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**MINUTES OF THE MEETING HELD ON TUESDAY
2nd OCTOBER 2007 AT 4.30 PM IN THE MERIDIAN
BUSINESS 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
Robin Whitehouse	London Borough of Newham
Jackie Lindre	London Development Agency
Hamish Stewart	RODMA
Howard Sheppard	Docklands Business Club
Alan Robinson	West Silvertown Village Community Foundation
Gertie Duffy	Royal Docks Community Forum
Rongu Miah	Beckton Community Forum
Sid Keys	Silvertown TRAs
Glynis Webb	North Woolwich TRAs

APOLOGIES:

Cllr Ayesha Chowdhury	London Borough of Newham
Seema Manchanda	London Borough of Newham
Cllr Peter Craske	London Borough of Bexley
Jarvis Kelly	Airline Operators Committee
Lyn Juniper	Beckton Community Forum
Dennis James	Custom House and Canning Town Community Forum
Ron Brewer	London TravelWatch
Rob Grafton	London City Airport

IN ATTENDANCE:

Janet Goulton	London City Airport
Dan Townsend	London City Airport
Jonathan Smith	London City Airport
Natalie Llewelyn Evans	London City Airport
Colin Hillary	London City Airport
Elizabeth Hegarty	London City Airport
Rohima Begum	London City Airport
Victoria Jeeves	London City Airport
Ian Thomas	Morgan Est
Scott Gibbons	Met Police (CO18)
Pete Scottow	Met Police (CO18)

1. PRESENTATION – CAA PASSENGER SURVEY 2006

Natalie Llewelyn Evans outlined the key results of this survey which demonstrated very clearly that the passenger profile at London City Airport continued to be very different from that at the other London Airports with a much higher proportion of passengers travelling on business. The charts used in the presentation had been posted to the Consultative Committee's website.¹ The next Survey would be in 2008.

¹ <http://www.lcacc.org/statistics/index.html#CAAPaxSurv>

2. COMMITTEE MEMBERSHIP

(a) London Borough of Tower Hamlets

It was noted that the Secretary was sending copies of the Committee papers to the Council's representative, Councillor Bill Townsend, but thus far he had not been seen at meetings of the Committee and there has been no contact with him. The Council's officers had been informed of this but the Secretary would speak to them again.

(b) Gallions Housing Association

The Secretary had written again to the Association's Chief Executive noting that papers being sent to their representative Rebecca Miller were being returned. Thus far there had been no reply.

(c) ABTA

It was noted that David Kent had sold his travel agency and no longer qualified to represent the Association of British Travel Agents. The Secretary had written to express the Committee's thanks for his work as a member over a long period. ABTA had been asked to nominate a replacement but thus far there had been no response.

(d) Manor Park Community Forum

Mrs Leela Begum of the Manor Park Community Forum had written asking if it would be possible for a member of the Forum to become a member of the Consultative Committee.

As noted in the Agenda the Committee's present constitution does not provide for the Manor Park Community Forum to nominate a member of the Committee. Any change in the Committee's membership would be a matter for the Airport in the first instance. If they considered a change should be made they would need to obtain the agreement of the London Borough of Newham and then as a matter of courtesy put the matter to the Committee. Mrs Begum had been so informed and the Airport had been asked to consider the matter and respond to Mrs Begum direct. In thinking about the Committee's membership the Airport would need to take into account the requirement to maintain a proper balance between the various interests referred to in s.35 of the Civil Aviation Act 1982.

The Airport had asked Mrs Begum to outline the reasons for the request for membership so that they could give it further consideration. Thus far there had been no response. It was noted the London Borough of Newham had plans to change the present arrangements for Community Forums.

(e) London TravelWatch

Ron Brewer would be attending meetings as an observer for London TravelWatch. Unfortunately he had not been able to come to this meeting.

3. The **MINUTES** of the meeting held on 3rd July 2007² were approved as a correct record

4. MATTERS ARISING

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

Elizabeth Hegarty said the signs referred to at the last meeting to be displayed in local streets had been agreed with the local police and then sent to the responsible Council officer for his approval. A response was awaited. The Airport would remind the officer concerned.

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

The Secretary notified members on 28th August that the standard (DORA) Summer 2006 noise contours were now available on the Committee's website³ and hard copies were sent to those members without the necessary online facilities.

The following day (29th August) the Secretary circulated to members only copies of the contours calculated according to the Integrated Noise Model (INM) methodology referred to in the Airport's presentation at the Committee's April 2007 meeting.

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

³ <http://www.lcacc.org/noise/index.html#Contour>

It was noted that the Airport was in discussion with the London Borough of Newham about the exclusive use of the INM system in future.

Meanwhile members were reminded that the 57LAeq DORA contour is the one which counts in terms of the present Sound Insulation programme.

Dan Townsend confirmed that contours in the formats required by the European Noise Directive (2002/49/EC) had been sent to the Department for Transport. The next step would be a Noise Action Plan which had to be prepared by mid-2008. Defra guidance on these plans was awaited.

(c) Item 4(e) – Thames Gateway Bridge (TGB)

It was noted that the Secretary of State for Communities and Local Government had decided to re-open the public inquiry into this proposed new road, which includes a bridge over the Thames. The Department's letter, and the report of the Inspector at the original inquiry, could be seen on the Department's website⁴. Bill Dunlop said he had recently seen the Prime Minister confirm on television that the bridge would be built.

(d) Item 4(f) - Docklands Light Railway – Dagenham Dock Extension

The DLR had launched the second phase of consultation on this proposed extension to Dagenham Dock early in July 2007. The Secretary had distributed a copy of the TfL Press Release about this on 5th July and more details should have been sent direct to members by DLR.

It was noted that the DLR would brief the *Airport Transport Forum* on this proposed extension as part of a wider presentation to be given at the next meeting of the ATF at the Airport at 10.30 hours on Thursday 22nd November 2007. Some members of the Committee also attend meetings of the ATF but others were welcome to attend on this occasion to see the DLR Presentation. Any member wishing to attend was asked to speak to the Secretary after the meeting.

(e) Item 4(g) - Annual Familiarisation Flight – Edinburgh – 12th July 2007

Fifteen members of the Committee had participated in this visit accompanied by three members of the Airport's staff. Representatives of the Edinburgh Airport Consultative Committee and the management of Edinburgh Airport had met the group on arrival and there had been a short briefing on Edinburgh Airport. The group then visited Edinburgh Castle and this was followed by lunch. It had been a most informative and enjoyable day and the Secretary had written to the *Edinburgh Airport Consultative Committee* and to the Airport thanking them on behalf of those members who took part.

The Secretary noted that the rail link referred to in the briefing by Edinburgh Airport had been rejected by the new Scottish administration in favour of a smaller, less expensive, project.

(f) Item 4(h) - People with Reduced Mobility – EU Regulation 1107/2006 - UK Enforcement Regime

It was noted that on 3rd July 2007 the Department had made the *Civil Aviation (Access to Air Travel for Disabled Persons and Persons with Reduced Mobility) Regulations 2007(SI 2007/1895)* which provide for the enforcement of the EC Regulation 1107/2006 in the UK. The regulations incorporate some changes made in response to the points made in the DfT's consultation exercise referred to at the Committee's April meeting but not those submitted by the Liaison Group of UK Airport Consultative Committees.

(g) Item 11 – Planning for a Sustainable Future – White Paper

As agreed at the last meeting the Secretary had written to the Department for Communities and Local Government commenting on two aspects of these proposals. As yet there had been no response.

⁴ [Click here](#) to see the Department's decision letter and the report of the Inspector

(h) Item 12 – Annual Meeting of Airport Consultative Committees

The formal minutes of this meeting had been circulated to members on 15th September 2007. They had also been posted to the Liaison Group's website⁵.

(i) Item 16(b) – Review of Policing

The Department's response to the query referred to at the last meeting had been circulated to members on 24th July. There had been no further developments in relation to this Review but there had been some further publicity about who should meet the cost of policing at the Airport.

5. AIRPORT DIRECTOR'S REPORT

A note of the Charles Buchanan's report to the Committee, and the briefing by Gary Hodgetts on the action taken to secure the repair of a damaged Swiss RJ100, is attached to these minutes.

(a) Apron Extension Works - Noise

Sid Keys said that there had been complaints locally about drilling and other night-time noise from the works now in progress to extend the Airport's apron eastwards along the King George V Dock for about 140 yards as far as the first dolphin. Sometimes there had been no answer from the 24 hour Helpline set up so that local people could express their concerns about such noise and disturbance. Moreover, the information sheet about the works had not been distributed in a number of local streets.

Elizabeth Hegarty said the failure to deliver the leaflet would be pursued with the distributors who had been chosen on the basis that they also deliver the *Newham Mag* for the Council and appeared normally to be reliable. Meanwhile steps were being taken to ensure that residents in the streets concerned were fully briefed on the works. Charles Buchanan said that the other points could be discussed afterwards with Colin Hillary, Project Manager, who was present at the meeting.

(b) Apron Extension Works – Design of Screens

Colin Hillary showed the Committee a sample of the noise protection panels to be installed along the southern edge of the new apron extension to a height of 8 metres. It's noise protection properties were described in detail.

The Airport had decided to consult the Committee on the question whether a clear vision panel should be built into screen so that those south of the screen could gain at least a glimpse of the activity on the new apron to the north. This would also help to break up the long flat expanse of the screen. But the visual panels would not be as effective in noise protection terms. Robin Whitehouse said that the visual panels should not make any difference to the effectiveness of the screen to the south but it might mean some diminution of the ability of the screen to absorb noise from the new apron and thus more reflection of this noise to the north.

There followed a discussion from which it seemed there was no clear preference among members. Some felt it was important to break up the large flat expanse while others considered it was important not to diminish the noise protection qualities of the screen. The Chairman suggested that perhaps a smaller number of visual panels installed at intervals would be a good compromise. Other members suggested that the loss of noise protection if a clear vision panel were to be installed should be quantified before a decision was taken.

It was felt that local members might like to seek local views on the proposal before offering further comment. However, a decision was now urgent and members were asked to contact Charles Buchanan with any further observations within the next 2-3 days. The Airport would then decide the issue in the light of all the comments made.

6. COMMUNITY REPORT

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

⁵ <http://www.ukaccs.info/07almfiles/07minutes.pdf>

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

Dan Townsend tabled the Airport's Report and a copy is attached to these minutes. This was noted.

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.

In response to a question Jonathan confirmed that an owner refusing insulation or ventilation work at this time could ask for it later and the Airport would be obliged to respond.

In response to a question by the Secretary it was confirmed that discussions were in progress with the London Borough of Newham about rolling forward the Noise Insulation Scheme to embrace properties likely to qualify for treatment as the number of flights grows and the noise contour reaches into new areas. This was likely to give rise to some difficult issues.

It was noted that the latest (DORA) 57 LAeq noise contour had brought an additional six properties into the scheme and the owners had been approached.

9. DLR WOOLWICH EXTENSION PROJECT – PROGRESS REPORT – OCTOBER 2007

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

In response to a question by Gertie Duffy it was confirmed that the shed used for manufacturing concrete parts for the tunnel was now redundant and it was likely to be sold and removed. There were no plans for it to be used for other purposes.

The Secretary said that the opening of the Woolwich extension would have a dramatic impact on travel patterns in south-east London although the impact of the new line on the travel patterns of air passengers and airport staff south of the River was not clear and would only emerge over time. There had already been a preliminary discussion about these matters at the *Airport Transport Forum* and no doubt the Airport would be having further discussions with the transport providers concerned.

10. COMMITTEE CONSTITUTION

As already noted the decision to ask the LBTH to appoint a member, and 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, meant it was necessary now to revise the Committee's constitution.

The Secretary had drawn up a draft of this and shown it to the Airport and to the London Borough of Newham (as the parties to the s.106 planning agreement in which the constitution is contained). The draft had been agreed apart from one late point in respect of which the views of the LBN were awaited.

It was noted, however, that the Council was presently in the process of changing the arrangements for the Community Forums and this could well have an impact on the Committee's constitution which provides for the Community Forums south of the A13 to nominate one representative each to serve as a member of the Committee. The Secretary had been in touch with the Council's lead officer about this and a meeting was to be arranged attended by Elizabeth Hegarty and the Secretary. Meanwhile, the draft constitution was being held over for the time being and it would be shown to the Committee at a later stage when there is more clarity about how Consultative Committee members will be chosen when the new arrangements for the Community Forums were in place.

11. PLANNING APPLICATION

Members had been informed about the planning application which the Airport had submitted to the London Borough of Newham permanently to vary the limits in the present airport planning permission so as to increase the number of permitted flights. The new annual limit would be 120,000 per annum compared with about 80,000 such flights in 2006. This was the "interim" application referred to in earlier briefings. The application did not seek permission to construct any new facilities.

The application had been logged as received by the Council on 6th August 2007 and allocated the number 07/01510/VAR. The responsible officer of the Council was Luke Downend. The Airport's Environmental Impact Assessment, and other supporting documents, which accompanied the application could now be seen on the Council's public access website⁶.

It was understood that local residents and other local interests had been consulted about the application but thus far the Secretary has not been formally notified of the application by the Council or invited to submit representations on behalf of the Committee. Bearing in mind the correspondence in relation to the Council's failure last year to consult the Committee on another airport application, the Secretary had written to the Council's Head of Planning to express his concern at the Council's failure once again to include the Committee among the consultees. It had been hoped that the Council's reply would be available to share with this meeting of the Committee but as yet there had been no response. The Council's failure was doubly difficult because the Secretary was unable to advise callers on such matters as the closing date(s) for representations.

The Secretary reported on the correspondence about the application received by the Committee - copies attached to these minutes. There had also been a telephone call from another resident of Virginia Quay in Tower Hamlets objecting to the application. This resident had featured in a recent television news item about the application of which a transcript was available. It was understood that a number of the organisations represented on the Committee were among those who had written to the Council in support of the application on the grounds that it would bring economic and employment benefits to the area.

Councillor Pat Holland drew attention to the front page news item about the application in the 1/7 October edition of *East End Life*, the weekly newspaper produced by the London Borough of Tower Hamlets – copy attached to these minutes. In relation to concerns expressed by residents in Tower Hamlets the Secretary said it was important to verify that the aircraft concerned were bound to or from London City Airport. It was his experience in dealing with complaints that very often the aircraft in question were bound for Heathrow.

Sid Keys said that a number of local residents opposed to the application had been present at a recent meeting of the local tenants and residents association. They had referred to plans to make contact with residents at Britannia Village and for a website through which the application could be opposed. However they had not been present at the next meeting of the TRA.

The application would not be considered by the appropriate Committee of the Council before November. The Secretary would keep track of the progress being made in processing the application and the Committee would be kept informed.

In relation to the question of fuel smells referred to by Lyn Juniper it seemed unlikely that this was directly related to the issues raised by the planning application and Dan Townsend confirmed the Airport would look into the question as a current issue.

12. DOCKLANDS LIGHT RAILWAY - CITY AIRPORT EXTENSION – YEAR ONE MONITORING REPORT

The DLR's Monitoring Report for the first year of operation of its City Airport Extension line had published on 16th July 2007. Copies of the DLR's Press release about the report had been circulated to all members on 17th July and copies of the full report had since been posted to the Committee's website⁷.

The Committee noted with pleasure that the new line had brought substantial environmental benefits with around 120,000 fewer taxi rides and 288,000 fewer car journeys, reducing carbon dioxide emissions by over 156 tonnes. It also showed that of those passengers travelling to London City Airport 49 per cent had used the new line - this was the highest proportion carried by any airport rail link in the UK

⁶ [Click here](#) to see the application on the Council's public access website

⁷ <http://www.lcacc.org/archive/index.htm#DLR>

13. ANY OTHER BUSINESS

Women in Aviation Award

The Committee noted with pleasure that Sharon Preston, the Airport's Director of Airfield Operations, had been awarded the *Woman in Aviation* award by Airfinance Journal. A local woman, Sharon had joined the Airport's staff when it opened in 1987 and was one of its longest serving employees. She had started as a terminal information assistant and worked her way up through the ranks to her present position as a member of the Airport's Executive Management Team. The Award was well deserved and the Secretary had written to her to express the Committee's congratulations.

14. DATE OF NEXT MEETING

Tuesday 8th January 2008 at 16.30 hours at City Aviation House at London City Airport. It was planned that this would include an opening Presentation by the Metropolitan Police (CO18) on their work at the Airport.

MINUTE 5
Airport Director's Report – 2nd October 2007

1. AIRPORT PASSENGER TRAFFIC

The normal lull in traffic levels during the summer months failed to take place. Each month was substantially ahead of the equivalent last year, notably with August being 30% up in passengers and 22% increased in flights. For the year to the end of September passenger traffic is 21% up and movements 16% up on 2006 for the same period.

2. NEW ROUTES

Route changes over the current period include:

- Start of a twice daily service to Oslo (SAS),
- Change to the aircraft type on the Luxemburg Luxair service (now uses a Dash8 Q400 which is quieter than the previous Embraer 135),
- Announced start of services from the end of October to Vienna (Austrian Airlines) and Strasburg (CityJet for Air France), and Berlin (Lufthansa) from Jan 08,
- Closure of the Rome service (Air One) at the end of October.

3. AIRPORT DEVELOPMENTS

Construction work has started on the new East Apron, being carried out by Carillion. This project is for the creation of an area of approximately 100m by 170m for aircraft parking, a new link to the runway, a passenger gate lounge to serve these new stands, and a sound screen the length of the southern side of the apron.

There have been a number of comments related to the night time activities, which are being dealt with between the Airport and the contractor. Piling work is planned to be complete before Christmas with the first of the new stands coming into service early in the New Year. The remainder will be operational from early summer.

During the summer an additional passenger security search lane has been installed. With this fourth lane security search capacity has been doubled in just over 12 months. LCY remains committed to providing the highest quality of service in the vital area of the airport's operation.

4. PLANNING APPLICATION

The Interim Planning Application was submitted to London Borough of Newham on 3 August. 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 during the course of next year (2008).

The summary of the application can be viewed on the Airport's website (www.londoncityairport.com/PlanningApplication), and a copy of the "Non Technical Summary" is available at this meeting. The detailed environmental reports are available through the LBN site.

The application is currently out for consultation, with a closing date of 15 October for comment. Following the consultation period it will be considered by the Development Control Committee

5. DAMAGED SWISS AVRO RJ100 HB-IY

A Swiss International Airlines Avro RJ100 made a heavy landing at London City Airport on Saturday 18th August, as a result the tail of the aircraft scraped the runway causing some structural damage to the aircraft.

The aircraft will need to be fully repaired before it is permitted to fly from London City. The airframe repair will be a delicate operation and therefore the aircraft will need to be placed in a hanger while the work is carried out. As this facility was not available at the airport and with insufficient space to erect a temporary hanger, it was agreed to relocate the aircraft to the nearest available piece of land that was suitable for this purpose

The London Development Agency were helpful in providing an area known as the Royals Business Park which is located north of the airfield. The aircraft was transported across the Royal Albert Dock using a specially equipped floating pontoon as it was important not to cause any further damage to the aircraft.

The aircraft was relocated to the LDA land on Saturday 22 September. It is expected that the repair will take approximately 4 months. When completed the aircraft will return to the airport using the same route.

MINUTE 6

Community Relations Report – July/September 2007

TICKETS (WHEN ISSUED)

- 2 x Geneva, NewVIC Language Diploma Winner at Special Awards Evening
- 2 x Luxembourg London Borough Newham Golden Kerala Fundraising Evening
- 2 x Antwerp Docklands Settlements Fundraising Dinner, organised by Pat Ward
- 2 x Geneva Runway News Competition Winner
- 2 x Zurich Bridges Community Project, Community Pride Day
- 2 x BRU London City Airport Sunday Football League Referee of the Year Competition

TOURS

- Petchley School
- Oaks Park High School
- Lewisham College x 2
- Oakley, Greenwich
- Woodhill Primary School

SHARING KNOWLEDGE

- The Airport hosted students from Eastbury School and Royal Docks for an 'Insight to Management'. The students were set a task, given presentations and tours and worked on their project before presenting their findings.
- Barnaby Bear was delivered to several Newham schools including Drew Primary and Hartley School.
- Ambassadors attended the Community Links Careers Fair.
- Agreed to 'reading volunteering' at Drew, St Lukes, Britannia and Keir Hardie Schools.

- The Airport Careers booklet was launched and is available in hard copy and online.
- Attended Newham Employers Conference on 14-19 Diploma

Additional Sponsorship and Support

- University Prize Scheme candidates were short listed, invited to assessment and two winners were chosen. They will each receive £2,000 for the three years of their university study, as well as paid work experience and additional support from an Airport manager.
- A Harry Potter competition was held for Drew Primary school students. The students were asked to design a book cover, with the winners being invited to a party at the Airport and receiving a copy of the new Harry Potter book, courtesy of Hughes and Hughes onsite bookstore.
- Two ‘Team Challenges’ have been held: one at the Docklands Equestrian Centre in Beckton and one at East India Dock Basin. Both consisted of improving the area by gardening and weeding.
- Donated marquees to Langdon City Tennis Club.
- Organised and sponsored a basketball competition for local schools, with the winning team being invited to the Airport’s private suite at the O2 Arena, to watch an NBA basketball match.
- The Airport launched a ‘Tag rugby’ event for local primary schools, to provide training from professional coaches followed by a tournament.
- Donated £300 to Britannia Village Primary School, to buy violins for the pupils to learn a musical instrument at no cost to their parents.
- Donated £100 to Newham Chamber of Commerce for summer business expedition.
- Sponsored the climbing wall at Thamesmead’s Summer Festival.





MINUTE 7

Environmental Matters – July/September 2007

- A total of 18 complaints/enquiries relating to environmental matters were received during the period detailed above. As breakdown is given as follows:
- Of the 18 complaints/enquiries received for this period;
 - 7 referred to aircraft noise/flight path (of which 1 was not related to LCY traffic)
 - 1 related to alleged interference from flight with TV signals
 - 1 related to alleged airport odour
 - 4 related to the Red Bull Air Race
 - 5 related to the Carillion piling works

1. DATE RECEIVED: Tues 10.7.07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Britannia Village E16
 COMPLAINT: Aircraft noise
 RESPONSE: Telephone call
2. DATE RECEIVED: Tues 17.7.07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Beckton E6
 COMPLAINT: Aircraft noise & odour
 RESPONSE: Website, telephone & airport visit
3. DATE RECEIVED: Tues 17.7.07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Victoria Dock Rd E16
 COMPLAINT: Aircraft noise
 RESPONSE: Telephone call
4. DATE RECEIVED: Thurs 19.7.07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Canning Town E16
 COMPLAINT: Aircraft noise and flight path
 RESPONSE: Telephone call
5. DATE RECEIVED: Wed 25.7.07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Silvertown E16
 COMPLAINT: Red Bull Air Race & Helicopters movements
 RESPONSE: Letter & Email
6. DATE RECEIVED: Thurs 26.7.07
 TIME OCCURRED: various DATE OCCURRED: 26.7.07
 AREA: Coldharbour E14
 COMPLAINT: Red Bull Air Race flights
 RESPONSE: Telephone call

7. DATE RECEIVED: Fri 27.7.07
 TIME OCCURRED: DATE OCCURRED: 27.7.07
 AREA: Isle of Dogs E14
 COMPLAINT: Red Bull Air Race flights
 RESPONSE: Telephone call
8. DATE RECEIVED: Tues 31.7.07
 TIME OCCURRED: Early hours DATE OCCURRED: 31.7.07
 AREA: Silvertown E16
 COMPLAINT: Construction noise – Carillion night works
 RESPONSE: Telephone call – referred to Carillion
9. DATE RECEIVED: Sat 11.8.07
 TIME OCCURRED: Early hours DATE OCCURRED: 11.8.07
 AREA: Silvertown E16
 COMPLAINT: Construction noise and floodlighting - Carillion
 RESPONSE: Telephone call – referred to Carillion
10. DATE RECEIVED: Sat 11.8.07
 TIME OCCURRED: early hours DATE OCCURRED: 11.8.07
 AREA: Silvertown E16
 COMPLAINT: Construction noise - Carillion
 RESPONSE: Telephone call – referred to Carillion
11. DATE RECEIVED: Thurs 16.8.07
 TIME OCCURRED: 04.00 – 06.00 DATE OCCURRED: 16.8.07
 AREA: Custom House E16
 COMPLAINT: Aircraft noise & flight path
 RESPONSE: Telephone call – Not LCY traffic
12. DATE RECEIVED: Fri 17.8.07
 TIME OCCURRED: 15.07 DATE OCCURRED: Wed 15.8.07
 AREA: Chafford Hundred Kent
 COMPLAINT: Flight path enquiry
 RESPONSE: Email correspondence
13. DATE RECEIVED: Tues 21.8.07
 TIME OCCURRED: DATE OCCURRED:
 AREA: Canning Town E16
 COMPLAINT: Alleged interference from aircraft with TV signal
 RESPONSE: Email correspondence
14. DATE RECEIVED: Tues 4.9.07
 TIME OCCURRED: various DATE OCCURRED: 3.9.07
 AREA: Silvertown E16
 COMPLAINT: Light nuisance from Carillion compound lighting
 RESPONSE: Telephone call and site visit
15. DATE RECEIVED: Thurs 6.9.07
 TIME OCCURRED: DATE OCCURRED:
 AREA: n/a
 COMPLAINT: DfT enquiry re Red Bull Race complaints
 RESPONSE: Telephone & Email
16. DATE RECEIVED: Sun 9.9.07
 TIME OCCURRED: 16.30 DATE OCCURRED: 9.9.07
 AREA: Stepney E1
 COMPLAINT: Enquiry re early morning flights
 RESPONSE: Telephone call
17. DATE RECEIVED: Fri 14.9.07
 TIME OCCURRED: various DATE OCCURRED: various
 AREA: Catford SE6

COMPLAINT: Concerned about proposed increase in flights
RESPONSE: Telephone call

18. DATE RECEIVED: Wed 26.9.07
TIME OCCURRED: Early am DATE OCCURRED: 26.9.07
AREA: Silvertown E16
COMPLAINT: Construction noise from piling works
RESPONSE: Telephone call – referred to Carillion

Dan Townsend

MINUTE 8
Sound Insulation Scheme – October 2007 Update

General Situation

Across the Scheme 84% of properties are signed off and 95% surveyed. With these figures changing week by week, it is expected that the remainder to be surveyed will be covered this month and with few properties requesting vents (primarily in Britannia Village) the signing off will also be completed before the end of the year as planned.

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.

MINUTE 9
DLR Woolwich Extension Project – Progress Report – October 2007

Tunnelling of the second bore which commenced on 12th March 2007 was completed with the Tunnel Boring Machine breaking into The Reception Chamber at Parry Place Woolwich at mid day on Monday 23rd July 2007.

Following the arrival of the Tunnel Boring Machine, width restrictions and road closures were implemented within Woolwich to allow the positioning of cranes for the removal of the machine and its transport back to North Woolwich.

Parts of the site at North Woolwich are being decommissioned with the removal of various items of plant and equipment. As labour becomes available, the area of Woodman Street, from its junction with Milk Street E16 will be reinstated and the area of road that has been closed will be returned to The London Borough of Newham.

Within the tunnel bores, work continues to focus on the cross passages, particularly at The Intervention Shaft, Royal Arsenal and the installation of rails. Preliminary work has commenced on the overrun tunnels that extend from the ends of the up and down platforms of the new station within Woolwich Town Centre. The excavation of the tunnels is dependant on the diversions of major water and gas mains that are ongoing above their projected route. It is anticipated that the diversions will be completed by mid to late October which will allow the construction of the overrun tunnels to progress.

During December 2007, during a planned maintenance possession of the London City Airport Extension it is intended to remove the reinforced concrete wall that currently delineates the end of the extension and replace it with a temporary structure pending the testing and commissioning phase that will take place during 2008.

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



Tunnel Boring Machine Breaking Through

MINUTE 11
Planning Application – Representations

(a) Resident of Virginia Quay, E14

I live at ***** in the Virginia Quay Estate, London E14, right under the flightpath of planes from London City Airport (LCA). My life is already being severely affected by regular oppressive noise from these planes.

I strongly object to the proposed increase in flights.

Virginia Quay lies directly in the take off route for planes when the winds are westerly, and in the glide path for planes landing when winds are easterly. Either way we suffer high levels of noise from planes passing low over the houses and flats.

The proposed new level of flights would mean a take off or landing every 90 seconds at peak time, with a constant level of noise making it impossible to use gardens, balconies, or even have windows open in the summer. Noise levels are already a major problem, but at least we can have a few sentences conversation between flights: with the proposed new number of flights this would become impossible.

Members of our local residents association have measured the noise level of aircraft passing overhead and found that the bigger jets like the Bae 146 reach 82.5 to 85.5 decibels. This prevents any conversation or sleep.

I also understand that the average noise levels forecast will reach 60 decibels for most of the Virginia Quay Estate, affecting over 1000 people living on this estate alone. LCA's projected increase in average size of planes using the airport will make this even worse, as I understand that the larger planes are more noisy. LCA should provide soundproofing and mechanical ventilation to the whole of Virginia Quay – although even this will not allow us to use gardens, balconies or windows.

The sound figures are taken from the noise contours supplied by LCA, which seem to be simply projections rather than measurements. We demand that independent figures are provided before the LCA application is considered.

The headline figures put forward by LCA seem to be misleading. They propose a 50% increase to 120,000 flights annually, but in the detail there seems to be an even higher increase to 135,000 noise-adjusted flights. Furthermore flights at weekends and on public holidays seem to be increased more than 50% as well.

The increase in traffic at the airport will also raise carbon and other emissions by 50% at a time when all effort is being made by government and indeed cross party policy to reduce greenhouse gases. Much of the increase will be the exceptionally wasteful executive and private jets, the least efficient form of transport of all. This is directly against the stated intent of Newham Council and in fact of all the London Councils and the GLA. This area is highly vulnerable to sea level rise from global warming, and Newham Council should be taking a lead in stopping the root cause.

Safety is a further concern, with the Civil Aviation Authority already reporting serious risks with some of the planes using the LCA. I understand that to provide safe marshalling space for the extra aircraft, part of the Dock is to be filled in. This contravenes the London Plan and must not be permitted.

The proposed new number of flights would make City Airport a major airport, comparable to places like Luton or Stansted. LCA was originally intended to be a small airport for business flights, and has already had its maximum flights doubled even before this new application. It is now proposed to be a major international airport.

When extension is proposed at Stansted, a public inquiry is held. The tens of thousands of Newham and other London residents who would be severely affected by a 50% expansion of City Airport deserve just the same consideration. *I believe the increase requested by City Airport should be put to a full public inquiry*, and not passed through the system as though it is as simple as another building or property extension.

I wish my protest and strong objection be noted by the Planning Committee.

(b) Resident of Bradfield Road, E16 – referred by Alan Robinson

Firstly, the letter was dated 21/09/07 and we received it 01/10/07 (10 days later). Our objection to this proposal is that we have enough noise from the airport already with the amount of planes taking off and landing now, when planes take off the drowned out the TV, if we are on the phone we have to stop the conversation, if we are in the garden we have to stop talking while the plane go over, now the airport want to increase the amount of take off and landing by nearly 50%, with city airport, DLR, and increased road traffic our life will be living hell from noise. I suggest someone from the airport comes to my house and sit in my lounge in the evening and hear what we have to put up with, but no they send someone with noise equipment place them underneath the DLR to take readings that don't show the correct levels.

It would seem that Bradfield Road residents are forgotten when it comes to any inclusion in soundproofing and compensation, we understand that Boxley Road residents were compensated and had double glazing or secondary glazing installed, were we in Bradfield Road offered the same deal No we were not.

(c) Concerns of local residents – referred by Lyn Juniper (Beckton Community Forum)

I would like to pass on the concerns of many residents in my area that have been raised regarding the planned increase of flights from the airport. The main concerns seem to be

- Constant noise pollution in the area as opposed to increased noise levels. residents are concerned that until now there are periodic breaks in aircraft noise, however the constant noise of take off/ landing, and aircraft on the ground, will mean that residents can no longer leave windows open, as they will need the full protection of double glazing during the day.
- An increase in fuel smells. I have received more comments re the smell of aircraft fuel around the Beckton District park area. At last meeting there was a comment that this may have been due to requirement for aircraft to take off from opposite direction due to unusual weather conditions. Could this still be the case? With increased flights is this more likely to be the case in future?

(d) Beckton Resident

I have seen details of the application and their strategy documents.

I support the application. Perhaps I am far enough away from the airport so I never hear any noise. The airport is a fantastic employer and provider of employment for the area. They are heavily involved in the local community. I wish them all success with the application and with continued growth.



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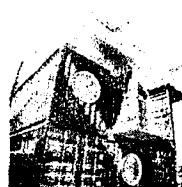
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Fears over London City Airport plans

Bosses bid for 50 per cent increase in number of flights

PUPILS PUT THE KETTLE ON FOR CANCER SUPPORT



GEORGE Green's School created a big stir on Friday when it took part in the World's Biggest Coffee morning, aiming to raise as much money as possible for Macmillan Cancer Support. The pupils at the Isle of Dogs school (four of whom are pictured) are aiming to beat last year's fantastic total of £7,000. Staff at Bromley Hall Register Office in Bow held a similar event. "The morning went really well and the public response was good," said senior registrar Gwen Murray. It is estimated that last year two million people raised their mugs for Macmillan, which improves the lives of people affected by cancer.

BY SHALINA HUSSAIN

RESIDENTS in Tower Hamlets are concerned about plans by London City Airport to increase the number of flights it handles by 50 per cent over the next three years.

Airport bosses have applied to Newham Council for permission to raise the annual number from 80,000 to 120,000, by increasing the frequency of daytime travel.

Stepney resident David Bayat is concerned the proposed expansion will result in more noise and air pollution, and he said many other people in the area were anxious too.

Mr Bayat, chair of Whitechapel and St Dunstan's & Stepney Local Area Partnership (LAP 3), said: "I am concerned about the dramatic noise that we already have as a result of the increase in movements at London City Airport.

"It is important that residents register any concerns with Newham Council."

Mr Bayat added that recently planes had been flying lower over Cable Street in Whitechapel and Stepney when they were coming into land at the airport.

Rupa Haria, spokeswoman for London City Airport, said: "Aircraft heading for London City can only have a very minor impact on Whitechapel. Additionally, aircraft departing from London City Airport are very unlikely to overfly Whitechapel.

"A significant number of aircraft heading for Heathrow do overfly Whitechapel every day. A very substantial proportion of passengers travelling via London City start and finish their journeys in Tower Hamlets."

Tower Hamlets Council has

outlined its concerns about the plans to Newham Council which include air pollution, aircraft noise, climate change and traffic related pollution.

A spokeswoman for Newham Council said: "We will carry out an assessment of the proposals: impact upon ecology, noise transport, air quality and socio economics. It will be determined by November 26."

Newham Council has sent out consultation letters to resident and businesses within half kilometre of the airport.

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