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**MINUTES OF THE MEETING HELD ON TUESDAY 6th
JANUARY 2004 AT 7 PM IN THE BOARD ROOM AT
CITY AVIATION HOUSE, LONDON CITY AIRPORT**



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
Richard Howell	Airline Operators Committee
Robin Whitehouse	London Borough of Newham
Howard Sheppard	Docklands Business Club
Sid Keys	Silvertown TRAs
Henry Philp	Custom House and Canning Town Community Forum
Jagadish Jha	Beckton Community Forum
Gertie Duffy	North Woolwich and Silvertown Community Forum

APOLOGIES:

David Kent	ABTA
Pamela Bertrand	West Silvertown Village Community Foundation
David Atkins	Cyprus TRAs
Helen Allen	Airline Operators Committee
Glynis Webb	North Woolwich TRAs
CLlr Daniel Francis	London Borough of Bexley
Rob Grafton	London City Airport

IN ATTENDANCE:

Richard Gooding	London City Airport
Janet Goulton	London City Airport
Eleanor McLaurin	London City Airport
Jonathan Smith	London City Airport
Brian Russ	LBN Planning
Garry Ball	LBN Housing
Henry Pownall	CARE
T. El-Tawil	AMEC

1. PRESENTATION – FUTURE OF AIR TRANSPORT – WHITE PAPER

Janet Goulton outlined the key points to emerge from this White Paper published by the Government on 16th December 2003 which aims to set a strategic policy framework for air transport in the UK for the period to 2030. Copies of the slides used in the Presentation are available on the Committee's website at www.lcacc.org/future/whitepaperslideshow.pdf

The Committee noted in particular:

(a) Impact on London and the South East

- The first priority is to make best use of the existing runways, including the remaining capacity at Stansted and Luton.
- Provision should be made for two new runways in the South East by 2030.
- The first new runway should be at Stansted, to be delivered as soon as possible (around 2011 or 2012).
- The further development of Heathrow is supported, including a third runway and additional terminal capacity to be delivered as soon as possible (within the 2015-2020

period) after the new runway at Stansted, but only if stringent environmental limits can be met. Meanwhile consideration would be given ways in which the use of the two existing runways could be maximised, e.g. through mixed mode operation in the peak hours

- The Government will not seek to overturn the 1979 planning agreement preventing construction of a second runway at Gatwick before 2019.
- In case the conditions attached to the construction of a third Heathrow runway cannot be met, and since there is a strong case on its own merits for a new wide-spaced runway at Gatwick after 2019, land should be safeguarded for this.
- The option to develop a new airport at Cliffe is not supported

(b) Impact on London City Airport

There is scope for other existing South East airports, including London City, Norwich, Southampton and some smaller airports, to help meet local demand, and their further development is supported in principle, subject to relevant environmental considerations.

In para.11.96 the White Papers noted that London City Airport “provides services within the UK as well as to a wide range of key European destinations such as Paris, Amsterdam and Zurich. Our forecasts show that the airport is likely to grow steadily and that this growth would not be significantly affected by the addition of runway capacity at the major London airports. It is particularly well placed to serve a niche business market. Several of the surrounding local authorities supported growth to 5mppa. The airport operator believes that with some further development a higher throughput could be achieved.”

The Committee noted that Airport Master Plans should take account of the London equivalent of the Regional Spatial Strategy (and the Regional Transport Strategy within it) as well as local transport plans. These documents should in turn take account of airport master plans when they are revised.

The Presentation included the text of all those paragraphs in the White Paper relevant to London City Airport. Hard copies of these paragraphs were also distributed at the meeting. Copies would be circulated with the minutes for the benefit to those not present at the meeting.

In dealing with questions Richard Gooding said:

- The White paper represented the first and only attempt by Government to set a long-term strategic framework for air transport in the UK. It was thorough and brave, and joined up, and was to be commended. It gave the industry an important element of certainty which had long been missing.
- LCY is now clearly recognised as a part of the airport system in the South-East and a factor in the Government’s thinking
- In its consultation submission to the Government the Airport had suggested that on the basis of present day knowledge it might be possible, with some further development, to increase LCY’s passenger throughput to perhaps 8mppa. The original figure of 5mppa had been a conservative estimate. To secure the higher throughput would require an increase in the present annual limit of 73,000 air transport movements. This was thought to be the capacity of the Airport at the time it was set but in current circumstances it seemed a higher number could be achieved. The Airport would need to do some further work on how these increases might be secured and it would come back to the Committee later in the year with proposals for discussion.
- In recent years the airlines at LCY had tended to use smaller aircraft in the 30-50 seat category. It now seemed there was a trend towards the use of larger aircraft with 70-100 seats. The BAe146 and its derivatives would continue to operate for at least the next 10-15 years but possibly not until 2030 which was the intended life of the Government’s new policy. But other aircraft types such as the Embraer 170 capable of handling the constraints at LCY would become available to replace them.

The Secretary circulated a summary of the various measures included in the White Paper (and associated papers) dealing with environmental protection, airport master plans, blight, land protection, delivering surface access improvements and the protection of regional air services

to London. It was not yet clear in every case to what extent these measures would apply to LCY but the Secretary would liaise with the Airport and circulate with the minutes a revised version of the summary complete with notes on how the measures might apply at LCY.

The Airport would now be working with the LBN and other agencies in drawing up its Airport Master Plan and a draft of this would be shared with the Committee at a future meeting.

2. The **MINUTES** of the meeting held on 7th October 2003 were approved as a correct record of the discussions at that meeting.

3 **COMMITTEE MEMBERSHIP**

(a) **Airport Chaplain**

The Secretary reported that the new Vicar at St John's, North Woolwich, the Revd. Patricia Bur, had been appointed to be the Airport's Chaplain in succession to Roderick Hamer who had died in 2002. Roderick had participated in the work of the Committee as a local observer and it was agreed to invite the Revd Bur to join the Committee on a similar basis.

(b) **London Development Agency**

Following the last meeting the Secretary wrote to the Chief Executive of the LDA, Michael Ward, who acknowledged on 17th October saying he would make sure the Agency deals with the matter. Nothing further had been heard in spite of reminders sent by fax on 15th December 2003 and 6th January 2004. It was noted that Michael Ward had within the past few days resigned his post. The Committee agreed that the matter should be raised with the Mayor and the Secretary was asked to write to him.

4. **MATTER ARISING**

(a) **Item 6 – Embraer 135 – Provisional Noise Category**

It is understood that this aircraft has been provisionally placed in Noise Category A. This awaited LBN approval which it was understood would be given shortly. It was likely that on the basis of its actual performance at LCY this aircraft would be reclassified into Noise Category B

(b) **Item 6 – Noise Insulation Programme – Part IV – List of Properties**

Jonathan Smith said that a list of properties had been drawn up and shared with Team members (including the LBN) and comments were awaited. As soon as there was an agreed list it would be posted to the Committee's website and leaflets would be sent out to householders. The consultants for this part of the Programme were already in place and steps were being taken to tender for a contractor. The contract was a large one lasting three years. The Airport would have more information for the Committee at its next meeting.

Bill Dunlop asked about the shop premises in Camel Road. Jonathan Smith said these were still held by the previous contractor, Granville. If they were successful in securing the contract for Part IV they would again be using the shop for demonstration purposes. If another firm were to secure the contract the Airport would be suggesting they likewise should use the premises for this purpose

(c) **Item 7 – Summer 2003 Noise Contour**

This had been received and circulated to members. Copies had also been posted to the Committee's website along with new maps showing the current positions of the noise monitoring equipment.

(d) **Item 8 – New DLR Station at LCY – Layout**

Brian Russ showed the Committee artists impressions of the DLR station at the Airport. He said discussions were in progress with the DLR about the lighting in the tunnel under

the station serving the Airport and the residential area to the south and also about the CCTV facilities to be provided there.

Gary Ball said there was to be an exhibition of the Station in the Main Hall at Drew Road School between 17.00 and 19.00 hours on 27th January 2004. Bill Dunlop emphasised the need for the plans displayed there to be simple enough for ordinary people to gain an impression of what was proposed.

It was agreed that the Committee should be represented at the Exhibition and Bill Dunlop, Stuart Innes and Eleanor McLaurin agreed to attend.

(e) Item 14 – Thames Gateway Bridge – Results of Consultation

The Committee noted the Press Release issued by *Transport for London* on 10th November 2003 indicating that 85% of Londoners support the proposed bridge linking Beckton and Thamesmead.

5. AIRPORT STATISTICS

The charts were noted – see also the Airport Director’s Report (Item 6).

6. AIRPORT DIRECTOR’S REPORT

Alan Medlock tabled his report a copy of which is attached to these minutes.

Jagadish Jha asked about:

(a) A Prayer Room: Alan Medlock said that as yet there had been no call for a Prayer Room at the Airport but if a passenger felt the need for a quiet room for such a purpose it could normally be provided in the Airport’s Business Centre without difficulty.

(b) Linking Services to India and Pakistan: Alan Medlock said that many people found it convenient to join intercontinental air services to India and Pakistan and elsewhere in the world at the European hubs served by London City Airport. This was facilitated by the system of airline alliances which made such journeys much easier.

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Environmental Report was tabled and noted - a copy is attached to these minutes.

Sid Keys asked what could be done to mitigate the jet blast and smell experienced by users of the Connaught Crossing from aircraft positioned along the western boundary fence of the Jet Centre. Alan Medlock said he would look into the matter with Jet Centre colleagues. It may be that the problem arose from the tri-jet aircraft with a high engine in the tail. If so, it may be possible to position them elsewhere. Alternatively it may be that a blast screen could be installed but this may be precluded by a need flowing from planning requirements to maintain views to the east.

Jagadish Jha referred to a complaint from a Beckton resident about aircraft noise at weekends. Alan Medlock emphasised the need for people to report such noise to Rob Grafton or to Airport Operations. This would ensure that such incidents were fully investigated – residents in Beckton should not normally be troubled by noise from the Airport

8. CROSSRAIL

Crossrail had acknowledged the Secretary’s letter indicating that the Committee’s views would be included in their report to the Department for Transport on the initial round of consultation at the end of January 2004. There would be a further consultation exercise as and when Crossrail is given the go-ahead to apply for powers. Planned for Spring 2004 this would provide further details of the proposals, explain any modifications made and seek views on the proposed scheme.

The Crossrail Bill process would take approximately 2 years. If successful, construction might commence in 2007. The current timetable would see Crossrail Line 1 open in 2013.

It was noted that Crossrail had met recently with representatives of the Airport who had emphasised the important points mentioned in the Committee’s letter.

The Secretary reported the Department for Transport had established [pages](#) on its website with background information on the work of the Expert Team now assessing the Crossrail project.

9. **OTHER CONSULTATIONS**

Since the last meeting the Secretary had circulated details of the following consultation exercises. Because in each case comments were required before this meeting Members had been invited to submit direct any comments they might have on the proposals.

- (a) **London City Airport Safeguarding** – draft LBN Supplementary Planning Guidance
- (b) **Environmental Sustainability: Checklist for Major Development** - draft LBN Supplementary Planning Guidance
- (c) **Silvertown Way: Planning Brief** - draft LBN Supplementary Planning Guidance
- (d) **2012 Olympics Bid** – consultation by *Fluid* on behalf of Lower Lea Valley Regeneration
- (e) **New Urban Development Corporation for the Thames Gateway** – consultation by the Office of the Deputy Prime Minister

10. **AIRLINE AND AIRPORT VOLUNTARY COMMITMENTS ON PASSENGER SERVICE**

The Secretary's report was noted. There was now a Passengers page on the Committee's website dealing with the arrangements made by the Airport to ensure there is a high standard of customer service – see <http://www.lcacc.org/operations/passengers.htm>

11. **COMMITTEE WEBSITE**

The new Agendas page was noted. The Secretary reported that the site had been awarded "Highly Recommended" status by Schoolzone which runs a government funded evaluation service in respect of web and other resources for school teachers.

12. **ANY OTHER BUSINESS**

(a) **New Guidelines for Airport Consultative Committee**

The arrangements for the LCYCC matched very closely those recommended by the Department in their new Guidelines issued on 16th December 2003.

The only significant deviation referred to the Airport's membership of the committee. This was not recommended because it might detract from the public perception of the committee's independence. The Committee felt that the present arrangement, which allowed the Airport to nominate two members, had encouraged active participation and co-operation in dealing with local issues and had worked very well in practice. There had been no difficulties and it was the feeling that the Committee's membership should continue to include the Airport's nominees. It was noted that the new Guidelines recognise there may sometimes be locally specific reasons for airport personnel to be members of a consultative committee.

(b) **Draft Disabled Discrimination Bill**

At its meeting on 7th January 2003 the Committee noted the Government's intention to introduce a voluntary code for disabled air travellers to which the industry could work, but with reserve powers to place the code on a statutory footing should the voluntary route prove ineffective. The Committee agreed this seemed to be a sensible approach and to respond accordingly. The Code was subsequently issued in March 2003.

The Secretary reported that the Government had now published the draft Disabled Discrimination Bill which if passed will make the Code mandatory if the voluntary route does not work. The Department had appointed the Transport Research Laboratory to conduct a bench-marking exercise to establish levels of access at UK airports now so as to have a measure against which to compare in a couple of years time. If any member wanted to see the Bill the Secretary had copies.

(b) Airport Transport Forum – Meeting on 10th December 2003

As indicated in the Airport Director's the Airport's Transport Forum had met on 10th December 2003

The slides used in the presentations given to the meeting could be seen on the Committee's website at <http://www.lcacc.org/atf/slide.html> .

The Minutes of the meeting had likewise been posted to the Committee's website at <http://www.lcacc.org/atf/minutes.html>

The meeting had agreed to set up a Working Group to assist the Airport in a review of its Airport Surface Access Strategy (ASAS).

The Forum had decided to meet again in mid-2004 to consider the findings of the Review of the ASAS.

13. DATE OF NEXT MEETING

Tuesday 6th April 2004 at 1900 hours at London City Airport – exact venue to be advised.

WHITE PAPER - THE FUTURE OF AIR TRANSPORT - SUMMARY OF MEASURES

Note : This summary does not include the impact of the White Paper on individual airports but it does incorporate the proposals flowing from the Government's conclusions on its 2000 consultation on the *Control of Noise from Civil Aircraft*. The impact of the measures on London City Airport, as they are understood at present, are shown in italics at the end of each section

Noise Amelioration

The Government will seek powers for airports to establish noise amelioration schemes. The new powers will –

- not apply to airports designated for the purposes of s.78 of the Civil Aviation Act 1982 – currently Heathrow, Gatwick and Stansted – where noise amelioration is the responsibility of the Secretary of State.
- be voluntary - there will be no powers to compel an aerodrome to prepare a noise amelioration scheme. (If in a particular case the voluntary arrangements prove to be unsatisfactory the Secretary of State's has powers to apply s.78.)
- not be used to unpick existing arrangements (including any planning permissions/conditions and s106 agreements).
- not specify in detail the sanctions for non compliance but there will be Government guidance setting the minimum and maximum sanctions that aerodromes should adopt.
- operate within and immediately outside the aerodrome's traffic circuit and beyond to include the full extent of noise preferential routes.

At the same time amendments will also be sought to:

- make it clear that airport charges can be directly related to compliance with noise mitigation procedures;
- strengthen the powers available at airports designated under section 78 so that, for example, controls such as night restrictions can be set on the basis of noise quotas alone, without a separate movements limit. Thus controls could be related more directly to the noise nuisance, providing a more effective incentive for airlines to acquire, use and develop quieter aircraft. Other amendments will allow the Government to direct take-offs and/or landings onto a particular runway and to stipulate fines to be levied by the courts for s.78 violations.

The Government will start consultations in 2004 on a new night noise regime for Heathrow, Gatwick and Stansted.

London City Airport already has in place a comprehensive noise management scheme

Acoustic Insulation

At airports with more than 50,000 movements a year the operator should adopt the following noise mitigation measures either as an adaptation of existing schemes or when new mitigation schemes are brought forward:

(a) *with immediate effect*, the relevant airport operators should :

- offer households subject to high levels of noise (69dBA L_{eq} or more) assistance with the costs of relocating; and
- offer acoustic insulation (applied to residential properties) to other noise-sensitive buildings, such as schools and hospitals, exposed to medium to high levels of noise (63dBA L_{eq} or more).

(b) to address the impacts of *future* airport growth relevant airport operators should :

- offer to purchase those properties suffering from both a high level of noise (69dBA L_{eq} or more) and a large increase in noise (3dBA L_{eq} or more); and
- offer acoustic insulation to any residential property which suffers from both a medium to high level of noise (63dBA L_{eq} or more) and a large increase in noise (3dBA L_{eq} or more).

Where these criteria might be triggered airports should establish (where they do not already have them) noise contouring programmes to verify current noise levels, - for details see para 3.25 of the

White Paper. If necessary the Government will give statutory force to these acoustic insulation arrangements under sections 79–80 of the 1982 Act.

London City Airport, which has more than 50,000 movements per annum, already has an acoustic insulation scheme which offers insulation at 57dBA L_{eq} - a very much lower trigger point than that referred to in the White Paper. The LCY scheme makes no provision for the purchase of properties. It is too early to say whether the Airport's plans for development would bring properties within the 69dBA L_{eq} contour although clearly this is very unlikely to occur in the near future

Tackling Climate Change

The Government believes that the best way of ensuring that aviation contributes towards the goal of climate stabilisation would be through a well-designed emissions trading regime. For an international industry, an international trading regime is the best solution. The Government is pressing for the development and implementation through ICAO of such a regime. The ICAO Assembly has already endorsed the development of an open emissions trading system for international aviation.

Meanwhile, the Government intends to press for the inclusion of intra-EU air services in the forthcoming EU emissions trading scheme, and to make this a priority for the UK Presidency of the EU in 2005, with a view to aviation joining the scheme from 2008, or as soon as possible thereafter.

As a matter of principle, any additional action to tackle the environmental impacts of aviation will take full account of the effects on the competitiveness of UK aviation and the impact on consumers.

The Government recognises that because of its blunt nature, Air Passenger Duty is not the ideal measure for tackling the environmental impacts of aviation.

This provision is not aerodrome specific

Local air quality

Aircraft engines contribute, along with airport traffic on local roads and surface vehicles at the airport, to the totality of emissions of air pollutants in the vicinity of airports. The most important emissions are of nitrogen dioxide (NO₂) and particulates (PM₁₀). On a national scale the contribution of air transport and associated activities to these impacts is small, but locally their effect can be significant.

There are mandatory EU limits for levels of these pollutants in the air, irrespective of the source of the emissions. These limits come into effect in 2005 for particulates and 2010 for NO₂. There are also national objectives in the Air Quality Strategy.

Compliance with these standards extends beyond the air transport sector and achieving them will require a combination of measures such as those listed in paragraph 3.31 of the White Paper. These include the use of economic instruments and legislation will be sought enabling the Secretary of State to require an emissions-related element to be included in landing charges at airports where there are local air quality problems. Meanwhile airport operators should consider modifying their charges to take account of local air quality impacts. There may also be scope, subject to any obligations in relation to slot allocation, for other instruments such as permit trading schemes for NO₂ at individual airports.

At London City the s.106 planning agreement dated 21st July 1998 provides for the appointment of consultants to carry out an Air Quality Study aimed at assessing and evaluating the impact of the Airport on the quality of the air enjoyed by the local community through the potential for odours ("Airport smell") and fallout (black smuts, deposits and oily films/patches on ponds) and the measurement of ambient concentrations of fine particulates (PM₁₀) and nitrogen dioxide (NO₂). The findings will form the basis of an Air Quality Management Scheme on which reports will be submitted annually to the local planning authority and to the Committee. Proposals for the study were submitted to the LBN some time ago.

Airport master plans

Airport operators should produce/update master plans within 12 months to take account of the conclusions on future development set out in the White Paper. These should be at a level of detail sufficient to inform the content of the Local Development Framework. The master plans should set out development proposals to 2015 in some detail including surface access, environmental controls and mitigation and, where appropriate, blight. Indicative land use plans should be included for the period from 2016 to 2030.

London City Airport will be drawing up such a plan which will be discussed while in draft with the Committee later in 2004.

Blight

Where runways are supported by the White Paper, or where land is safeguarded for future development, the airport operator should bring forward non-statutory schemes to deal with the impact on property values in the period before statutory protection is available ("generalised blight"). These schemes, which might for example help people to relocate before the development takes place, will complement the proposals for noise mitigation discussed above.

It is too early to say whether London City Airport's plans for development will trigger a requirement for a non-statutory blight scheme. As matters stand the only land likely to be required to meet the Airport's plans for development is non residential forming part of the King George V Dock owned by RODMA.

Land protection

Land outside existing airports that is needed for future expansion will need to be protected against incompatible development in the intervening period. Under the current planning system, such land is only formally protected once it is either reflected in the local development plan or when planning permission is granted for the airport development.

At airports where development may occur, early arrangements are being made to update current Civil Aviation Authority (CAA) safeguarding maps to reflect the relevant proposals. This will ensure that the airport operator is consulted by the local planning authority over any planning applications which might conflict with safe operations at the airport, or nearby.

In exceptional circumstances, where these arrangements prove inadequate, directions by the Secretary of State under Article 14 of the Town and Country Planning (General Development Procedure) Order 1995 may be used.

Likewise it is too early to say whether London City Airport's plans for development will give rise to a need formally to protect land outside the Airport's boundary. As indicated above the land likely to be required to meet the Airport's plans for development forms part of the King George V Dock owned by RODMA. This land is most unlikely to be required for other purposes.

Delivering surface access improvements

Airports are key strategic components of the UK's transport infrastructure and need to be served by good quality, well integrated, surface access, capable of supporting future airport development.

Responsibility for bringing forward proposals and securing funding lies with airport operators working closely with the Department for Transport, the Strategic Rail Authority, the Highways Agency and regional and local bodies. In Scotland, Wales and Northern Ireland the Scottish Executive, Welsh Assembly Government and Northern Ireland authorities will play a leading role.

In some cases it will be appropriate for the airport operator to pay in full for a particular enhancement or improvement. In others, especially where there are wider benefits or the airport is not the primary contributor to the problem the scheme is designed to address, there may be a requirement for a broader funding package.

Where appropriate the Airport's Surface Access Strategy (ASAS) will need to be revised, in consultation with the Airport's Transport Forum, to reflect the conclusions in the White Paper. This will need to be done alongside the preparation of airport master plans.

The key surface access project for LCY - the DLR Extension from Canning Town - is already funded and under construction and a decision will be taken shortly on the further extension of the line to Woolwich Arsenal. The Airport supports other transport infrastructure projects such as Crossrail which is key to any plans for development beyond circa 5mppa. But these projects are of much wider significance locally and it is most unlikely the Airport would have to take the lead in promoting them. The LCY ASAS is being revised.

Regional air services to London – Public Service Obligations

The Government is prepared to intervene in well defined circumstances to protect slots at the London airports for regional air services by imposing Public Service Obligations (PSOs). This allows the slots used for that service to be 'ring-fenced', so that an airline cannot use them for a service to an alternative destination. In accordance with the existing EU Regulation 2408/92, three criteria will need to be met:

- the route is to a peripheral region, or to a development region, or is a 'thin' route;
- the air service concerned is vital to economic development for the region; and
- a PSO is required to ensure an adequate level of service.

LCY is specifically referred to in the White Paper as one of the London Airports where PSOs might be required although at present there appears to be no shortage of slots for such flights

*London City Airport Consultative Committee
January 2004*

**London City Airport Consultative Committee
Airport Director's Report – January 2004**

2003 did not turn out to be the best year we ever had. Highlights were the start of BA flights, as well as a number of new services this autumn; lowlights were the loss of several German routes, as well as the severe downturn at Swiss International. Overall business confidence is slightly more optimistic now, as the Financial Services industry (our biggest market) continues its slow recovery; this year is the first for 3 years when the FTSE100 index has ended up higher at the end of the year than at the beginning.

We expect some modest growth in passengers in 2004, and already we have seen the announcement of new services to Liverpool starting in February. Hopefully there are further bits of good news to come as the year progresses.

Our Board did not let the short term decline in passengers cause a halt in our investment programme. We completed the new hold point early and within budget; this has already demonstrated that our plan to increase capacity is working. If business develops as we expect in 2004, then we can consider a start to the investment in new aircraft stands.

Investment in the DLR is proceeding rapidly towards completion in Autumn 2005; as well as providing a much needed link to put us firmly on the transport map, the project is also delivering other improvements, with new offices close to the terminal, a brand new canteen, new flight kitchens, a new approach road, and new car hire facilities. Right now we are in the middle of the most disruptive phase of this work. Thankfully our regular customers do seem to understand that this project is very much in their interests.

Statistics

December

Aircraft Movements	Dec 2002	Dec 2003	% variation
Scheduled Services	3,618	3,640	+1%
Corporate Aircraft	210	364	+73%
Positioning & training	42	61	+45%
Total	3,870	4,065	+5%

Passengers	Dec 2002	Dec 2003	% variation
Scheduled Services	111,792	107,289	-4%
Corporate Aircraft	429	672	+57%
Positioning & training	0	0	-
Total	112,221	107,961	-4%

Annual

Aircraft Movements	2002	2003	% variation
Scheduled Services	52,852	47,907	-9%
Corporate Aircraft	2,793	3,784	+35%
Positioning & training	457	872	+91%
Total	56,102	52,563	-6.3%

Passengers	2002	2003	% variation
Scheduled Services	1,597,781	1,464,142	-8%
Corporate Aircraft	6,992	8,130	+16%
Positioning & training	0	0	-
Total	1,604,773	1,472,272	-8%

Routes

CityJet, a wholly owned subsidiary of Air France, has resumed services to Dublin, now operating 4 flights per day. In February, this will increase to 6 flights per week day.

VLM are launching a new service to Liverpool on Monday 23 February 2004. Each weekday VLM Airlines will fly 5 return services, with two every Sunday and one on Saturday.

VLM have also announced further increases in services to Manchester, increasing from 9 to 12 flights per day.

Security

MATRA (update of October report)

Sir John Wheeler's Review of Airport Security, presented to Government in September 2002, made 23 recommendations, all of which were accepted in principle. Sir John endorsed the National Aviation Security Programme, but he concluded that further investigation was needed into the potential threat to airport security from serious and organised crime. He found little evidence of such a threat, but the snapshot of criminal activity at Heathrow persuaded him that more detailed work was needed. He recommended that the Home Office should lead multi-agency analytical work in this area.

Trial multi-agency threat and risk assessment (MATRA) groups were established at five UK airports in February 2003. With the support of the Home Office, Department for Transport, these groups were invited to conduct a multi-agency threat and risk assessment of their airports. They were asked to devise collectively agreed methodologies, with the ultimate aim of producing a collective risk register which could be fed into an airport security plan and provide a firm basis for addressing any weaknesses and planning future action.

The key theme to have emerged from the five trial sites was the benefit derived from the multi-agency approach and the close relations and trust that have developed as a result. All five airports have reported that closer working between the different agencies has helped give all involved a much better understanding of each others' operations, providing opportunities to share intelligence, identify weaknesses and pool resources.

The Home Office and Department for Transport have now written to Chief Executives of all airports asking them to support the MATRA initiative. The airport operator is invited to facilitate the setting up of the initial MATRA meeting, ensuring that relevant agencies are included: Airport, Police, including Special Branch, Airline Operators, Cargo, HM Customs, UK Immigration and Corporate Aviation.

The risk assessment considers the risks to the viable operation of the airport from both crime and terrorism. It will examine possible linkages between criminal acts and the potential for terrorist acts, and examine the loopholes or vulnerabilities created by criminal activity at the airport.

Emergency Exercise

The Civil Aviation Authority requires periodic testing of the Airport Emergency Plan, and a review mechanism for the results in order to improve its effectiveness. A full-scale Emergency Exercise, involving the deployment of units from the Metropolitan Police, London Fire Brigade and London Ambulance, working with the Airport Fire Service, took place on the afternoon of Saturday, 25th October.

The performance of our own Fire Service, and indeed of all our departments involved, was excellent, and met all of our criteria for a successful response and handling of an incident.

The exercise did reveal a number of shortcomings in the command and control arrangements for each of the emergency services. These items are being addressed by the emergency services concerned, and demonstrate the value of periodic testing of planned responses to incidents.

Airfield Operations

The 28 Hold, completed in September, is now in regular use. Air traffic Services are continuing a detailed evaluation of the operating procedures for the hold, and how these procedures can be developed to improve the runway capacity.

Airport Transport Forum

The fourth Airport Transport Forum was held on 4th December. The Airport gave an update on key statistics, and presented the results of the second Staff Travel to Work Survey. Further presentations were given by AMEC on progress with the DLR extension to the Airport, Transport for London on bus services in East London, by RMS on progress with the A13 improvements and another presentation by Transport for London on the Thames Gateway Bridge. As we have taken time this evening to talk about the White Paper on the Future of Air Transport in the UK, the presentations from the ATF are now available on the Consultative Committee website. The secretary will be able to post copies of these presentations to members without access to the internet.

At the ATF, we agreed to review the Airport Surface Access Strategy, published in 2000. A small Working Group has been established, drawn from the organisations represented on the ATF. The process will be led by Janet Goulton, and will present the updated ASAS at the next ATF, to be held in June or July 2004.

Community Relations

Since the last meeting of this committee, we have hosted visits to the airport by students from the University of East London, Southwark 6th Form College and Orpington College. We have also assisted a team of children from Project Energise (based in Plaistow, for children with behavioural problems) to do some filming at the airport.

We also supported the Importance of Languages in Business day held at Kingsford School for year 10 & 11 students in the borough. A number of staff gave talks on how they use languages in their daily work.

On 31 October, we hosted a visit by Brighton and Hove Council. The council is considering the future development of Shoreham Airport, and was interested in how London City has reached its current throughput, and how we work with the local community.

In November, we hosted an exhibition of work by local artist Gillian Burrows. A proportion of all sales was donated to Richard House.

This year's staff Christmas Party raised £3,000 for charity, which together with the money raised by staff taking part in the Flora Fun Run earlier in the year, and with other fund raising activities, enabled us to present Trevor Brooking, on behalf of Richard House, with a cheque for £6000 towards the running of the hospice. This added to the donations made in July after the airport's annual Fun Day.

Alan Medlock
Operations Director

Operational Performance: Q1-4 2002 + Q1-Q3 2003 + Oct/Nov 2003

(Excludes corporate aircraft movements)

	Q1 2002	Q2 2002	Q3 2002	Q4 2002	Q1 2003	Q2 2003	Q3 2003	Oct/Nov 2003
No of Planned Movements:	13,252	14,136	13,803	13,299	12,457	12,000	12,083	8,495
No of Actual Movements	12,900	13,808	13,528	12,867	11,973	11,812	11,036	8,351
Regularity (Flights operating to LCY):	97.3%	97.7%	98.0%	96.8%	96.1%	98.4%	96.8%	98.3%
Punctuality (% Departures within 15 mins of STD):	76.0%	84.8%	77.2%	78.9%	84.9%	88.7%	86.8%	88.0%

The prime causes of aircraft delay were ATC slots ex-LCY and late arrival of the inbound aircraft. No other individual delay reason accounted for more than 1% of departures.

	Q1 2002	Q2 2002	Q3 2002	Q4 2002	Q1 2003	Q2 2003	Q3 2003	Oct/Nov 2003
% Departures delayed due ATC	7.8%	4.8%	6.8%	5.3%	3.2%	2.8%	3.9%	2.7%
% Departures delayed due late arrival	13.9%	7.5%	13.9%	13.2%	9.6%	6.0%	7.1%	7.4%
Other delay reasons	2.3%	2.9%	2.1%	2.6%	2.3%	2.5%	1.9%	1.9%
% Departures delayed >15 mins after STD	24.0%	15.2%	22.8%	21.1%	15.1%	11.3%	13.2%	12.0%

Q1: January – March

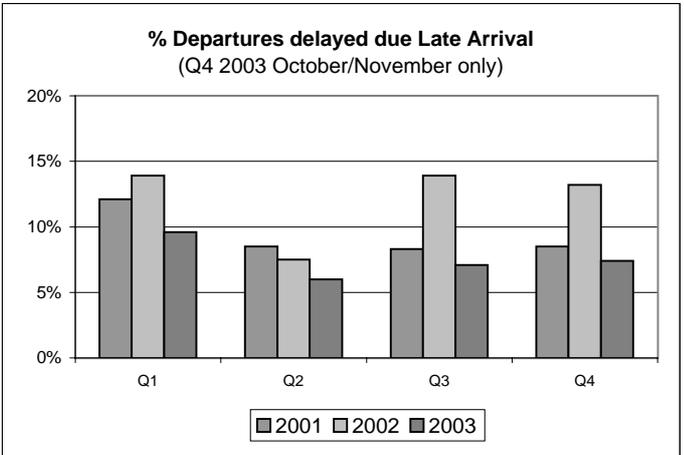
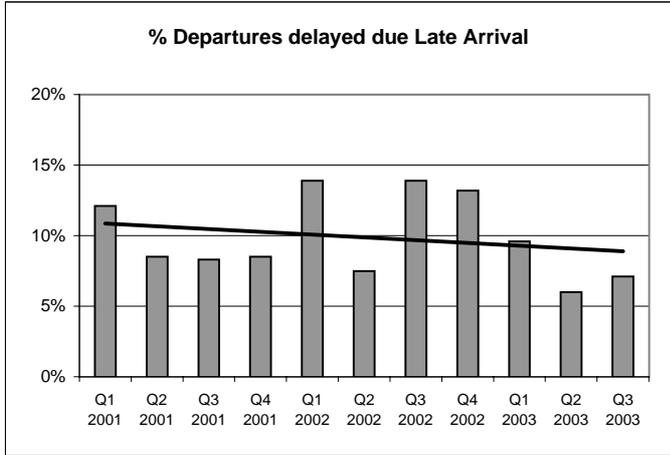
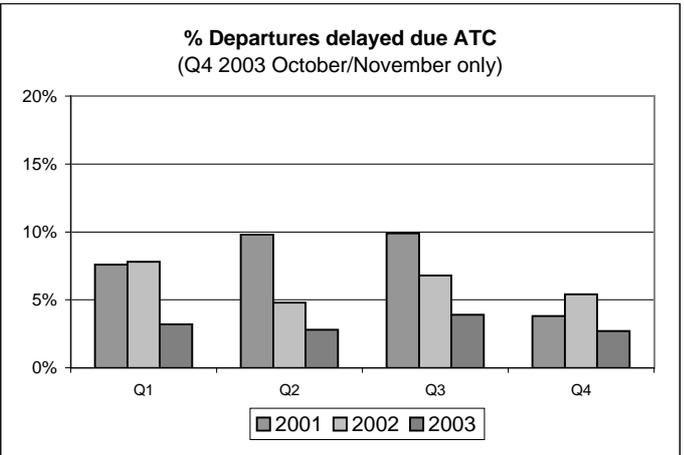
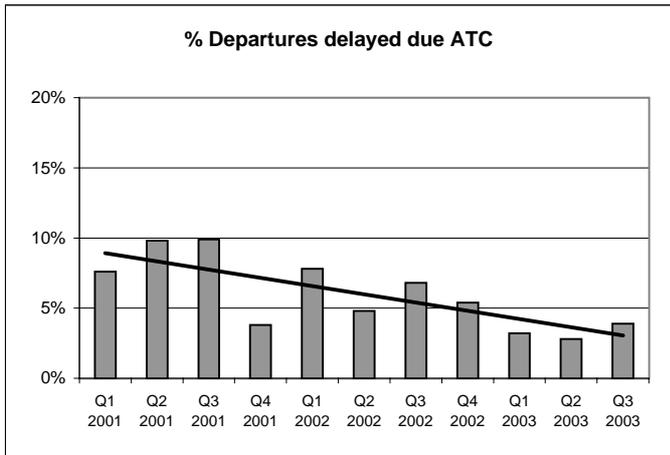
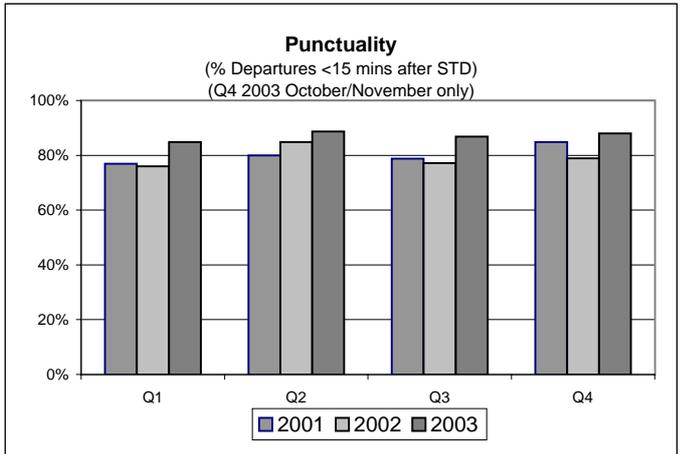
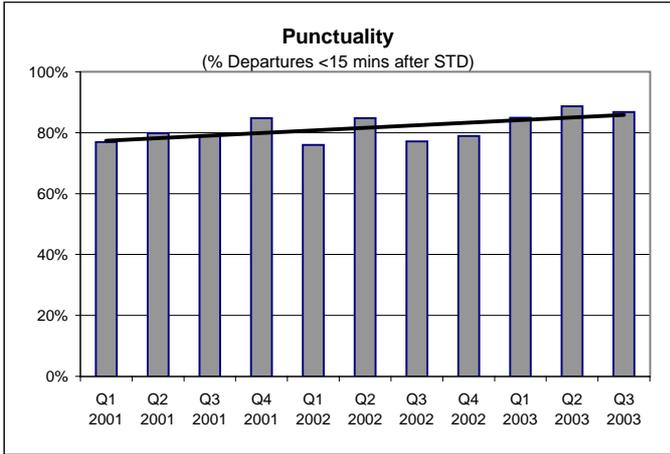
Q2: April – June

Q3: July-September

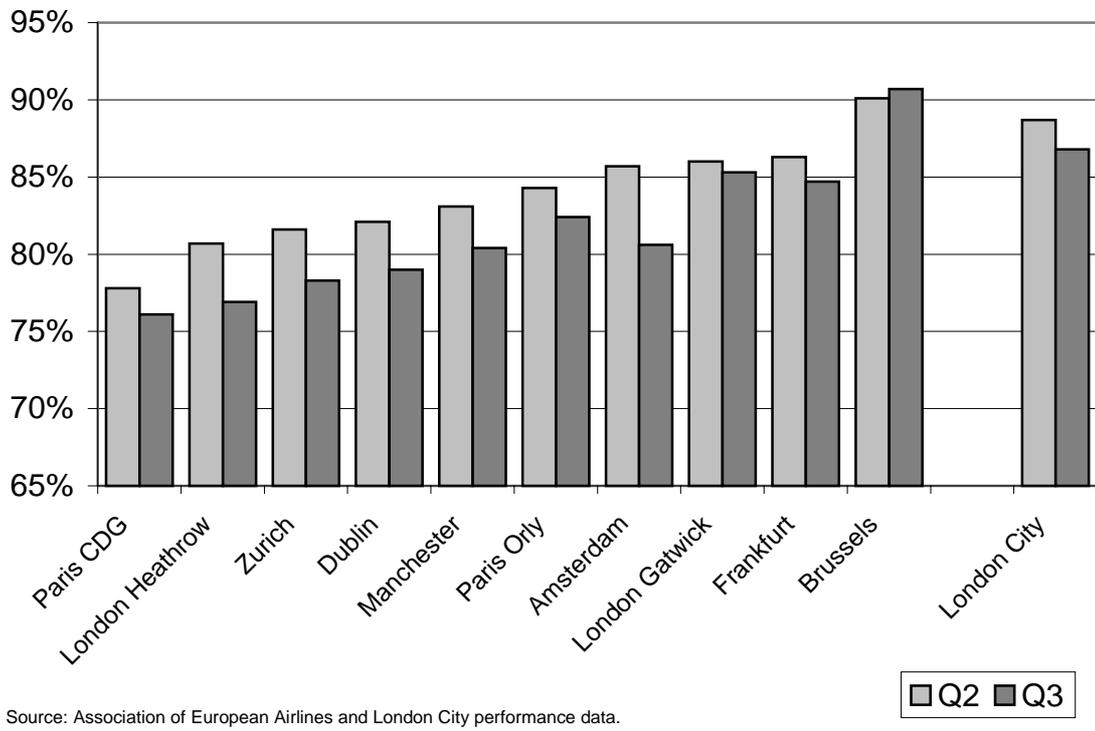
Q4: October-December

For the third quarter of 2003 – the peak Summer period for air travel, overall punctuality, at 86.8% of flights departing within 15 minutes of the Scheduled Departure Time (STD) was the second best quarter since the current analysis of performance began in 2000.

The third quarter of the year saw London City punctuality significantly improve over the same period last year, by 9.6% to 86.8%. This compares to an average European airline punctuality on Intra-European services of 81.4% for the quarter.



Punctuality at selected airports on Intra-European services
2nd and 3rd Quarter 2003
 (Departures within 15 minutes of Scheduled Time of Departure)



MINUTE 7
London City Airport Consultative Committee
Environmental Issues – October – December 2003

A total of 4 complaints/enquiries relating to environmental issues were received during the period detailed above. A summary is detailed below:

- None of these complaints related directly to aircraft/airport noise and/or flight paths
- 1 Complaint referred to overspill of light from LCY advertising boards following removal of fencing and trees by AMEC for the DLR
- 1 Complaint referred to alleged interference with TV signal reception from LCY flight operations
- 1 Complaint referred to road noise from a manhole cover on the Hartman Rd.
- 1 Complaint referred to noise generated from the works site behind the blue shed

1. DATE RECEIVED: Wed - 24.9.03
TIME OCCURRED:
DATE OCCURRED:
AREA: Silvertown, E16
COMPLAINT: Enquiry relating to the noise from the Engineering block — corrugated sheets banging on derelict land behind blue shed
RESPONSE: Telephone call and e-mail — referred to project team for action
2. DATE RECEIVED: Sat—6.12.03
TIME OCCURRED:
DATE OCCURRED:
AREA: Silvertown, E16
COMPLAINT: Noise at night from Airport attributing to noise from a steel plate covering a manhole in the road adjacent to Building 114.
RESPONSE: Telephone call and referred to Projects
3. DATE RECEIVED: Wed — 19.11.03
TIME OCCURRED: n/a
DATE OCCURRED: n/a
AREA: Hartmann Road, Royal Docks
COMPLAINT: Enquiry relating to overspill of light from LCY advertising boards following removal of fencing and trees by AMEC for DLR
RESPONSE: Telephone Call — referred to LCY project team for action
4. DATE RECEIVED: Wed—8.10.03
TIME OCCURRED: n/a
DATE OCCURRED: n/a
AREA: Beckton Park area generally
COMPLAINT: Enquiry relating to degradation of TV signal reception
RESPONSE: Telephone Call — referred to DTI

NTK Update

The NTK has now been completely updated and the installation is complete. Due to local redevelopment we are experiencing some interruption to the power supply to two of the terminals. We expect these to be back on line in the near future.

All software upgrades have been completed.

The only outstanding issue is to install the London Borough of Newham monitor and complete training for LBN staff. This will be undertaken upon completion of the system validation following the re-connection of power to the western terminals.

The committee will then receive regular reports from the results of the NTK for noise and flight track keeping following London City Airport internal training that is to be completed this month.

Rob Grafton
Environment Planning Manager
LONDON CITY AIRPORT
January 2003