

# NOTICE OF MEETING

**Tuesday 6<sup>th</sup> April 2004**

**7.00pm in the Board Room at City Aviation House, London City Airport**



## AGENDA

1. **APOLOGIES FOR ABSENCE** should be notified to the Secretary at 9 Palace Green, Croydon, CR0 9AJ, Telephone: 01689 843434, Fax: 0208 251 9858, E-Mail: [stuart.innes@blueyonder.co.uk](mailto:stuart.innes@blueyonder.co.uk)

2. **PRESENTATION – PASSENGER SERVICE**

The Airport will up-date the Committee on passenger service issues including the Voluntary Commitment on Air Passenger Rights and assistance for Passengers with Reduced Mobility (PRMs).

Attached is the text of a letter received from the Department for Transport announcing that the Department will now cease active monitoring of the Voluntary Commitments. They would like still to receive copies of the passenger service reports required under Commitment No. 11 but they will not use these to compile progress reports, nor pass on information about individual operators.

3. **THE MINUTES OF THE MEETING HELD on 6<sup>th</sup> January 2004 – previously circulated**

4. **MATTER ARISING**

**(a) Item 3(a) – Committee Membership – Airport Chaplain**

The Revd. Patricia Bur, the new Airport Chaplain, has agreed to participate in the work of the Committee as an observer.

**(b) Item 3(b) – Committee Membership – London Development Agency**

Following a letter to the Mayor of London the LDA on 2<sup>nd</sup> February 2004 finally replied that London City Airport “is quite important to the work of the Agency and that is the Agency’s wish to re-nominate Anthony Sowden as a member of the Consultative Committee, with Andrew Tesseyman as his deputy.”

**(c) Item 4(a) – Noise Insulation Programme – Part IV – List of Properties**

The Airport will report

**(d) Item 4(d) – New DLR Station at LCY – Layout**

The exhibition of the Station at Drew Road School on 27<sup>th</sup> January 2004 was attended by the Deputy Chairman, Secretary, Sid Keys and Janet Goulton. It was noted that while residents living to the south would be able to access the new DLR station via a new subway they would be prevented by ticket barriers from reaching the Airport’s terminal building. There were, however, ready alternatives via the pedestrian access at the end of Parker street (which would be reopened at the completion of the present DLR works) and by a new pedestrian access at the western end of Newland Street.

5. **AIRPORT STATISTICS**

The usual charts are attached.

6. **AIRPORT DIRECTOR’S REPORT**

7. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

The report of the Airport’s Environment & Planning Manager will be tabled at the meeting.

8. **DLR AIRPORT EXTENSION – PROGRESS REPORT**

Attached is a copy of a progress report received from AMEC towards the end of February

Local members should note that if they experience any problems with these works there is a 24 Helpline (020 7536 6667). This line is connected to security who will route calls to the right place for action.

9. **DLR WOOLWICH EXTENSION – APPROVAL OF ORDER**

Attached is a copy of a DLR Press Release announcing that on 26<sup>th</sup> February 2004 the Department for Transport had approved the order giving them powers to construct this extension of the new Airport DLR line under the River to Woolwich town centre.

DLR has now started the process of selecting a concessionaire to design, build and maintain the extension. The current programme assumes that construction will begin in mid-2005 and be completed by the end of 2008.

10. **ANY OTHER BUSINESS**

11. **DATE OF NEXT MEETING**

Tuesday 6<sup>th</sup> July 2004 at 1900 hours at London City Airport – exact venue to be advised.

**Agenda Item 2**

**Airport Voluntary Commitments - Text of letter from the Department for  
Transport**

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2<sup>nd</sup> February 2004

Dear Colleague

**Airport Voluntary Commitments**

Following Michael Smethers' letter to you of 5 November enclosing the UK's report on the first year of implementation of the airport voluntary commitments, there was a discussion among European Directors General of Aviation at the European Civil Aviation Conference (ECAC) later that month about whether further monitoring is needed.

National aviation administrations had agreed to monitor the introduction of the commitments in order to lend credibility to the initiative at its outset, but it was always intended that over time the commitments should become self-regulating as they are gradually embedded in the systems of operators. In November ECAC Directors General agreed that they would now begin the process of moving to self-regulation. ECAC will continue to assist those operators providing good standards of passenger service by maintaining its website showing which airports and airlines have signed up to their respective Commitments.

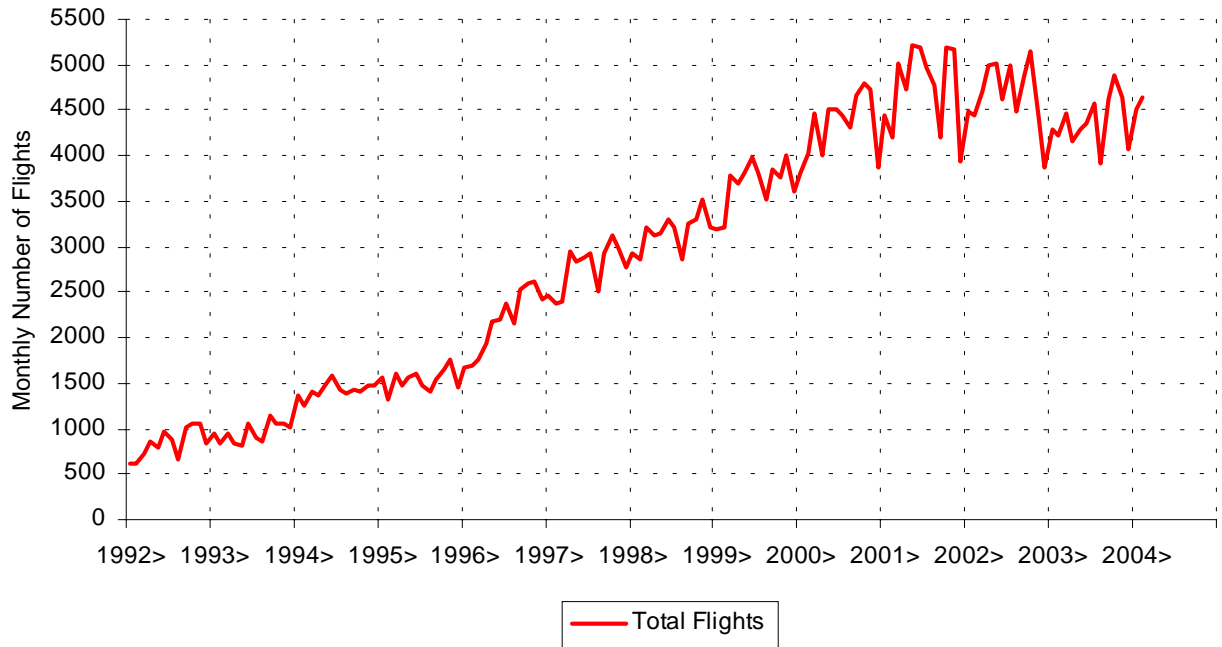
In the UK we found that the airport authorities which had signed up to the Commitments are generally meeting the undertakings, often going much further, and in the relatively few cases where there were shortcomings the airports concerned were working hard on remedies. We were particularly pleased to note the interest and engagement of the airports' Consultative Committees, and regard the Commitments as a helpful benchmark against which airports and their Consultative Committees can continue to assess performance. We therefore take the view that the Department should now cease active monitoring, though we would be grateful to continue receiving copies of the passenger service reports required under Commitment No. 11. We will not however use these to compile progress reports, nor of course to pass on information about individual operators.

We would like to thank participating airports and consultative committees for their contribution to the strong UK performance in meeting the obligations of the Airport Commitments. We recognise that many UK operators were meeting the standards embodied in the Commitments before the Commitments were drawn up, but we hope that the exercise has been beneficial in focusing attention on passenger service issues and in encouraging those involved to review their systems and their performance.

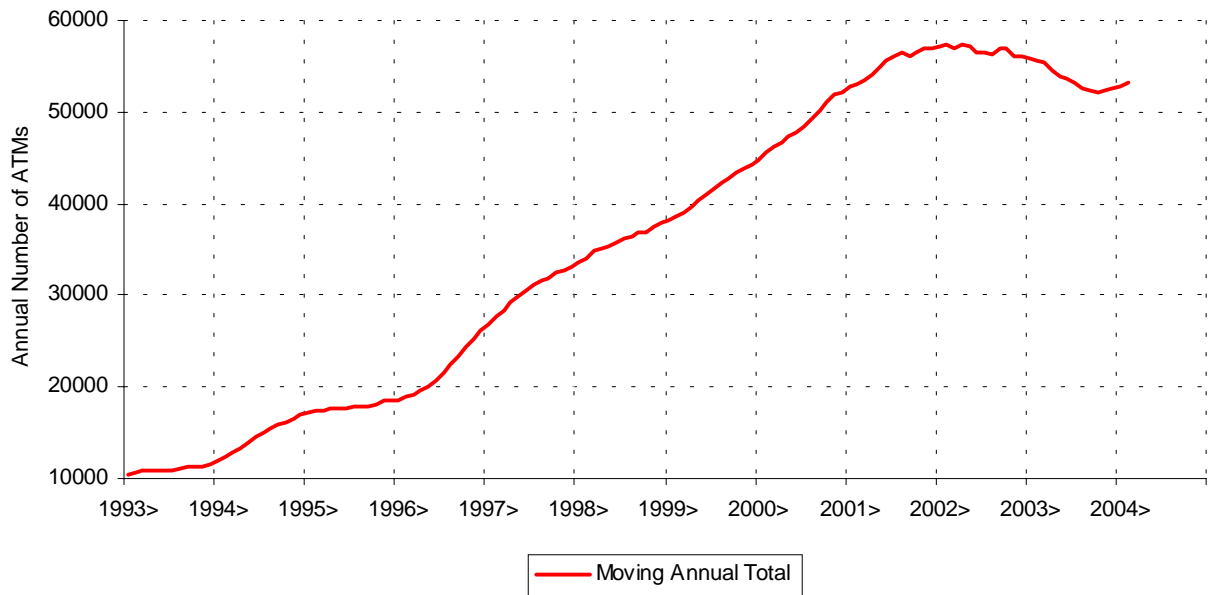
Yours sincerely,

Alison Wall

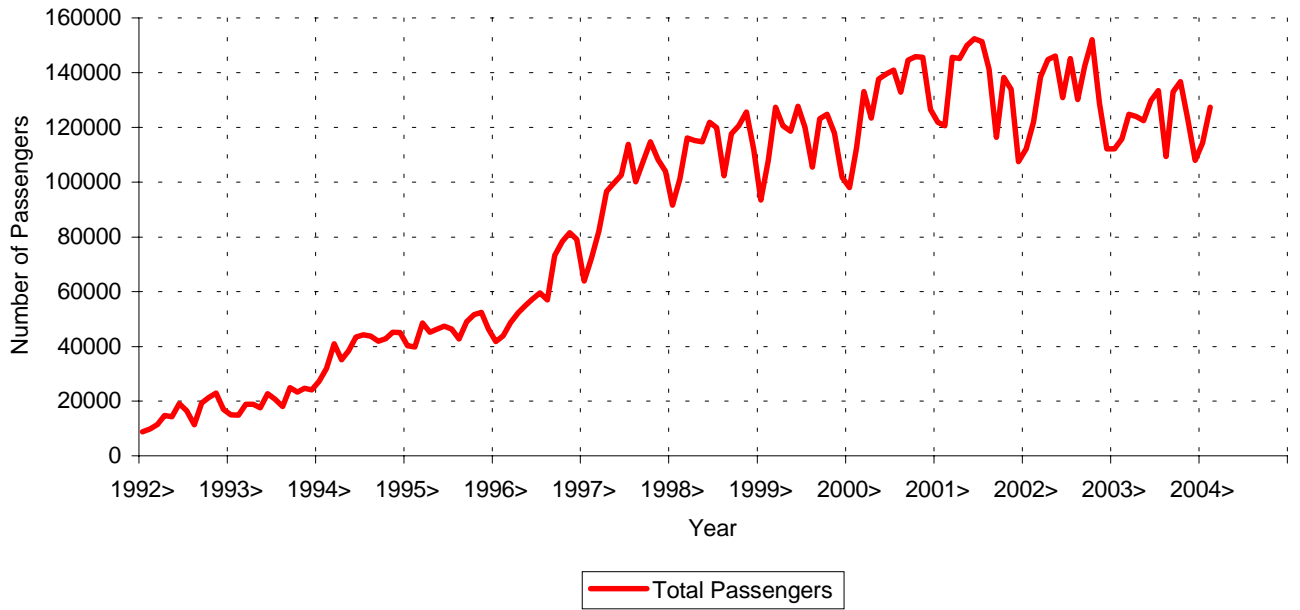
**LONDON CITY AIRPORT**  
**Monthly Number of Flights**



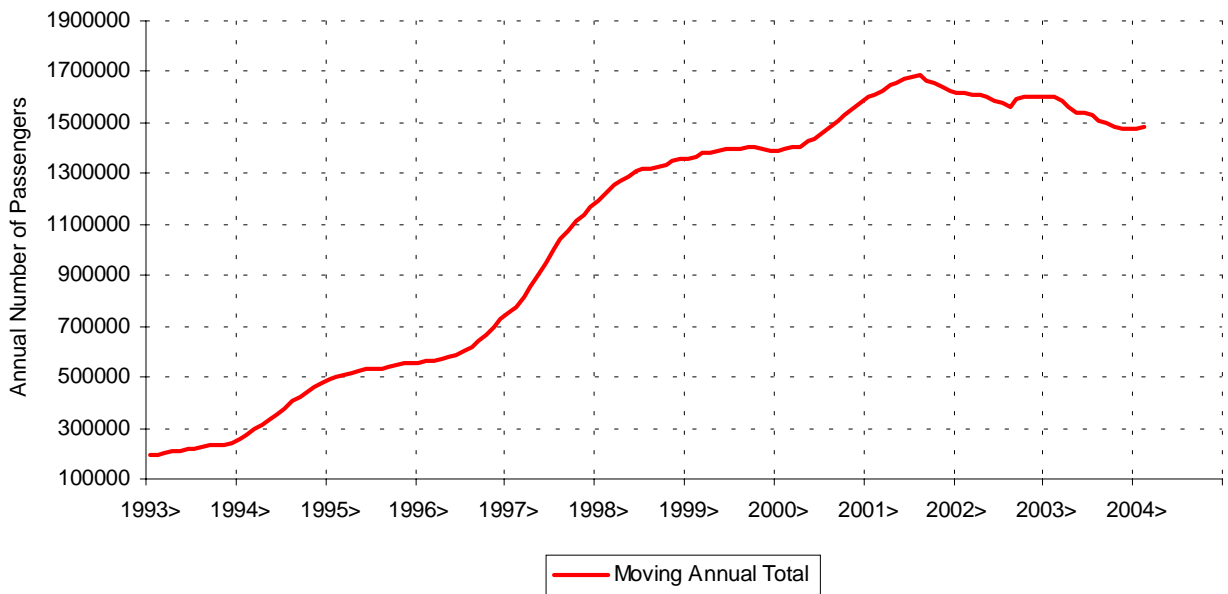
**LONDON CITY AIRPORT**  
**Number of Flights - Monthly Moving Annual Totals**



### LONDON CITY AIRPORT Number of Passengers



### LONDON CITY AIRPORT Passengers - Monthly Moving Annual Totals



**Agenda Item 8**

**DLR Airport Extension – Progress Report (20/02/04)**

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The new layout of the London City Airport forecourt will be opened during the weekend of 28/29 February giving better visibility to drivers and passengers alike. The casting of base slabs in the trough (along the southern edge of the Airport) continues along with piling works on the site of the future King George V Station. The transition of some of the City Airports service providers continues with moves to new premises in the immediate area.

In the area of the old and now demolished Drew Primary School piling works are progressing prior to the construction phase of the London City Airport Station, subway and other associated works.

With the coming of lighter evenings and finer weather construction sites can seem like an adventure playground especially for children, they are however hazardous and fraught with dangers, please do not let your children trespass and put themselves in danger.

If you see any of our fences or gates that are damaged, left open or insecure please tell us. Our sign boards are on display if there is not one near you we can be contacted on:- Monday to Friday 020 7055 1550, out of hours or at weekends 020 7536 6667

**Ian Thomas**  
**AMEC**

## Agenda Item 9

### DLR Woolwich Extension – Approval of Order

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**26/02/2004**

#### **Government Approves DLR Woolwich Extension**

Tony McNulty, Minister for Transport today announced Department for Transport approval of the submission under the Transport and Works Act for the extension of the Docklands Light Railway (DLR) to Woolwich Arsenal.

The extension has always had the support of Mayor of London, Ken Livingstone, and is one of the first schemes DLR was asked to progress in the Mayor's Transport Strategy.

Mr Livingstone, said: *"It is excellent news that plans can now be taken forward to secure delivery of this scheme. A DLR extension to Woolwich Arsenal would link Woolwich with the employment hub of the Docklands and would be a huge step forward in the continuing regeneration of south London and the Thames Gateway."*

This £145 million 2.5km project will be a continuation of DLR's extension to London City Airport - currently under construction - from its eastern terminus at King George V at North Woolwich. It will involve the construction of bored tunnels under the Thames and a new DLR station at Woolwich Arsenal which will provide an interchange with main line rail services and other public transport routes.

The extension to King George V via London City Airport is due to be completed by the end of 2005 and the new extension will offer direct services between Woolwich and London City Airport – in just four minutes, and to Canary Wharf and the City.

It is expected that the extension of the DLR to Woolwich will have a major effect on the regeneration of Woolwich town centre and the Royal Arsenal site through improved accessibility and connections to Docklands.

Cllr Chris Roberts, Leader of Greenwich Council, said: *"We've long campaigned for a DLR station at Woolwich because it forms a key part of the Council's drive to create a transport centre and fulfil Woolwich's promise to be a major town centre in the Thames Gateway region. Extending the DLR to Woolwich will provide better links to job and travel opportunities in the City, Docklands, east London and to London City Airport. The improved transport services are part of a wider regeneration plan that includes such key developments as the Royal Arsenal and White Hart Triangle sites, attracting more businesses to the area and bringing greater prosperity to local people."*

DLR Ltd (part of Transport for London) has also started the process of selecting a concessionaire to design, build and maintain the extension. The current programme assumes that construction will begin in mid-2005 and be completed by the end of 2008.