

# London City Airport Consultative Committee



MINUTE of the meeting held on Wednesday 24th February, 1988 at Scott Wilkie Primary School.

PRESENT	John Adshead	Chair
	Stuart Innes	Hon. Secretary
	Jeff Hennessey	LDDC
	John Douthwaite	LCY
	Nicholas Hopkins	John Mowlem & Co PLC
	Capt. Peter Mitchell	Eurocity Express
	Tony Auld	Brymon Airways
	John Humphrey	Brymon Airways
	Ken Lund	LBN
	Cllr. Julie Garfield	LBN
	Cllr. Steven Timms	LBN
	David Fountain	PLA
	Clive Arrow	PLA
	Chris Miller	NDF
	Bert Pile	Northside TA
	Bill Dunlop	Andrew Street TA
	David Senior	London Chamber of Commerce
	Roy Featherstone	ABTA
IN ATTENDANCE	Denise Shaw	Newham Recorder
	Dianne Sutton	LDDC
APOLOGIES	Alan Turner	DBC
	David Reynolds	Guild of Business Travel Agents
	Jonathan Wilson	Eurocity Express
	Ann Batchelor	Thameside TA
	Cllr. Adams	LBG

1. Minute of meeting held on 13th January, 1988.

AGREED

2. Matters arising

- (a) Mr. Featherstone was welcomed, and it was noted that a Deputy would be appointed in due course.
- (b) The Airport Director reported that he had investigated the complaint by Anne Batchelor but could offer no immediate solution. He acknowledged that there was a short emission of fumes when engines were started and that wind direction was also a factor. However, there was no unnecessary idling of engines and Capt. Mitchell said that the airlines were doing all they could to keep this to a minimum, e.g. they used only two engines as far as the runway holding point.

Cllr. Garfield said she had also received complaints and asked whether an analysis of the fuel could be undertaken which might allay the fears of residents that the fumes may be harmful. She also said that it had been reported that the fumes had penetrated into classrooms at Drew Road School. The Airport Director said he had no previous knowledge of this. It was reported that JET A1 fuel was used and that the closest comparison was commercial paraffin. John Douthwaite undertook to respond to Cllr. Garfield's request.

Bill Dunlop also referred to the fumes nuisance, which had been particularly noticeable on Sunday 21st February.

[ACTION - JD]

- (c) Nicholas Hopkins said that he had no further information to offer, the situation remained as was reported to the last meeting of the Committee.

Jeff Hennessey reported that the Corporation were awaiting from the Council the results of the two investigations i.e. results of the Council's work on reflective noise in Camel Road which could now proceed since flights had been resumed, and the suitability of noise insulation works previously undertaken on the Rathbone Estate.

Cllr. Garfield protested at the length of time residents had been inconvenienced. Ken Lund wished it formally recorded that he had written to Mr. Watts regarding mechanical ventilation at the Drew Road School. It was the Council's view that it should be provided.

On a query from Chris Miller, Ken Lund reported that the London Borough of Newham would provide the agreed entryphones as part of a wider scheme to be carried out by the Housing Department. He hoped this would not take long.

- (d) Change of Deputy noted.

Ken Lund enquired whether a solution had been found regarding the "no-man's land" at the rear of Camel Road. John Douthwaite reported that a meeting had taken place with Messrs. Dunlop and Cattell, and the Metropolitan Police Crime Prevention Officer. Returns would be put on each end of the fences which would prevent access to the school area and also Parker Street.

The Chairman asked about access beneath the fence and was advised that this too would be stopped.

### 3. New Town Tenants Association

Letter from Irene Heath to the CAA noted. Stuart Innes to obtain a copy of the CAA's reply to Mrs. Heath. It was noted that helicopters were not permitted to use the Airport but in the Special Rules Zone they were now subject to control by Thames Radar.

[ACTION - SWI]

4. Roundabout outside LCY

Jeff Hennessey reported that the traffic lights had been removed and that the road would, hopefully, be in a proper condition by April.

5. London City/Paris Services - Inquiry Report

Report received and noted. Chris Miller said that the provision of this report was very helpful. He asked about radar cover on routes B & C and was told this was continuously available, initially from Thames Radar and then from Kent Radar at Manston and/or London Control who controlled the airways from West Drayton. Aircraft exiting the UK via Dover were cleared to ascend into controlled airspace (airways) at Detling.

Paris flights using route A were given a radar service not by Gatwick LARS but by Gatwick Approach control which is manned 24 hours a day.

Capt. Peter Mitchell explained to Members how the Quadrantal Rule secured vertical separation of traffic going in different directions.

Cllr. Garfield thanked John Douthwaite on behalf of her Committee for arranging their forthcoming visit to the Airport. It was hoped this would reassure her Committee on questions of air traffic control and flight safety.

6. Community Representation

Chris Miller reported that this item was to be further discussed at the next meeting of the Forum.

Stuart Innes said that it was the Corporation's view that the communities should resolve themselves the question of who should represent them but the Corporation would try to help if it could.

Chris Miller would ask officers of LBN and LDDC to become involved at the appropriate time if this proved necessary.

[ACTION - CM]

7. Airport Director's Report

John Douthwaite reported that services to Paris had now been resumed. He also reported that the Business Centre was open not only for passengers and travellers but also to other users.

The end of March signalled the change from Winter to Summer schedules. Information on the new schedules, and possible additional routes, would be available shortly. Flights to Jersey/Guernsey were to be instituted shortly and it was hoped the schedules to/from Paris would be rationalised in the summer schedules.

The Fun Run from the City to LCY had taken place on Sunday 21st February with over 420 participants. The winning time was around 35 minutes. It was hoped this event could be staged annually with sponsorship monies raised going to several Charities. Staff of the Airport had taken many enquiries.

8. Any other business

Cllr. Garfield wished to thank Mowlems and the Corporation for their help in getting a TV aerial for local residents. She felt this would bring a lot of satisfaction to the mainly elderly residents.

The Chairman asked whether there had been any response to the request for information about traffic problems to be sent to the Committee with a view to a letter of protest to the DTp. Stuart Innes advised him there had been no feedback at all.

John Douthwaite said that road access was very important to everyone and that he had been in contact with the DTp. A group - "Keeping the Traffic Moving" - had been established by the DTp to study ways to relieve traffic congestion.

Cllr. Garfield asked whether anyone had investigated the use of a riverbus service. Nicholas Hopkins told the Committee of the work Mowlems had done on this with Thamesline who would shortly be operating a riverbus service. The main problem was the feeling that travellers like to use only one or at most two modes of transport to get to the Airport. With the Riverbus most people would have to use three, e.g. road/river/road.

Stuart Innes was asked to write to Cllr. Adams regarding the Woolwich Ferry and also to the DTp regarding traffic congestion.

[ACTION - SWI]

Stuart Innes showed the Committee an example of the stationery which had been purchased for the Committee.

9. Date of Next Meeting

As the next meeting falls within Easter week, it was decided that the meeting would be rescheduled, it would now take place on 20th April, 1988 at 7.00 pm at the Airport on the pontoon.