

# NOTICE OF MEETING

Tuesday 4<sup>th</sup> July 2006

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

**\*\*\*PLEASE NOTE OF TIME OF MEETING\*\*\***



## AGENDA

1. **APOLOGIES FOR ABSENCE** should be notified to the Secretary at 9 Palace Green, Croydon, CR0 9AJ, Telephone: 020 8123 6374 or 01689 843434, Fax: 0208 251 9858, E-Mail: [secretary@lcacc.org](mailto:secretary@lcacc.org)
2. **COMMITTEE MEMBERSHIP – RENEWAL**  
A list showing the new membership of the Committee is attached.  
In spite of reminders nominations are still awaited from:
  - The London Development Agency
  - The Beckton Community Forum
  - The Tenants and Residents Associations in Cyprus
  - The Airline Operators CommitteeThe renewal of the Committee gives rise to a number of issues, notably in relation to how the representatives of local communities are chosen. The Secretary will report.
3. **CHAIRMAN AND SECRETARY**  
The Airport proposes that John Adshead should continue as the Committee's Chairman and that Stuart Innes should continue to serve as the Committee's Secretary. The Committee are asked if they approve of these appointments
4. **THE MINUTES OF THE MEETING HELD on Monday 11<sup>th</sup> April 2006 – previously circulated**
5. **MATTER ARISING**
  - (a) **Item 2(c) – Jet Centre – Blast from Engines**  
The Airport will update the Committee.
  - (b) **Item 7 – Airport Security – Out of Hours Contact**  
The Airport will update the Committee.
  - (c) **Item 7 – Tax/chauffeur parking in local streets**  
The Airport will report on the action taken.
  - (d) **Item 10 – Airport Master Plan**  
The period for consultation expired at the end of May. Janet Goulton will report on the response and the action now to be taken.
  - (e) **Item 12 – Airport Fun Day**  
This is due to be held on Saturday 1<sup>st</sup> July – members attending are invited to comment.

**(f) Item 15 – Annual Meeting of Airport Consultative Committees**

This meeting is due to be held at Manchester Airport on 21<sup>st</sup>/22<sup>nd</sup> June. The Chairman and Secretary will report. The Programme and Agenda for the meeting can be seen on the Liaison Group's website<sup>1</sup> along with the various Papers considered at the meeting. The minutes of the meeting will be circulated to members as soon as they are available.

**(f) Item 16(b) – Annual Familiarisation Visit**

This visit, to Amsterdam, will take place on Monday 10<sup>th</sup> July. Members taking part in the visit had been notified separately of the arrangements.

**6. AIRPORT DIRECTOR'S REPORT**

Charles Buchanan will report

**7. COMMUNITY REPORT**

Angeline Barnes will report

**8. STANDING ITEM ON ENVIRONMENTAL ISSUES**

**(a) Report**

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

**(b) Summer 2005 Noise Contours**

A map showing the summer 2005 position of the Airport's 57 and 60 dB LAeq, 16 hour noise contours was circulated on 20<sup>th</sup> May. Copies are also available on the Committee's website<sup>2</sup>. It is understood that the summer 2006 contour will be available very shortly. It will be posted to the Committee's website as soon as it is received.

**9. NOISE INSULATION PROGRAMME – PART IV**

The Airport will report progress on the implementation of this part of the programme

**10. DLR EXTENSION PROJECTS – PROGRESS REPORT**

AMEC will update the Committee on the progress of these projects.

**11. LATER WEEKEND TUBE DECISION**

Members will recall that at its meetings in April 2005 and January 2006 the Committee considered the Mayor's proposals for a later start time for the Tube at weekends. The Committee concluded that insofar as the proposals involved a later start for the Tube on Saturdays this would be detrimental for Airport staff and passengers and at both meeting Members decided to make representations accordingly.

The Mayor has now taken a decision on these proposals and a copy of TfL's notification of this was sent to all members on 28<sup>th</sup> April. In relation to Saturday mornings the Committee's representations, and those of many other bodies, were unsuccessful and with effect from the end of May 2007 the Tube will start one hour later in the morning with the first trains arriving at central London stations at about 07.00 hours.

With the decision letter was a printed note entitled "Feedback on Consultation Issues" – this can be seen online<sup>3</sup>

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<sup>1</sup> <http://www.ukaccs.info/meeting06.htm>

<sup>2</sup> <http://www.lcacc.org/noise/noise7e.gif>

<sup>3</sup> <http://www.tfl.gov.uk/tfl/initiatives-projects/onehourlater/pdf/one-hour-later-decision.pdf>

12. **CONSULTATION ON THE REVISED AIRSPACE CHANGE PROCESS**

See Report by Secretary attached. The Committee is asked if it wishes to make any comment on the new procedures. The Closing Date for comments is 7<sup>th</sup> July 2006

13. **ANY OTHER BUSINESS**

14. **DATE OF NEXT MEETING**

Tuesday 3rd October 2006 at 16.30 hours at City Aviation House, London City Airport.

## CONSULTATION BY CAA ON THE REVISED AIRSPACE CHANGE PROCESS

### Report by Secretary

1. This consultation concerns the procedures to be followed to ensure effective consultation on proposals to change the use or classification of airspace in the UK. Details were circulated to Members on 2<sup>nd</sup> June but for easy reference the consultation papers can be seen on the CAA's website<sup>1</sup>
2. The new procedure is more prescriptive and inclusive than that which applied previously and actively promotes the engagement of the "change sponsor" (normally an airport, an air navigation services provider or the CAA) with stakeholders who are defined as those affected by the change proposals. Generally the proposals appear to be full and complete but the following points may be worth making:
  - (a) It is important that stakeholders should be told as early as possible about potential changes in the use or classification of airspace.
  - (b) The Committee may wish to support the recommendation in Stage 2 (Proposal Development) that that where airports have a consultative committee (ACC) it should be utilised where a Focus Group is proposed to assist with the further development of the draft proposal. But whether or not this recommendation is taken up the ACC should *always* be regarded as a primary stakeholder, not just because it is a statutory committee representative of a range of interested bodies but also because it will normally be able to help in the identification of other interested parties and offer local advice. LCYCC was asked to help in this way when the list of consultees was drawn up for the recent extension of the Control Zone at LCY.
  - (c) The Committee may want to comment that the process of interaction/feedback between the change sponsor and the focus group/stakeholders could usefully be described in a little more detail. Equally, although it is noted from para 3.4 in Stage 2 (Proposal Development) that further guidance on the role of the focus group will be provided as part of the Framework Briefing in Stage 1, it might be helpful if the broad parameters of this could be described in the procedure document.
  - (d) Given the technical nature of many proposals of this kind, and the guidance on which they have been drawn up, it is important that those commenting on the change should be provided with full information drafted in a manner which recognises that those reading it may vary widely in their understanding of what is proposed and why. Equally those assessing the responses should be briefed to recognise that expressions of concern may not always be couched in technical terms. With this in mind the ACC, which represents a broad spectrum of technical understanding, should normally be given a face to face briefing by a representative of the change sponsor to explain the proposals and the reasons for them in layman's terms and to answer questions. NATS did this with the LCY proposal – members will recall this was very useful and once the safety imperatives of the proposal were fully understood the Committee resolutely backed the proposals throughout.
  - (e) Para 4.4 in Stage 4 appears to allow the change sponsor to disregard the comments received in consultation and decide to go ahead anyway although the DAP and the consultee must be informed accordingly. How does DAP intend to address such situations if they should arise?

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<sup>1</sup> <http://www.caa.co.uk/default.aspx?categoryid=7&pagetype=90&pageid=6285>

- (f) In relation to para 4 in Stage 6 it should be obligatory for the change sponsor actually to notify the members of the local community and other stakeholder groups of any changes which are to be made and not just “consider” how it might do this.
- (g) The new procedure makes provision for fast-track changes to Standard Instrument Departures (SIDS) and Standard Arrival Routes (STARS) which have no additional impact over and above that currently experienced. Unfortunately, there is no information in the document about the fast track arrangements and it would be useful if these could be described. SIDS and STARS are important to the routing of aircraft from and to airports and to the peace and comfort of those who live near them and the process for changing such routes needs to be clear and transparent.
- (h) The Committee might want to underline the caution expressed in Annex D to the Consultation Paper in relation to Representative Groups and Open and Public Meetings – these are useful consultation methods but consulting bodies need to be very clear about the possible shortcomings and pitfalls!

**Stuart Innes**  
**Secretary**  
13 June 2006