

NOTICE OF MEETING

Tuesday 3rd October 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
2. **COMMITTEE MEMBERSHIP**
The *Beckton Community Forum* has appointed:
 - (a) Sandra Erskine as its representative for the current three year term ending in April 2009; and,
 - (b) Peter Kiu to serve as an additional representative of the local residential communities in lieu of a representative of tenants and residents associations in the Cyprus area.

As agreed at the last meeting the Secretary will be making arrangements with the Airport and the London Borough of Newham (as the parties to the s.106 agreement), and with the present representatives of the local residential communities, to review the means by which the representatives of the local communities are chosen.

Dan Bridgett has now left the *London Chamber of Commerce and Industry*. The Secretary has invited the Chamber to nominate a replacement but thus far there has been no response.

The *Gallions Housing Association* is now represented by Rebecca Miller.

At the suggestion of the Airport Sergeant Jason O'Donohue of the Metropolitan Police *Safer Neighbourhoods Team (Royal Docks)* has been invited to attend meetings of the Committee as an Observer.

A revised list showing the present membership of the Committee and Observers is attached (for members only).

3. **THE MINUTES OF THE MEETING HELD on Monday 4th July 2006 – previously circulated**
4. **MATTER ARISING**
 - (a) **Item 4(a) – Jet Centre – Blast from Engines**
The Airport will update the Committee.
 - (b) **Item 4(c) – Taxi/chauffeur parking in local streets**
The Airport will update the Committee.
 - (c) **Item 4(d) – Airport Master Plan**
The Airport will update the Committee.

(d) Item 4(g) – Annual Familiarisation Visit – 10th July 2006 - Amsterdam

Fifteen members of the Committee took part in this year's visit accompanied by six members of the Airport's staff.

(e) Item 12 – Jubilee Line – Automated Passenger Announcement

The Airport will update the Committee.

5. AIRPORT DIRECTOR'S REPORT

Charles Buchanan will report

6. COMMUNITY REPORT

Angeline Barnes will report

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

(a) Report

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

(b) Summer 2006 Noise Contours

The map showing the summer 2006 position of the Airport's 57 and 60 dB LAeq, 16 hour noise contours is being finalised. It is hoped to circulate the map to members in the very near future and a copy will be placed on the Committee's website.

8. NOISE INSULATION PROGRAMME – PART IV

Jonathan Smith will report progress on the implementation of this part of the programme

9. DLR EXTENSION PROJECTS – PROGRESS REPORT

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

10. THE FUTURE OF HELICOPTER OPERATIONS IN LONDON

As previously reported the Airport gave evidence in July to the investigation into helicopter noise by the Environment Committee of the London Assembly. In doing so the Airport supported the Mayor's suggestion that a new heliport should be established in East London.

The Airport offered to produce a report to stimulate debate on this subject. This is now available and a copy accompanies this Agenda. Copies have also been posted to the Airport's website¹.

The Committee may wish to discuss the Report and the issues to which it gives rise.

11. ENVIRONMENTAL NOISE DIRECTIVE (2002/49/EC)

Attached (Annex A1) is an extract from the minutes of the meeting of the Consultative Committee held on 5th April 2005 recording the Committee's response to a DEFRA consultation on the implementation of this Directive (known as the END) in England.

The END should have been transposed into law by the Member States of the EU by 18 July 2004. However, because of the large number of complex technical details which had to be resolved, DEFRA found it impossible to comply with this deadline in the UK and it was not until this month (September 2006) that the Regulations (*The Environmental Noise (England) Regulations 2006 - SI 2006/2238*) were laid before Parliament. They come into

¹ <http://www.londoncityairport.com/index.php?page=HelicopterReport>

force on 1 October 2006. The Regulations can be seen in full on the OPSI website² and at Annex A2 to this Agenda are some Questions and Answers produced by DEFRA. Technical guidance has been produced for the operators of civil airports likely to be affected by the Regulations – this can be seen on DEFRA’s website³

London City Airport is both a “major airport” (more than 50,000 movements per annum) and located within Greater London. It will, therefore be required to produce noise maps on a rolling basis with the first to be submitted by 31st March 2007. These maps will need to use the new indicators *Lden* and *Lnight* and the supplementary indicators, *LAeq,16h*, *Lday* and *Levening*

The maps will be used in “developing co-ordinated and cost-effective action plans to reduce noise”. This, too, will be the responsibility of London City Airport.

As yet there has been no response to the Committee’s concern as to whether Airport operators will have to pay for the noise mapping or how at London City Airport the action plans will fit in with the noise mitigation measures in force at the Airport by virtue of the Airport’s planning permission and/or the 1998 s.106 planning agreement.

12. PEOPLE WITH REDUCED MOBILITY

(a) Access to Air Travel for Disabled People – Code of Practice – TRL Report

This Code, published in 2003, is aimed at all those involved in air travel including travel agents, tour operators, UK airlines, UK airports (including the architects and designers who are involved in their design), ground handling companies and retailers. Compliance with its provisions is voluntary but the Disability Discrimination Act 2005 (DDA 2005) includes reserve powers to allow the Government to place the Code on a statutory footing should the voluntary route prove ineffective.

Following the passing of the DDA 2005 the Transport Research Laboratory (TRL) were commissioned to benchmark the industry against the Code of Practice and to carry out a monitoring exercise to find out how far the industry is working in line with the code. The Report⁴ of the TRL’s study was published in August 2006. The headlines are:

- the industry needs further encouragement to follow those parts of the Code that are already covered by Part 3 of the Disability Discrimination Act;
- there should be increased training for travel and booking agency and airline staff;
- procedures to increase pre-booking assistance, and provision of information in alternative formats, need to be promoted further;
- consistent policies need to be developed on the carriage of disabled people and on seating allocation; airlines and their handling agent staff should have the knowledge to assess suitable seating allocation for particular needs.

The findings of the Report will inform the Government’s decision on whether or not to use the reserve powers in the DDA 2005 to bring air services within the scope of the Disability Discrimination legislation. In reaching a decision, Ministers will also want to consider the impact of the forthcoming EC regulation on air passenger rights for people with reduced mobility and disabled people – see Item 10 (b) below

(b) EU Regulation (EC) No 1107/2006 – concerning the rights of disabled people and people with reduced mobility when travelling by air

² <http://www.opsi.gov.uk/si/si2006/20062238.htm>

³ <http://www.defra.gov.uk/environment/noise/pdf/airport-techguidance06.pdf>

⁴ http://www.dft.gov.uk/stellent/groups/dft_mobility/documents/page/dft_mobility_612226.pdf

This new regulation⁵ has two essential goals: first, preventing the refusal of carriage because of reduced mobility and, second, ensuring the provision, free of charge, of assistance for passengers with reduced mobility when travelling by air.

The new Regulation takes effect on 26 July 2008, except Articles 3 and 4, which take effect on 26 July 2007 - Article 3 makes it illegal to refuse carriage on grounds of disability except on the grounds specified in Article 4 namely:

- to meet applicable safety requirements established by international, Community or national law or in order to meet safety requirements established by the authority that issued the air operator's certificate to the air carrier concerned
- if the size of the aircraft or its doors makes the embarkation or carriage of that disabled person or person with reduced mobility physically impossible.

Where carriage is refused on these grounds carriers (or their agents or tour operators) are obliged to try to propose an acceptable alternative for the person concerned and there is a right to re-imburement or re-routing.

The most difficult issue for the EU in processing this Regulation was the question of who should be responsible for providing the assistance to disabled people and people with reduced mobility at airports. It was finally agreed that the managing bodies of airports should have the overall responsibility for providing such assistance although it allows them to levy charges on air carriers to pay for it. This fits in very well with the arrangements introduced at London City Airport some time ago.

The Department for Transport can be expected to mount a consultation exercise concerning the implementation of this Regulation in the UK .

13. **REVIEW OF AIRPORT POLICING**

The Committee may be interested to see the attached statement (Annex B) issued by the Secretary of State for Transport towards the end of July. London City Airport is not a “designated” airport and accordingly the costs of policing are presently met by the police authority.

The Annual Liaison Meeting of Airport Consultative Committees held at Manchester on 21/22 June 2006 received a paper updating members on Aviation Security issues – this can be seen on Liaison Group’s website⁶ while hard copies can be obtained from the Secretary

14. **ANY OTHER BUSINESS**

15. **DATE OF NEXT MEETING**

Tuesday 9th January 2006 at 16.30 hours at City Aviation House, London City Airport.

⁵ http://eur-lex.europa.eu/LexUriServ/site/en/oj/2006/l_204/l_20420060726en00010009.pdf

⁶ <http://www.ukaccs.info/06almfiles/06security.doc>

Extract from Minutes of the LCYCC Meeting held on 5th April 2005

12. CONSULTATION- EU DIRECTIVE 2002/49/EC – IMPLEMENTATION

Rob Grafton said that because of their experience it was probably sensible for airports to be responsible for mapping and actions plans. However, other modes of transport were not to be dealt with in a similar manner and accordingly the operators would not have to meet the not inconsiderable costs involved. This seemed to be inequitable.

The Secretary said that thought would need to be given to the coordination of these arrangements with any measures for the mitigation of noise agreed under planning or other powers. At LCY the planning authority had a direct interest in the control of noise through arrangements agreed with the Airport in the s.106 agreement of July 1998.

The Secretary was asked to respond to the consultation in these terms. It seemed the new Directive would have little impact on London City Airport where noise was already tightly controlled.

DEFRA - Environmental Noise (England) Regulations 2006: Q and A

Q. What do these regulations do?

A. These regulations transpose the requirements under Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 (often known as the Environmental Noise Directive (END)). The END requires:

- the use of harmonised noise indicators and computational measures so that data can be collected and compared in a standardised way;
- common protocols for noise mapping;
- the drawing up of noise maps;
- making information available to the public;
- the drawing up of local action plans; and
- collection of data by the Commission to inform future Community policy.

The Regulations will help identify:

- the extent to which people are exposed to high levels of noise; and
- what areas of relative quiet we might or could have, thus enabling us to develop measures to protect them and not have the noise environment inadvertently eroded.

Q. What is a noise map?

A. Strategic noise maps are a product of a process which aims to secure information about the external noise environment. A noise map is a way of representing levels of noise in a location in terms of a noise indicator.

Examples can be seen from the London noise map at www.noisemapping.org

Q. How accurate are the maps?

A. The maps are produced using computer based noise models. This process requires the acquisition of information about the noise source; its noise generating characteristics; its location and how the noise from that source impacts on its surroundings.

The noise maps are produced for use at a strategic level and are likely to give an acceptable level of accuracy for these purposes. They will not however represent every situation at a local level and it is likely that more detailed examination will be necessary in some of these situations in order to develop local action plans.

Q. Is the Government mapping the whole country?

A. In 2007, we are mapping major roads which have more than 6 million vehicle passages a year; major railways with more than 60,000 train passages a year; major airports and agglomerations with a population of more than 250,000. In agglomerations the mapping will include airports which create more than 55 dB (A), industry and ports.

Q. Is the UK introducing limit values?

A. No.

Q. How is the Directive being transposed in the Devolved Authorities?

A. Separate legislation will be introduced in each of the Devolved Authorities.

Q. How will the maps and action plans be made available to the public?

A. They will be published on a website with a facility to search the maps down to postcode level.

Q. What can the maps be used for?

A. The noise mapping process will provide a sound basis to help future policy making / strategies to tackle noise.

Noise maps will contribute to:

- establishing a baseline for present noise levels;
- quantifying the scale of public exposure to the main sources of environmental noise;
- enabling the development of objectives to manage noise to be based on a better understanding of the overall noise exposure;
- targeting the measures to where they are needed (hot spots);
- developing co-ordinated and cost-effective action plans to reduce noise;
- enabling plans to be tested theoretically to understand in detail their likely impact;
- monitoring the effectiveness of action plans and planning procedures;
- monitoring trends in environmental noise;
- providing a platform for further research.

Q When will the Government produce the National Noise Strategy?

A. Work is currently underway to develop the strategy for launch in 2007.

Q. Does the Strategy cover all of the UK?

A. The Strategy will in the first instance, focus on England.

ANNEX B
Agenda Item 12

Airport Policing - Statement by Secretary of State for Transport

The Secretary of State for Transport (Douglas Alexander): In his statement on 21 November, the then Secretary of State for Transport announced the Government's intention to commission an independent, wide-ranging review of policing at airports. He subsequently appointed Stephen Boys Smith, a former senior civil servant, to lead the review.

The review was tasked with identifying a sustainable approach to the policing of airports which takes account of the roles and responsibilities of all stakeholders and, in particular, addresses the need for funding arrangements that are objective and transparent.

The review was about airport policing not airport security, which had already been considered by Sir John Wheeler's review in 2002. Wheeler recognised that the "designation" of airports for policing purposes was an issue and saw the implementation of a Multi-Agency Threat and Risk Assessment (MATRA) process as fundamental in modernising that process. MATRA is in place at over 40 UK airports and the present review has considered whether the process of designation should now be replaced, given the changes implemented following the Wheeler review.

The review report has now been submitted to both my Department and the Home Office. We welcome its broad thrust and will be working closely with key stakeholders to consider the recommendations in detail.

The review has identified areas where we can build on the good work already being done by all stakeholders at our airports. It makes recommendations in a number of areas:

- It endorses the principle of joint accountability for airport security and the concept of airports as "communities" where stakeholders must work together in full partnership to protect against a range of threats.
- It recommends continued and enhanced liaison between key stakeholders, including Government Departments, the Police Service and airport operators at both national and local level to maintain a consistent understanding of and response to threats and risks.
- It endorses the current Multi-Agency Threat and Risk Assessment (MATRA) approach already in place at UK airports and recommends that it is strengthened further.
- It recommends the system of "designation" is discontinued and that policing costs should generally be met by the industry on the basis that policing forms part of an agreed airport "community" response, that costs are clear and transparent, and that policing at airports is brought within the mainstream policing agenda.

Although this review has not focused on aviation security measures it is concerned with a key element in the wider protection of our airports against a range of threats including from terrorism and serious and organised crime. Given these considerations, it is naturally not a report for public circulation. I intend to make a further statement in due course.