difficulty of obtaining access to some properties for surveys or works. Jonathan confirmed that the contractors and consultants carried ID issued by the Airport but this did not always ensure access was given. Local representatives

said that they might be able to assist with this problem and any particular cases of difficulty could be raised with them.

Glynis Webb said that the home of her parents had recently been insulated. Although there had been some difficulties at the planning stage, the contractors carrying out the work had been considerate and helpful and she thought their performance had been very commendable.

Jonathan Smith said that a map would be prepared for the next meeting showing the progress made in completing the project.

10. DETR CONSULTATION PAPER – CONTROL OF NOISE FROM CIVIL AIRCRAFT

(a) Noise Amelioration

The Committee noted that London City Airport (LCY) is not a “designated aerodrome” for the purposes of section 78 of the Civil Aviation Act 1982 as amended (*Regulation of noise and vibration from aircraft*) or section 79 (*Grants towards cost of soundproofing buildings*). There are, however, detailed noise management and soundproofing schemes which are binding by virtue of an agreement under s.106 of the Town and Country Planning Act 1990 entered into between LCY and the London Borough of Newham on 21st July 1998. The Committee took the view that these arrangements were essential to the integration of the Airport into the local community and thus to its successful operation as a business venture. With this in mind the Committee asked the Secretary to respond to the Department on the following basis:

- That while, so far as LCY is concerned, the principal objects of the proposed legislation had already been comprehensively and successfully met, the Committee understood that such legislation might well be required to secure similar benefits elsewhere and accordingly the Government’s intentions were supported.
- That to avoid unnecessary work any new legislation should provide for noise amelioration schemes, and s.106 agreements relating to the control of noise, already in force when the legislation takes effect to be recognised in the new framework. Any new legislation should also address the question of new/future s.106 agreements and how they should fit in to the new arrangements.

(b) Consultation

The Committee noted that LCY is a “designated aerodrome” for the purposes of section 35 of the 1982 Act (*Facilities for Consultation*). In line with the DETR’s Guidelines for such airports LCY has a Consultative Committee. The Committee’s constitutional arrangements, which meet the requirements of the DETR’s Guidelines, are defined in some detail in the s.106 Agreement. They are, therefore, binding.

The Committee took the view that from their standpoint the present legislative arrangements for consultation were adequate in practice and that no change appeared to be required. However, it should be suggested to the Department that their guidelines for Consultative Committees, issued as long ago as December 1987, might now benefit from a review to see if they require revision in the light of more recent experience, for example the decision of the High Court in the Fair Oaks case.

11. AIRPORT SURFACE ACCESS STRATEGY

Work on the *Strategy* was now complete and it was due to be presented to the next meeting of the *Airport Transport Forum* on 16th November 2000.

12. DATES OF FUTURE MEETINGS

The Committee agreed the following dates for future meetings:

Wednesday 10th January 2001
Wednesday 4th April 2001
Wednesday 4th July 2001
[End of Committee Year]
Wednesday 4th October 2001

13. ANY OTHER BUSINESS

(a) Web Sites

The Secretary reported that since 19 February 2000 when a counter had been added to the Committee's website at www.lcacc.org there had been more than 1000 visitors to the site from a great variety of sources and from all round the world. The site appeared to meeting its objective of providing information about the Committee and its work and as a source of detailed information about the Airport for students and others interests.

More recently the Airport had collaborated with students at Newham Sixth Form College in providing a simpler site for dealing with student questions and to assist the Airport in managing the flow of students for work experience at the Airport. The site, compiled by the students themselves, was at www.lcastudent.fsnet.co.uk

(b) Operational Improvements Programme

The Airport expected to apply for planning permission for these improvements in November 2000.

(c) DLR Extension – Public Inquiry

This was due to start on 17th October.

(d) Parker Street Entrance

The works to improve this entrance had been completed.

(e) Airport Boundary – Weeds

The weeds in the vicinity of Camel Road and Drew Road required attention. Rob Grafton said the necessary action would be taken.

14. DATE OF NEXT MEETING

Wednesday 10th January 2001 at 1900 hours at City Aviation House, London City Airport.

The meeting will be preceded, at 18.30 hours, by a presentation of the new Noise Monitoring and Track Keeping System (NTK)

**London City Airport Consultative Committee
Airport Director's Report - October 2000**

1. Statistics

September 2000 was the busiest month at the airport, with 144,447 passengers, an increase of 17% over September 2000, and 4,671 aircraft movements, an increase of 22% on last year.

Year to date, passengers are up 11% on the same period last year, and aircraft movements up 18%.

On a Moving Annual Total basis, we handled over 1.5 million passengers and over 50,000 aircraft movements.

2. Routes

British European have confirmed that services to Aberdeen will be introduced in the winter timetable. Services to Edinburgh will also increase to 4 flights per day, complementing the ScotAirways schedule of 7 flights per day. British European's services to Dublin will be rescheduled, to provide an earlier departure to Dublin at 07:20, and a later arrival into London City. The Isle of Man has proved to be a very popular route, achieving some of the highest load factors from London City. British European will add an extra service for the winter.

The British European service to Leeds/Bradford has proved uneconomic, and flights will cease at the end of the summer timetable.

Air France has started services to Clermont Ferand and Bordeaux, using an Saab 2000 aircraft of Regional Airlines.

Braathens Malmö Aviation have decided to withdraw services to Malmo. With Ryanair now operating Stansted -Malmo, it was not possible to achieve the right mix of passengers and yield to make the route viable.

3. Airport Facilities

Improved toilet facilities have been provided for users landside, and new toilet facilities have been provided for domestic passengers.

A new staff search area, designed to meet the latest DETR requirements, will shortly be completed.

Contracts for the next phase of the Arrivals project have been let, and will provide new baggage belts, enlarged Immigration area, as well as new offices and facilities for Immigration and Special Branch. Additional offices will also be provided for airlines and handling agents.

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

The entire project is scheduled to be complete by March 2001.

Duty Free

London City Airport has completed the tender process for 435m² (4,676ft²) of retail space in the departure lounge and is delighted to announce that the world's largest airport

retailer, Nuance Global Traders, and bookseller, Hughes and Hughes, have both been awarded contracts. They will take over from the current incumbent, Alpha Duty and Tax Free Shopping, in February 2001.

Nuance Global Traders, part of the SAirGroup (owners of Swissair), will operate three quarters of the space. The company has been operating duty and tax-free stores since 1974 and has a presence in over 35 International Airports Worldwide. Nuance plans to sell a diverse range of goods in specifically zoned areas. These goods will include: perfume, leather and electrical goods, clothing and a selection of liquor and tobacco.

Hughes and Hughes, will operate the remaining quarter of the space and are Ireland's largest specialist retail book chain. They have 10 airport and High Street stores and have been in operation since 1957. This will be the first Hughes and Hughes bookshop outside Ireland. They will stock a comprehensive range of books and have a number of customer incentive schemes already planned.

Alpha will continue to operate World News in the main concourse and their in-flight catering unit.

Car Hire

Hertz have now started offering car hire services at London City, joining Avis and Europcar

Other

The new parking area for the 69 bus has been completed.

We will be submitting a planning application later this year to tidy up the western end of the airfield, including the realignment of the footpath and the relocation of the security gate, to meet DETR requirements.

4. Local Transport

The new Airport Surface Access Strategy has been prepared, and will be presented to the next Airport Transport Forum, which will be held on 16th November. I intend to give a presentation on the strategy to the committee at our next meeting in January.

The shuttle bus services continue to an important means of access to the airport, with 25% of passengers travelling to Canning Town, Canary Wharf or Liverpool Street.

The public enquiry for the DLR extension to the airport opens on 17th October. We expect construction to begin late next year, with operations commencing in 2004.

5. Fuel Disruptions

During the week of blockades at refineries throughout the country, London City Airport, in consultation with airlines and Air BP, introduced a number of measures to conserve stocks of aviation fuel and red diesel used for ground equipment.

On a normal day, some 130,000 litres of aviation fuel is uplifted at London City. Maximum storage capacity is 710,000 litres, plus up to 150,000 litres in airport refuellers. Although the Isle of Grain, the main depot in the South east for aviation fuel was unaffected by the blockades, the tanker fleet utilised for deliveries to London City is based at the Purfleet refinery, one of the first to be blockaded. Drivers from the Purfleet depot refused to cross the blockade.

On Monday, 11th September, following a weekend without deliveries, airlines were requested to take all measures to uplift maximum fuel into London City. As a result consumption dropped to less than 50,000 litres per day from Tuesday. Stocks fell to 250,000 litres before Air BP were able to transfer a tanker from South Wales. This tanker operated a shuttle service delivering 160,000 litres of fuel before the blockade was eventually lifted.

During the period of disruption, daily fuel review meetings tackled the issues of rationing and tankering between airports with dwindling fuel supplies. LCY moved from restricting uplift, to a situation where aircraft operating from LCY were able to uplift supplies for the return sector into the airport.

During the disruption, no flights were cancelled or delayed leaving London City due to a lack of fuel.

Stocks of red diesel, used by the fire vehicles and mobile ground power units were managed to ensure continuity of supply to essential vehicles. Additional supplies were obtained from Cambridge Airport.

During the disruption, only two staff failed to reach the airport, and one of these was collected by a vehicle attempting (successfully) to locate a supply of road diesel.

6. Other

The annual London City Fun Day was held on 15th July. The event was a great success, with over £15,000 being raised for Richard House and CYANA.

Alan Medlock
Operations Director
4th October 2000

**London City Airport Consultative Committee
Environmental Issues - July/September 2000**

A total of 15 complaints relating to environmental issues were received during the period detailed above. A summary is detailed below:

- 10 of the complaints relate directly to aircraft noise and/or flight paths, of these ten; four came from the same complainant.
- 3 complaints relate to noise from bird scaring activities.
- 2 complaints relate airport odours, both from the same complainant.

1. DATE RECEIVED: 3.7.00
TIME OCCURRED: 20.00 DATE OCCURRED: 3.7.00
AREA: Blackheath, SE3.
COMPLAINT: Aircraft noise & flightpath
RESPONSE: Telephone Call
2. DATE RECEIVED: 12.7.00
TIME OCCURRED: Various DATE OCCURRED: Various
AREA: Silvertown, E.16
COMPLAINT: Airport Odours
RESPONSE: Letter
3. DATE RECEIVED: 17.7.00
TIME OCCURRED: 07.30-09.30 DATE OCCURRED: 17.7.00
COMPLAINT: Noise from bird scaring activities
AREA: Silvertown, E.16
RESPONSE: Telephone call
4. DATE RECEIVED: 18.7.00
TIME OCCURRED: AM DATE OCCURRED: 18.7.00
AREA: Silvertown, E.16
COMPLAINT: Noise from bird scaring activities
RESPONSE: Telephone Call
5. DATE RECEIVED: 31.7.00
TIME OCCURRED: Various DATE OCCURRED: Various
AREA: Canning Town, E16
COMPLAINT: Aircraft flight path and noise
RESPONSE: Telephone & visit to LCY
6. DATE RECEIVED: 31.7.00
TIME OCCURRED: AM DATE OCCURRED: 31.7.00
AREA: SE28, Thamesmead
COMPLAINT: Flight Path
RESPONSE: Telephone call
7. DATE RECEIVED: 1.8.00
TIME OCCURRED: AM DATE OCCURRED: 1.8.00
AREA: SE28, Thamesmead
COMPLAINT: Aircraft flight path

- RESPONSE: Telephone call
8. DATE RECEIVED: 10.8.00
 TIME OCCURRED: 11.16 DATE OCCURRED: 10.8.00
 AREA: Canning Town, E.16
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call
9. DATE RECEIVED: 11.8.00
 TIME OCCURRED: 13.10 DATE OCCURRED: 11.8.00
 AREA: Silvertown, E16
 COMPLAINT: Noise from bird scaring activities
 RESPONSE: Telephone call
10. DATE RECEIVED: 31.8.00
 TIME OCCURRED: General DATE OCCURRED: General
 AREA: Blackheath, SE3
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call
11. DATE RECEIVED: 8.9.00
 TIME OCCURRED: 18.35 DATE OCCURRED: 8.9.00
 AREA: Silvertown, E16
 COMPLAINT: Airport Odours
 RESPONSE: Letter & Telephone call
12. DATE RECEIVED: 11.9.00
 TIME OCCURRED: 15.15 DATE OCCURRED: 11.9.00
 AREA: Barking, Essex.
 COMPLAINT: Aircraft noise
 RESPONSE: Telephone call
13. DATE RECEIVED: 17.9.00
 TIME OCCURRED: 09.49 DATE OCCURRED: 17.9.00
 AREA: Blackheath, SE3.
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call
14. DATE RECEIVED: 21.9.00
 TIME OCCURRED: 20.15 DATE OCCURRED: 21.9.00
 AREA: Hornchurch, Essex.
 COMPLAINT: General – lower and noisier aircraft.
 RESPONSE:
15. DATE RECEIVED: 30.9.00
 TIME OCCURRED: 11.24 DATE OCCURRED: 30.9.00
 AREA: Blackheath, SE3
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call

Noise & Track Keeping System (NTK) Update

As detailed in the last report, the installation of the hardware is complete. The installation of the software is now also complete and the detailed task of configuring the system is well underway.

It was hoped that the system would be commissioned in time to demonstrate to the committee in October, however initial technical problems have led in a delay in training on the system. An update will be given at the next ACC.

Monthly Categorisation Reports

Installation and configuration of the new NTK has meant that the routine reporting for monthly categorisation has been temporarily interrupted. These reports will therefore follow upon commission of the new system.

**London City Airport Consultative Committee
Sound Insulation Scheme – Project Progress Report**

Granville Noise Insulators, the Airport's contractor, have largely finished the fitting of ventilators and condition surveys to the Original scheme and Part 1 properties. There are some queries with certain properties that are being resolved in discussion with LB Newham, but it is envisaged that these will be settled soon.

Granville have continued to survey Part II properties and have carried out some glazing work, however the vast majority are surveys in support of grants as glazing has already been found to have been fitted. Granville have also been fitting ventilators and are currently doing this to some of the Part III properties as well.

As the LB Newham is keen to glaze some of its own properties in Parts II and III, Granville have assisted in carrying out surveys to determine the size of grant due to Newham, however NewCo., LB Newham's contractor, have already started works to some of these properties. It should be noted that these include the two tower blocks, Westland House and Queensland House.

The scheme may appear to be progressing slowly, but both Granville and Newham have had a lot of difficulty accessing properties and residents not honouring appointments. The surveys generate paper work which has to be checked for accuracy by both the Airport's appointed quantity surveyors and LB Newham which also takes time, however as soon as the Airport receives a grant payment request from them this is turned around immediately.

It is envisaged that due to the number of properties still to be covered the scheme will run into at least the first six months of next year. Priority is being given to Part II properties though, as they require action now under the Airport's Section 106 Agreement.

Jonathan Smith
3rd October 2000